# Airstrip Detailed Inspection Form (ETG0001F-01)

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| LOCATION: | | |  | | | | | | | | | | | | | |  | | | | | | | |  | | | | |
| INSPECTED BY: | | |  | | | | | | | | | | | | | | DATE OF INSPECTION: | | | | | | | |  | | | | |
| A. | AIRSTRIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | DIMENSIONS | | | | | | | | | | | | | | | | | | | | | | | | | Check Box Y / N | | |
|  | | Length (min. 1 200m) Shown on diagram is correct | | | | | | | | | | | | | | | | |  | | | | | | | | | / | A1 |
|  | | Min width of airstrip including flyover area –  60m(Day) / 90m(Night) | | | | | | | | | | | | | | | |  | | | | | | | | | | / | A2 |
|  | | Min width of strip, centrally located on airstrip, including run off areas – 45m | | | | | | | | | | | | | | | | | | | | | | | |  | | / | A3 |
|  | | Min width of runway(s), centrally located – 15m | | | | | | | | | | | | | |  | | | | | | | | | | | | / | A4 |
|  | | SURFACE CONDITION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Runaway surface is smooth and firm. (Test at 75km/h) | | | | | | | | | | | | | | | | | | |  | | | | | | | / | A5 |
|  | | Run-off area is clear of obstacles and well graded | | | | | | | | | | | | | | | |  | | | | | | | | | | / | A6 |
|  | | Fly-over area is clear of obstacles | | | | | | | | | |  | | | | | | | | | | | | | | | | / | A7 |
|  | | Grass cover on runway and run-off area is shorter than 150mm | | | | | | | | | | | | | | | | | | | | | |  | | | | / | A8 |
| B. | CLEARANCES | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | APPROACH / TAKE-OFF AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Take-off gradient is clear of obstructions | | | | | | | | | | | | | |  | | | | | | | | | | | | / | B1 |
|  | | Hard to see objects are marked correctly | | | | | | | | | | | | |  | | | | | | | | | | | | | / | B2 |
|  | | (eg. Poles have white tops, fences have white markers, etc.) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | CIRCUIT AREA | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | All airstrip structures are below 1 in 5 rule from strip edge | | | | | | | | | | | | | | | | | | | | |  | | | | | / | B3 |
|  | | All towers and masts etc. are shown on the diagram with prominent CAUTIONARY NOTE | | | | | | | | | | | | | | | | | | | | | | | | | | / | B4 |
| C. | AIRSTRIP MARKERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | SPACING | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Side spacing is: 90m max. for SMALL markers | | | | | | | | | | | | | |  | | | | | | | | | | | | / | C1 |
|  | | Centre spacing at each end is 30m | | | | | | | | | |  | | | | | | | | | | | | | | | | / | C2 |
|  | | CONDITION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | All side markers are present | | | | | | |  | | | | | | | | | | | | | | | | | | | / | C3 |
|  | | All threshold markers (6 each end) are present | | | | | | | | | | | | | | | | | |  | | | | | | | | / | C4 |
|  | | All markers are frangible (eg. Car tyres) | | | | | | | | | | | | |  | | | | | | | | | | | | | / | C5 |
|  | | All markers are cleared of growth | | | | | | | | |  | | | | | | | | | | | | | | | | | / | C6 |
|  | | FLARE MARKERS (Disks) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | All flare markers are present (min.30) | | | | | | | | | | | |  | | | | | | | | | | | | | | / | C7 |
| D. | WIND INDICATOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | WIND SOCK | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Is in good condition | | | | |  | | | | | | | | | | | | | | | | | | | | | / | D1 |
|  | | Is free to rotate | | | |  | | | | | | | | | | | | | | | | | | | | | | / | D2 |
|  | | Mast and ladder are in good condition | | | | | | | | | | | |  | | | | | | | | | | | | | | / | D3 |
| E. | FLARE STORAGE CONTAINER | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Physical condition is good | | | | | |  | | | | | | | | | | | | | | | | | | | | / | E1 |
|  | | Secured with an “S” lock | | | | | |  | | | | | | | | | | | | | | | | | | | | / | E2 |
|  | | Container is clean and tidy | | | | | |  | | | | | | | | | | | | | | | | | | | | / | E3 |
|  | | Instruction sheet is displayed inside | | | | | | | | | | |  | | | | | | | | | | | | | | | / | E4 |
|  | | Loose instruction sheet is inside | | | | | | | | |  | | | | | | | | | | | | | | | | | / | E5 |
| F. | EQUIPMENT FOR NIGHT OPERATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | THRESHOLD LAMPS (Kerosene) – GREEN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | 4 No present | |  | | | | | | | | | | | | | | | | | | | | | | | | / | F1 |
|  | | Lamps are cleaned and fuelled | | | | | | | |  | | | | | | | | | | | | | | | | | | / | F2 |
|  | | Conditions of wicks are good | | | | | | |  | | | | | | | | | | | | | | | | | | | / | F3 |
|  | | FLARES (diesel or kerosene) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | 35 No present | | |  | | | | | | | | | | | | | | | | | | | | | | | / | F4 |
|  | | Cleaned and fuelled | | | | |  | | | | | | | | | | | | | | | | | | | | | / | F5 |
|  | | Condition of wicks is good | | | | | |  | | | | | | | | | | | | | | | | | | | | / | F6 |
|  | | FUEL | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Kerosene present. (Litres) | | | | | |  | | | | | | | | | | | | | | | | | | | |  | F7 |
|  | | Diesel present. (Litres) | | | | | |  | | | | | | | | | | | | | | | | | | | |  | F8 |
|  | | MATCHES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Number of boxes present: | | | | | |  | | | | | | | | | | | | | | | | | | | |  | F9 |
| G. | BIRD HAZARD MANAGEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Are birds considered to be a hazard to aircraft operation? | | | | | | | | | | | | | | | | | | | |  | | | | | | / | G1 |
| H. | COMMENTS/ACTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | Comments on items answered NO | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| If battery operated lights are provided in lieu of flares or lanterns, this form is to be amended accordingly, including records of when batteries are replaced. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certification by Inspector | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I certify that I have inspected the airstrip and certify that any defects found have been reported above.  Signed: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |