



Friedman Memorial Airport (SUN)
Alternate Landing Area – Standard Operating Procedures
rev. January 30, 2019

This document outlines the actions, restrictions, and procedures required for use of and operation of the Alternate Landing Area (ALA) at SUN. The ALA is East of the paved runway 13/31, South of the SUN Federal Contract Air Traffic Control Tower (FCT) between the paved runway and the perimeter fence. The ends of the ALA and access to the ALA align with Bravo Taxiway connectors B5 and B6.

See **Attachment 1** for graphical representation of the ALA.

Use and operation of the ALA is subject to the following conditions:

- 1) Runway 13/31 and the ALA will operate as a single runway. This limitation is more than just a prohibition against simultaneous takeoff/landing operations. No aircraft can enter either of the runway surfaces until all aircraft have completely exited all of the runway surfaces. Only one aircraft at a time can operate beyond the runway 13/31 hold lines.
- 2) Use of the ALA is limited to light single engine aircraft less than 12,500 lbs with wingspans less than 49'.
- 3) Use of the ALA is limited to SUN FCT operational hours only.
- 4) Use of the ALA is limited to daylight hours only.
- 5) The ALA is only available in dry conditions. SUN Airport Management and the SUN FCT will dictate the availability of the ALA daily based on weather, ALA conditions and anticipated traffic.
- 6) The ALA is for landings only. Takeoffs are not allowed.
- 7) The ALA and access taxiways will be marked by SUN Airport Management with white paint or chalk as needed. Use of areas outside of those marked is prohibited.
- 8) Pilots must request use of the ALA at the time of initial communication with the SUN FCT.
- 9) Approach and communication are the same as for runway 13/31 only the landing area is different.
- 10) The SUN FCT will advise pilots requesting arrival to the ALA that use of the ALA will be at their own risk.

- 11) The ALA will be available for seasonal use only (approximately June - October).
- 12) Pilots desiring to use the ALA must read this notice and sign a "Required Pilot Operating Agreement for Operating on SUN Alternate Landing Area" (Agreement). The Agreement is included as **Attachment 2**.
- 13) The FMAA will conduct three airfield self-inspections daily, in compliance with their Airport Certification Manual (ACM). Additionally, SUN Airport Management will conduct at least two additional inspections daily for FOD, and at least one additional inspection daily of the ALA operating surfaces, for compliance with the Runway Safety Area. Additional inspections shall be conducted and documented similarly to the required FAR Part 139 self-inspections.
- 14) Prior to opening the ALA for use, SUN Airport Management will invite based aircraft owners and user groups to review and discuss the conditions set forth herein.
- 15) SUN Airport Management will communicate these conditions of use for the ALA via email to all based aircraft owners annually, at annual airport user group meetings, and at annual meetings of the Blaine County Pilot's Association, and with presidents of local hangar associations. Users will be advised that failure to abide by the conditions set forth herein could result in removal of the ALA.
- 16) Communication between SUN FCT and ground vehicles is the same as for Runway 13/31.
- 17) SUN FTC will keep track of N-numbers of aircraft using the ALA and will provide a weekly list to FMAA. FMAA will use the list to verify that users have signed the Agreement. FMAA will contact any ALA users who have not signed the Agreement to verify that they are aware of the conditions set forth herein, and obtain a signed Agreement from those users.



Chris Pomeroy
Airport Manager
Friedman Memorial Airport

SUN ALA

ATTACHMENT 1 – SUN ALA





Required Pilot Operating Agreement for Operating on SUN Alternate Landing Area (ALA)

I (PRINT full name), _____, N Number, _____ have read, fully understand, and will comply with the following operational procedures, restrictions, and limitations:

- 1) **You have watched the ALA briefing video included on the iflysun.com website.**
- 2) Runway 13/31 and the ALA will operate as a single runway. This limitation is more than just a prohibition against simultaneous takeoff/landing operations. No aircraft can enter either of the runway surfaces until all aircraft have completely exited all of the runway surfaces. Only one aircraft at a time can operate beyond the runway 13/31 hold lines.
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Signature

Date