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Requirements

1. Outdoor Emergency Care refresher
   National requires attendance at an annual OEC refresher. If you cannot attend the one given by Bear Valley, it is the patroller’s responsibility to arrange to attend another patrol’s refresher. The Patrol Director can provide a list of other patrols’ OEC refresher dates.

   It is another National requirement that you hold a current certification and that you refresh annually in CPR at level “C”. There is normally a CPR refresher given at Bear the day after the OEC refresher. You may choose to refresh your CPR elsewhere.

2. On-the-hill refresher
   It is a Bear Valley requirement that you attend the BV annual on-the-hill refresher. Contact the Patrol Director if you cannot attend.

3. Days of service per season
   Each patroller is required to patrol a minimum of 15 days per season, which includes the on-the-hill refresher. Attendance at 50% of the patrol meetings is also required.

4. Dues
   All dues to Bear Valley, Mother Lode Region, Far West Division, and National must be paid in the appropriate amounts.

5. Deficiencies
   At a minimum, any patroller who is deficient in one or more of the above requirements will be restricted to a subset of normal patroller responsibilities as follows:

   item 1) no first responding to an 11-83, no Incident Report Form duties, patrol with a buddy until OEC refresher and/or CPR class completed.
   item 2) refresh with another patroller on first day, normal duties
   item 3) no loaded sled driving, and patrol with a buddy until sled check completed
   item 4) no signing on for duty

   Any further sanctions will be at the discretion of the Board of Directors.

6. Other
   It is a Bear Valley requirement everyone attends at Circle A avalanche class within two years of becoming a Basic patroller.
**Sign in/out**

1. **Weekend morning sign in**
   
   Turn in your card in the cafeteria by 7:30AM; submit the names of your guests [up to 2] for complimentary tickets; attend briefing in the patrol room at 7:50 AM with your ski boots on. Comps are not available for candidates or auxiliaries.

   If you cannot work the standard hours, then you must ask the Pro Patrol Director for permission before signing on.

2. **Weekday morning check-in**
   
   Call a day or two in advance to let the Pro Patrol Director know you’ll be coming. Ask what time to check in. Record your attendance in the log book for credit.

3. **Evening check-out**

   Because we may be needed to assist in a search for lost skiers, wait until the cards are returned and our status is “clear” before leaving the resort. Make sure your radio gets back into a charger.

4. **AC morning check-in**

   If you would like to go on AC, check with the Pro Patrol Director the night before. You will need to have a avalanche transceiver. When the Pros are out on AC, it is common for the Nationals to open the mountain after an early briefing.
**Equipment use and care**

1. **Radios**
   
a. **Switches**

There are two major switches on the radios. The first is the squelch/channel guard. Place the selector in the position so that the radio will receive only signals at $yy$ Mhz. Otherwise, the radio will receive a certain bandwidth of signals. The switch design varies for each radio. Ask someone if you are unsure how to use the switches on a particular radio.

The second switch of importance is the channel selector. When the channel selector is on “1”, the radio will transmit to the repeater at Bear top at $xx$ Mhz. Our radios with the channel guard on will not receive this transmission at $xx$ Mhz. The repeater rebroadcasts this transmission at $yy$ Mhz which is received by our radios. This permits patrollers to transmit to anyone in range of the repeater. When the channel selector is on “2”, the radio will transmit at $yy$ Mhz in the “talk-around” mode. This permits patrollers to talk with others in “line-of-sight” without transmitting to the whole mountain. This feature is useful in Grizzly bowl when the ridge blocks transmissions to/from the repeater, but you are line-of-sight to someone else in the bowl.

The large black radios also have a dual power feature. When the selector is on “lo”, the unit transmits at 1 Watt, and on “hi” at 5 Watts.

Motorola CT250 Radios:

- **Channel 1** - First Aid, Dispatch, Ski Patrol, Lift Maintenance, Lift Operations
- **Channel 2** - Shuttle Busses, Parking Lot, Groomers, Main Office
- **Channel 3 and 4** - Ski School, Grizzley Den, Terrain Park

Channels 1,2 &3 are Repeater Frequencies (meaning they transmit to the repeater on top of the mountain on one channel, which then retransmits on another frequency, which the radios receive on. This broadens the effective coverage area of the radios).

In areas that you are not in line-of-site of the bear top repeater, you will want to choose simplex mode or (“talk around”) which allows the radio to broadcast/transmit on the repeater transmit frequency. When in simplex, you will only be able to talk to other radios in your line-of-site. This is helpful in section 3 and 5 at times when you are out of sight of the repeater. You can go to simplex on any channel. To go to simplex mode, push the OPT button directly above the push to talk (PTT) button once, you will hear two beeps. To return to repeater, simply push the OPT button again and you will hear one beep. To check, push the PTT button and release. If you hear a delay static over your radio speaker, you are in repeater mode - this is the repeater rebroadcasting your transmission (Do NOT test this feature often).

The smallest uppermost button above PTT is for scanning which will scan channels 1,2&3 for any transmissions. If you hear other channels, push this button to receive only patrol radio transmissions.
b. Miscellaneous radio guidelines

* Do not pick up or handle the radio by the antennae - they tend to break.
* Turn off the radio before placing it in the charger.
* Keep the radio storage cabinet locked at all times.
* Minimize your radio transmissions. Use codes whenever possible.
* Do not transmit a description/diagnosis of your patient unless requested by FAR staff.
* If you anticipate an extended conversation, use the phone.
* There tends to be a lag when using the repeater. Thus, you should key the radio, wait a second, then talk, wait a second, then release the key.
* If you experience problems with a radio, put a note on it.
c. Radio codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-1</td>
<td>receiving poorly</td>
</tr>
<tr>
<td>10-2</td>
<td>receiving well</td>
</tr>
<tr>
<td>10-4</td>
<td>ok, acknowledged</td>
</tr>
<tr>
<td>10-6</td>
<td>busy - stand by</td>
</tr>
<tr>
<td>10-7</td>
<td>out of service</td>
</tr>
<tr>
<td>10-8</td>
<td>in service</td>
</tr>
<tr>
<td>10-9</td>
<td>repeat transmission</td>
</tr>
<tr>
<td>10-14</td>
<td>escort</td>
</tr>
<tr>
<td>10-20</td>
<td>location</td>
</tr>
<tr>
<td>10-22</td>
<td>cancel</td>
</tr>
<tr>
<td>10-49</td>
<td>proceed to ....</td>
</tr>
<tr>
<td>10-50</td>
<td>lift-related accident</td>
</tr>
<tr>
<td>10-60</td>
<td>lift running, mechanic requested</td>
</tr>
<tr>
<td>10-61</td>
<td>lift not running, mechanic requested</td>
</tr>
<tr>
<td>10-62</td>
<td>lift running</td>
</tr>
<tr>
<td>10-63</td>
<td>lift closed, running public off</td>
</tr>
<tr>
<td>10-64</td>
<td>prepare for lift evacuation</td>
</tr>
<tr>
<td>10-65</td>
<td>start lift evacuation</td>
</tr>
<tr>
<td>10-97</td>
<td>arrived at scene</td>
</tr>
<tr>
<td>10-100</td>
<td>patroller needs assistance</td>
</tr>
<tr>
<td>11-43</td>
<td>doctor needed</td>
</tr>
<tr>
<td>11-82</td>
<td>sled needed</td>
</tr>
<tr>
<td>11-83</td>
<td>possible injured person</td>
</tr>
<tr>
<td>11-84</td>
<td>help needed unloading sled</td>
</tr>
<tr>
<td>11-85</td>
<td>transport needed to FAR</td>
</tr>
<tr>
<td>code blue</td>
<td>patient in cardiac/respiratory arrest</td>
</tr>
<tr>
<td>code 3</td>
<td>emergency</td>
</tr>
<tr>
<td>code 4</td>
<td>no further assistance required</td>
</tr>
</tbody>
</table>

2. Sleds

* Standard sled pack: 2 box splints, 1 quick splint, 2 blankets, 1 bag of padding, tape, and gauze.
* So that the sled hanger can be used, place the sled pack all the way in the back of the sled so that both crossbars are in front of the sled pack when the handles are back.
* After you finish in the first aid room, take your sled back to the top. Whenever you are going from the lodge to the top, check to see if sleds need to be taken up.
* Do not load a sled on a chair running on diesel [check with Section leader if questionable].
* The top lift operator can return the sled hanger to the bottom lift operator.
* Make sure the sleds at the caches are ready to go - free of snow and rime, and easy to access.
* Check handles, pins, chain, tail rope for defects before running to an accident scene.
* Kuma and Pooh are the only chairs where you can optionally carry an empty sled on the back of the chair. Check with Dispatch or a Section Leader if there are any questions about wind or other problems.
3. Ski equipment/apparel

* First aid supplies in a patrol belt or vest pockets. [see supply list below]
* Dark blue or black ski pants. No jeans.
* Red or rust/navy parka or vest. [red BVNSP cotton shirt ok as outerwear on warm days]
* Patroller must have passed ski/toboggan test on equipment used: downhill skis, snowboards, or telemark skis.
* Candidates will wear a dark blue or navy parka and a training bib at all times on the hill. They must cover or remove any NSP insignia on fanny packs or outerwear.

4. Belt pack

The belt must contain items in the required column, items in the optional column have been found to be useful by some patrollers.

<table>
<thead>
<tr>
<th>quantity</th>
<th>required items</th>
<th>quantity</th>
<th>optional items</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>pocket face mask or cpr minishield</td>
<td>1</td>
<td>instant glucose</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>[gel cake frosting can work too]</td>
</tr>
<tr>
<td>6</td>
<td>sterile 4x4’s</td>
<td>1-2</td>
<td>ace bandages</td>
</tr>
<tr>
<td>6</td>
<td>sterile 2x2’s</td>
<td>1</td>
<td>5-6” wide elastic ace-type bandage</td>
</tr>
<tr>
<td>2-3</td>
<td>1” adhesive tape</td>
<td>1</td>
<td>4-tail bandage</td>
</tr>
<tr>
<td>1</td>
<td>wide tape [2-3”]</td>
<td>several ft</td>
<td>tubular webbing</td>
</tr>
<tr>
<td>12 min</td>
<td>band-aids</td>
<td>many ft</td>
<td>light line</td>
</tr>
<tr>
<td>25 ft.</td>
<td>avalanche cord</td>
<td>1-2</td>
<td>carabiners</td>
</tr>
<tr>
<td>1</td>
<td>lighter or waterproof matches</td>
<td>1</td>
<td>figure 8 descender</td>
</tr>
<tr>
<td>many</td>
<td>latex gloves</td>
<td>1</td>
<td>scissors clamp</td>
</tr>
<tr>
<td>3</td>
<td>cravats</td>
<td>1</td>
<td>pliers/wire cutter [Leatherman, Sog, etc]</td>
</tr>
<tr>
<td>3</td>
<td>3” roller gauze</td>
<td>several ft</td>
<td>duct tape</td>
</tr>
<tr>
<td>1</td>
<td>1” roller gauze</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-12</td>
<td>butterfly closures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-3</td>
<td>tongue depressors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>wire or SAM splint</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>pocket knife</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>scissors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>dowel or ankle hitch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 min</td>
<td>safety pins</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>plastic whistle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>tweezers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>pen light</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>space blanket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>several</td>
<td>zip lock baggies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 baggie w/</td>
<td>accident report form</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4 transfer forms</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 trail map</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>RMA forms</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>witness report forms</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>note pad</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>pen/pencil</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. Storage areas
   * There is a ski closet outside the anteroom to the FAR, and there are 1/2 height lockers in the hallway to the FAR.
   * Store your equipment in the ski closet when working an accident. There have been equipment thefts from outside the FAR.
   • Only patrollers may use lockers/closet and only during the day they are signed on. They are not for guests or family members.

* Do not use for overnight storage.
Sweep procedures

Sweep is a preliminary search and rescue procedure. Cover your area carefully, checking for tracks beyond the perimeters. During sweep, call out “CLOSING” or other suitable phrase, and then listen for a possible response in order to locate any customers who are out-of-sight but within hearing distance.

1. Section 1, 3, 4
   Go to Bear top at 3:15 to see if you’re needed to help sweep sections 3 and 4. Section 3 may be organizing from Griz top, and section 4 may be organizing from Pooh top, check in and see where your Section leader is. When section 3 finishes sweep, they close the upper Kuma gate and Kodiak top.

2. Section 2
   Go to Koala top at/before 4:00 to get your assignment. Wait for Tuck’s run sweep from Bear top.

3. Section 4 [see map]

   Sweep 1: close West World gate; 1&2 wave-L to 3 at the top of the “fantail”; sweep West World, wave-L to 2 at crossover to Big John; check perimeters; wait for 2 at Pooh bottom

   Sweep 2: close West World gate; 1&2 wave-L to 3 at the top of the “fantail”; sweep Big John with a wave-L to 3 at Shady Grove, a wave-R to 1 at crossover to West World, a wave-L to 3 at Big John crossover to Shady; roll up signs at bottom of Big John; wave-L to 3 at Pipeline; ride out with 1 from Pooh bottom; radio Section 4 leader that 1&2 are clear and riding out.

   Sweep 3: close Grouse gate; wave-R to 1&2 and wave-L to 4&5&6 at “fantail”; sweep Grouse down to top of Shady Grove; wave-L to 4 who just came down Satisfaction; begin sweep of Shady Grove, wave-R to 2 at top of Big John; wave-R to 2 at Big John Crossover, go to left side of trail and wave-L to 4 at T12 Hiber through woods; continue down to Pipeline and put away slow sign on trail to Pooh bottom; wave-R to 2 at Pooh bottom; proceed down Pipeline to Bear Boogie; put away any merge signs and wait for 4

   Sweep 4: close Hiber top; 4&5&6 wave-R to 3 at “fantail”; proceed down Bear Boogie and go down Satisfaction; wave off to 5&6 standing at the top of Pacesetter; wave-R to 3 standing at top of Shady; proceed down Grouse to bottom of Goldilocks; put away any merge sign; wave off to 5&6 at top of Goldilocks; on right side of trail above T12 Hiber, wave-R to 3 through the woods; proceed across Burgess Bridge to Bear Boogie; wave off to 5 standing at entrance to Oopla; proceed down Bear Boogie to meet 3 at Pipeline; proceed down Pipeline to meet 5 at bottom of Blue Jay

   Sweep 5: close Hiber top; 4&5&6 wave-R to 3 at “fantail”; proceed down Bear Boogie and go down to top of Pacesetter; 5&6 wave to 4 at bottom; proceed down Bear Boogie to the top of Goldilocks, 5&6 wave to 4 at bottom; proceed down Bear Boogie to entrance to Oopla, wave off to 4 at end of Burgess Bridge; traverse to top of Oopla, clear Oopla visually; continue to Blue Jay to Pipeline to meet 4; put away any slow sign at entrance to Hiber bottom, wait for 6.
Sweep 6: close Hiber top; 4&5&6 wave off to 3 at “fantail”; proceed down Bear Boogie and go down to top of Pacesetter; 5&6 wave to 4 at bottom; proceed down Bear Boogie to the top of Goldilocks, 5&6 wave to 4 at bottom; proceed down Bear Boogie to Corral Ridge; turn sign to closed; proceed on Corral Ridge to Tiggers Traverse; continue to Pipeline to meet 3, 4, and 5 and to ride out Hiber; open ribbons at Hiber top and Grouse top

4. Mok/Mok West
   Check the bathrooms. Open the ribbon to West World. Pull the diversion ribbon at the top of Mok west steeps back to the top. Roll up the sign at top of Mok West steeps.
Patrolling guidelines

The intent of these guidelines is not to impose rules and regulations. However, there are behaviors and conduct that should be encouraged to maintain a high level of integrity and professionalism in the National patrol.

1. Be available

* Lunch break in the lodge is 30 minutes. If you need/want more time, try to do it at the top of the mountain. Do not “hang around” the lodge at any time.

* The lower you go on the mountain, the less area you are capable of responding to. So it is preferable to spend “chat time” or “rest time” at the top of your section [Bear top or Koala top and maybe Griz top], instead of the bottom or the lodge.

* When things are really busy, section 1, 3, and 4 patrollers should swing by Bear top. [When section 2 is busy, likewise section 2 patrollers should head to Koala top.] Check to see if anyone needs help. Make sure there are a few patrollers at the top who aren’t interested in skiing before taking off. If there are only a few people at the top, and everyone would like to ski, do an informal bump for a few minutes until everything calms down and a few of the patrollers out on accidents go back in service.

* If you are the last patroller at the top and must respond to an incident, the proper radio call is “Bear/Koala top is 10-7”. This notifies other patrollers to go to the top. When the first patroller arrives, the proper radio call is “Bear/Koala top is 10-8”.

* While there are many benefits to riding every lift on your section, remember that Kodiak, Cub, and Super Cub put you out of position for covering other parts of the section.

* If you are assigned a radio, keep it on and with you at all times during the day. Listen to it.

* Try to be at the top when a lift evacuation occurs. If a lift is stopped as you are getting ready to leave the top, wait for a minute to make sure it’s just a routine stop. If you hear a certain lift is having consistent problems, try to avoid riding that lift. If it seems that things are escalating towards a lift evacuation, migrate back to the top.

* Take care of yourself, so you can take care of others. Don’t let yourself get so tired/cold/wet/hungry that you cannot perform your duties. It’s better to get some hot food / dry clothes and then rest at Bear top than it is to stay out all day long - but too worn out to run a toboggan. If you are free skiing, you can ski until you’re really tired, then go to the lodge. On patrol, you need to keep an energy reserve available all day long.
2. Do the job

* The Pro Patrollers are responsible for a larger set of tasks than the Nationals. They are in charge of AC, accident investigations, infractions of the skier’s code, rope rescues, evacuation of a sled from the lift, and others. For the duties that Nationals are trained to perform, Nationals should proactively request and do. If you need someone to assist or take over a duty, your first choice should be to get another National to help.

* If you witness or are told of an infraction of the skier’s code, and you feel the violator should be talked with, report the incident your Section leader. Most of the time, a Pro Patroller will handle any interactions with the customer.

* While riding a lift, there are things to be aware of, such as: problems with the lift sheaves, excessive swinging of the chairs, injured people below, problems with signs and ribbons.
First aid room [FAR] guidelines

1. Getting the patient in
You have a choice of a wheelchair, gurney or walk-in. Check with FAR staff for which bed to use. Walk-ins go preferentially to beds 2 and 4, the beds that are hard to get to with a gurney. Walk-ins can be lacerations and upper extremity injuries (e.g. shoulder, wrists, etc.)

If you are unfamiliar with the wheelchair, get someone to show you. Remember to lock the wheels when the patient is getting in or out. Load the patient in/out on their good side.

For the gurney, remove the handle from the Cascade [the basket from the Todd], and carry the sled into the anteroom. Remove ski/board equipment and excess snow from the sled in the anteroom. Place the sled and gurney straps over the patient so that they cannot get caught in the wheels. Again, roll the gurney to the bed on the patient’s good side. This usually makes it easier for them to move, and it puts the injury on the outside for assessment.

2. Helping the patient
The first thing to do is to get your patient comfortable. Take off their boots, jackets, and whatever splints, bandages, and clothing is necessary to facilitate an examination of the patient. Support their injuries, get an ice pack, give them a blanket, etc.

Although suggestions are welcome, please leave diagnosis of the patient and recommendations for further care to FAR staff.

3. Filling out the Incident Report Form
See copy of the report form - revision 1/97.

Recent changes:
* new box for multiple injuries
Form guidelines:

* patroller must fill out the entire form, not the patient
* time of incident: refers to the actual time the incident occurred, not the time in the first aid room
* location: lift - if incident was related to the lift
  trail - please be as specific as possible
  premise - only when incident occurs in lodge, parking area, etc.
* injured person’s description of incident in 1st person: “I made a quick left turn and .....”; try to be as brief as possible; find out what actually made the skier fall (e.g. caught an edge, lost control, etc.)
* prevention of incident: as brief as possible - if they do/can not answer just put “no”
* probable injury: leave blank for FAR staff
* injury zone: indicate the injured body area
* first aid rendered on the hill: be brief (e.g. survey, splint, transport)
* first aid rendered in aid area: leave blank for FAR staff
* equipment: record rental number of skis for BV rentals. if possible, get rental slip for BV equipment and put it in patient’s ski boot
* please get the patient signature as soon as you have completed your portion of the form. this is very important. if the patient is a minor and no parent/guardian is available, have the minor sign the form. the FAR staff will get the parent/guardian signature when they arrive
* patroller comments: use for abnormal events/signs (e.g. EtOH intox, red flag stuff), otherwise leave blank for additional comments by FAR staff
* remember to print your name and sign at the bottom
* If a Doctor sees your patient, try to remind them to fill out the appropriate area on the form.

4. Misc guidelines
* stay with your patient until care is transferred to FAR staff, and you are no longer needed to assist
* limit the visitors to, at most, one per patient
* only items that are saturated in blood, aka “grossly bloody”, go into red-bag waste can
* minimize the ambient noise, don’t roll the stools around
* measure box splints on good leg, tabs get folded in to make stable splint
* if patient is a minor, bring it to the attention of the first aid room staff
* patients are frequently moved to different beds - make sure their paperwork go with the patient while the clipboards stay at the appropriate bed.
* do not eat in the FAR
* don’t hang around or dress in the FAR
* wash your hands before leaving
Benefits

* On the day worked, each patroller* is eligible for two complimentary lift ticket vouchers. These tickets are for family and close friends. Auxiliaries received one comp for their personal use and are eligible for one additional comp for family and close friends. Comps are not for resale to or barter with the general public. If any patroller has unused vouchers, they may elect to give them to other members of BVNSP. [*Candidates are not eligible for this benefit.]

* Patrollers in good standing** accrue Manager’s passes: 1 pass after 10 days, 2 passes at each additional 5 days of service. [**Candidates and patrollers on probation are not eligible for this benefit, auxiliaries are.]

* On the day worked, each patroller is entitled to a discount at the cafeteria. The patroller must show a current employee identification card at the register. Only certain registers handle the employee discounts, look for the signs. Do not use the discount to buy items for others.

* Patrollers may use the cut-line for patrol and ski school. Do not take your friends and family through the cut-line with you. Wait for them at the top.

* There are various discounts on ski equipment and apparel available for patrollers*. This is normally only for patrollers, not for their family and friends. Occasionally, deals are available for friends and family of patrollers, be very clear with the dealer regarding who you would like to purchase the items for. Do not discuss pro-form prices with the general public. [*Candidates are not eligible for this benefit.]

All of these benefits have the potential for abuse. Use discretion and common sense - ask if you’re unsure of what is acceptable.
Responsibility code

1. Always stay in control, and be able to stop or avoid other people or objects.
2. People ahead of you have the right of way. It is your responsibility to avoid them.
3. You must not stop where you obstruct a trail, or are not visible from above.
4. Whenever starting downhill or merging into a trail, look uphill and yield to others.
5. Always use devices to help prevent runaway equipment.
6. Observe all posted signs and warnings. Keep off closed trails and out of closed areas.
7. Prior to using any lift, you must have the knowledge and ability to load, ride and unload safely.

[This is the skier's code rewritten to be non-equipment specific. Endorsed by NSAA, NSP, and PSIA.]