International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/CATG/7 — WP/03
25/07/23

Seventh Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/7) Meeting
Miami, United States, 26-28 July 2023

Agenda Item 2: **Review and follow-up to Conclusions/Decisions of E/CAR/CATG/5, NACC/WG and GREPECAS**
2.2 Follow on Valid Conclusion and Decision of the NACC/WG, NACC/WG/RAP and GREPECAS

CONCLUSIONS AND DECISIONS OF PREVIOUS MEETINGS THAT IMPACT THE ACTIVITIES OF THE E/CAR MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper summarizes the status of all Decisions and Conclusions from previous, meetings of the North American, Central American and Caribbean Working Group (NACC/WG) and Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting, information that has a direct impact over the E/CAR Groups and them action plans.

Action:	To be evaluated for all E/CAR meetings ECAR/NTG, ECAR/RD and ECAR/CATG. The suggested action is presented under items 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
References:	• Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/2), Mexico City, Mexico, 28 to 31 March 2023: https://www.icao.int/NACC/Pages/meetings-2023-wgrap02.aspx • Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting, Varadero, Cuba, 28-30 June 2023: https://www.icao.int/NACC/Pages/meetings-2023-naccdca11.aspx

1. Introduction

1.1 During the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/2), a series of information was discussed that gave rise to decisions and conclusions in this regard. Accordingly, this working paper intends to make recommendations on pending actions by the Group and update its status during this meeting.

1.2 In the last Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting in June 2023, some decisions were made that impact E/CAR work.

2. Decisions and Conclusions of previous meetings

2.1 Information about the Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group (NACC/WG/RAP/2):

Number	Conclusion/Decision	Information to be integrated under:
DECISION NACC/WG/RAP/02/01	ASSESSMENT OF THE BASIC BUILDING BLOCKS (BBB)	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/02	REGIONAL ASSESSMENT OF AVIATION SYSTEM BLOCK UPGRADE (ASBU) ELEMENTS	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/03	CREATION OF AN AD-HOC GROUP TO CARRY OUT AN ANALYSIS OF THE ASBU ELEMENTS OF THE NAVIGATION AREA	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/04	MEASUREMENT OF KEY PERFORMANCE INDICATORS (KPIS) OF REGIONAL PERFORMANCE	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/05	SUPPORT THE DEVELOPMENT OF THE e-ANP VOLUME III	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/06	CREATION OF A STRATEGY AND ROADMAP FOR THE IMPLEMENTATION OF AIR NAVIGATION FOR THE CAR REGION	ECAR/NTG, ECAR/RD, ECAR/CATG
DECISION NACC/WG/RAP/02/07	UPDATE OF INFORMATION ON INDICATORS THAT MEASURE THE LEVEL OF IMPLEMENTATION OF AIR NAVIGATION SERVICE	ECAR/NTG, ECAR/RD, ECAR/CATG
CONCLUSION NACC/WG/RAP/02/08	NACC/WG STRUCTURE CHANGE	ECAR/NTG, ECAR/RD, ECAR/CATG

2.2 Information about the Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/11):

Number	Conclusion/Decision	Information to be integrated under:
CONCLUSION NACC/DCA/11/5	APPROVAL OF NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG) STRUCTURE AND 2023 WORKPLAN	ECAR/NTG, ECAR/RD, ECAR/CAT
CONCLUSION NACC/DCA/11/6	STATE SUPPORT FOR POPULATING THE CAR/SAM AIR NAVIGATION PLAN (ANP) VOLUME III	ECAR/NTG, ECAR/RD, ECAR/CATG
CONCLUSION NACC/DCA/11/7	ENHANCING CONTINGENCY AND EMERGENCY RESPONSE IN THE CAR REGION	ECAR/NTG, ECAR/RD, ECAR/CATG
CONCLUSION NACC/DCA/11/8	SUPPORT AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE OPTIMIZATION INITIATIVES	ECAR/NTG, ECAR/RD, ECAR/CATG

2.3 Following Appendices shows the information relate to the NACC/WG/RAP/02 decisions and conclusions:

- **Appendix A**: Decisions and Conclusion of the NACC/WG/RAP/02
- **Appendix B**: Decisions and Conclusion of the NACC/DCA/11
- **Appendix C**: New format of the Basic Building Block evaluation
- **Appendix D**: New Structure of the NACC/WG

— — — — — — — — — — —

APPENDIX A
DECISION AND CONCLUSION
Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group

DECISION NACC/WG/RAP/02/01	**ASSESSMENT OF THE BASIC BUILDING BLOCKS (BBB)**
What: That, in view that in order to evaluate the implementation of the basis required for the growth of the aviation system it is required that the assessment of the BBBs be carried out in the short term, the NACC/WG Taks Forces: a) consolidate the reports from States using the template (WP/02 refers), seeking for preserving uniformity or indicating the necessary modifications; b) implement their own strategies that better adapt to the evaluation of these elements by the NACC/WG/08.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: The assessment of the BBBs is the first step to evaluate the implementation of the bases that the aviation system requires for its growth, identifying the regional operation of the mandatory services by area.	
When: NACC/WG/08	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☒ Other:	NACC/WG Task Forces

DECISION NACC/WG/RAP/02/02	**REGIONAL ASSESSMENT OF AVIATION SYSTEM BLOCK UPGRADE (ASBU) ELEMENTS**
What: That, in order to define the actions for improvement of air navigation in the short, medium and long terms, the NACC/WG Task Forces a) complete the analysis of ASBU elements at the regional level in their state of maturity "Ready for implementation" according to **Appendix C**; b) adopt the elements that as per their thread must be handled by each Group (Operational, Information and Technology) by the NACC/WG/8.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: Having the status of implementation of the ASBU elements in the CAR region is important information necessary for decision-making at the regional level.	
When: NACC/WG/08	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☒ Other:	NACC/WG Task Forces

DECISION **NACC/WG/RAP/02/03**	**CREATION OF AN AD-HOC GROUP TO CARRY OUT AN ANALYSIS OF THE ASBU ELEMENTS OF THE NAVIGATION AREA**
What: That ICAO coordinate the creation of an Ad-Hoc Group to assess the ASBU elements in the area of air navigation, as well as the state-of-the-art air navigation system that could replace current air navigation systems and provide the technical and operational recommendations for their implementation **by 15 March 2024**, for which: a) it will produce the terms of reference for the development of the Group's work; and b) it will convene the NACC Regional Officers for the development of this task.	**Expected impact:** ☒ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: The area of navigation technology is an important element of air navigation services that must be attended to in the same way as the other areas.	
When: By 15 March 2024	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☐ Other:	

DECISION

NACC/WG/RAP/02/04 **Measurement of Key Performance Indicators (KPIs) of regional performance**

What:

That, to obtain reliable data to carry out the measurement of regional performance through KPIs:

a) each NACC/WG Task Group carry out an analysis of the information available in the States and in the region to evaluate its use as data to feed the evaluation of the different for a KPI;

b) the Air traffic flow management evaluate the KPIs related to the air traffic area and analyse the possibility that the data available in ATFM be used initially to start measuring the KPIs;

c) the Airspace Optimization Task Force (NACC/WG/TF/AO) evaluate the KPIs related to the area of operations of air traffic and define a strategy for their measurement;

d) the Aerodromes and Ground Aids Task Force (NACC/WG/TF/AGA) evaluate the KPIs related to the area of operations of airports and define a strategy for their measurement; and

e) based on the information obtained in the two previous items, the NACC/WG define the KPIs that can be used regionally to measure the region's performance to be reported at NACC/WG/08 in **August 2023.**.

Expected impact:

☒ Political / Global
☒ Inter-regional
☒ Economic
☒ Environmental
☒ Operational/Technical

Why:

KPIs are key foundations that provide information on actions taken, results systems implemented, etc. An action allows objective measurement of performance over the course of the time for a specific goal.

When:	Report at NACC/WG/08 in **August 2023.**	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☒ Other:	NACC/WG/ATFM, NACC/WG/AO, NACC/WG/AGA	

DECISION **NACC/WG/RAP/02/05**	**SUPPORT THE DEVELOPMENT OF THE e-ANP VOLUME III**	
What: That, the need was identified for the Rapporteurs of the NACC/WG to work actively in this process of developing the e-ANP Volume III and for that, the Meeting committed to: a) support the update of the e-ANP Volume I and II in the short term; and b) implement work groups to develop data collection activities and management of GANP KPIs as a basis to populate the data of the Planning Tables of Vol. III, with the assistance of the Secretariat.		**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: The development of the e-ANP is an important task that must be developed in the short term to support the States of the CAR Region in their planning process.		
When:	To present the draft document at the next NACC/WG/08 meeting.	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☒ Other:	NACC/WG

DECISION NACC/WG/RAP/02/06	**Creation of a strategy and roadmap for the implementation of air navigation for the CAR Region**
What: That, considering the importance of having data and a roadmap for regional strategic planning, it is agreed to develop the Air Navigation Roadmap for Implementation and Enhancement Strategy (ARIES), through a regional project that supports regional planning, so that: a) the NACC/WG, ICAO and CANSO develop a project proposal for the regional air navigation roadmap and strategy **by NACC/WG/08**; and b) the document be presented at the next **NACC/WG/08** meeting for analysis and to establish a mechanism for the development of the document.	**Expected impact:** ☒ Political / Global ☒ Inter-regional ☒ Economic ☒ Environmental ☒ Operational/Technical
Why: For a better implementation and evolution of ANS services in the CAR Region, a strategic planning process of the region until 2045 is required to be developed.	
When: Present the defined project with its deliverables at the next **NACC/WG meeting in August 2023**.	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☒ ICAO ☒ Other:	NACC/WG, CANSO

DECISION NACC/WG/RAP/02/07	**UPDATE OF INFORMATION ON INDICATORS THAT MEASURE THE LEVEL OF IMPLEMENTATION OF AIR NAVIGATION SERVICES**
What: That the Task Forces of the NACC/WG update the corresponding information of the evaluation indicators listed in **Appendix F** of this report, updating the level of implementation of the ANS systems and services according to their areas of responsibility, **by 25 July 2023**.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: It is important to provide correct information that supports the information that feeds the ANS regional implementation indicators.	
When: **25 July 2023**	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☐ States ☒ ICAO ☒ Other:	NACC/WG

CONCLUSION **NACC/WG/RAP/02/08**	**NACC/WG STRUCTURE CHANGE**	
What: That, in order to have a more integrated work in the management of the implementation of air navigation activities, ensuring a greater coordination: a) the States are invited to approve the new structure of the NACC/WG as presented in Fig. 1; b) Secretariat to manage accordingly with the MEVA/TMG and Contingency groups, so that the information and benefits of the integration are presented in order to have their approval to join the NACC/WG; c) Secretariat will be in charge of updating the Terms of Reference (ToR) of the NACC/WG.		**Expected impact:** ☒ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Operational/Technical
Why: Carrying out coordinated and integrated work amongst the different air navigation areas is essential to work more efficiently.		
When: NACC/WG/08	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed	
Who: ☐ States ☒ ICAO ☐ Other:		

AIR NAVIGATION IMPLEMENTATION MATTERS

CONCLUSION NACC/DCA/11/4	**SUPPORT THE EXECUTION OF THE CANSNET PROJECT ACTIVITIES**
That: That, since the new Caribbean telecommunications network (CANSNET) is required to become operational by March 2025, when the current MEVA communications network cease to operate, Member States of the network support and execute the activities necessary for the project to be successful in the short term, as follows: a) sign the RLA22801 Project Document (PRODOC); b) assign economic resources to provide payment to the Project during 2023; c) assign necessary resources for the implementation of the Project during 2024; and d) nominate a member to the ETF in the role of evaluator or observer.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Operational/Technical
Why: The commissioning of the new network is a strategic and safety project for the region, and it will replace the current communication network that is in its last phase of operation.	
When: Immediately	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☒ Other:	CANSNET Member States

CONCLUSION NACC/DCA/11/5	**APPROVAL OF NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG) STRUCTURE AND 2023 WORKPLAN**	
That: That, with the objective of supporting the actions of the North American, Central American and Caribbean Working Group (NACC/WG) the NACC Directors of Civil Aviation: approve the new structure of the NACC/WG as the regional air navigation implementation arm as shown in Appendix XX of the report; a) approve and support the execution of the 2023 work plan of the NACC/WG (Appendix B of this report) to achieve the goals that the group has set; b) agree to support the activities of the NACC/WG Group with the necessary resources.		**Expected impact:** ☒ Political / Global ☒ Inter-regional ☒ Economic ☐ Environmental ☒ Operational/Technical
Why: To support the implementation of Air Navigation matters in the NAM/CAR Region		
When: Immediately	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☒ ICAO ☒ Other:	NACC/WG	

CONCLUSION NACC/DCA/11/6	**STATE SUPPORT FOR POPULATING THE CAR/SAM AIR NAVIGATION PLAN (ANP) VOLUME III**
That: That, in order to support the population of the CAR/SAM Air Navigation Plan Volume III, the Meeting agrees to: a) support the development of regional activities and in its own States to obtain the information to integrate into the air navigation plan of each State; and b) assign the necessary human resources to complete this task.	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To enhance regional and national air navigation planning and implementation by completing the Volume III of the CAR/SAM Air Navigation Plan (ANP)	
When: NACC/DCA/12	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

CONCLUSION NACC/DCA/11/7	**ENHANCING CONTINGENCY AND EMERGENCY RESPONSE IN THE CAR REGION**
That: To improve the level of compliance with ICAO requirements on contingency arrangements, including the preparation of emergency plans and crisis recovery, the CAR States: a) coordinate with their national entities, as needed, with the different current regional efforts supporting contingency and emergency matters in the CAR Region (Appendix XX); b) answer the ICAO NACC electronic questionnaire to inform about the planning and response to airport emergencies and to natural disasters; and c) maintain the support to the compliance with ICAO requirements on contingency planning;	**Expected impact:** ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Operational/Technical
Why: To enhance emergency preparedness and improve response to contingency situations	
When: NACC/DCA/12	**Status:** ☒ Valid / ☐ Superseded / ☐ Completed
Who: ☒ States ☐ ICAO ☐ Other:	

CONCLUSION
NACC/DCA/11/8 **SUPPORT AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE OPTIMIZATION INITIATIVES**

That:

With the objective of supporting the efficient and sustainable growth of air traffic, based on the optimized use of the airspaces of the CAR Region, the Meeting urge:

a) The NACC/WG Airspace Organization Task Force (AO/TF) to consider the Direct Routing Implementation Process, in accordance with guidance provided by the Global Air Navigation Plan, as well as to include this initiative in the CAR/SAM Regional Air Navigation Plan.
b) States active participation in the implementation of ATFM, in accordance with guidance provided by the Annex 11, Doc 4444 and Doc 9971, as well as to include this initiative in the CAR/SAM Regional Air Navigation Plan.
c) NACC States to prioritize investment in the ATFM Implementation, including allocation and training of human resources, to improve capacity and efficiency, as well as to make optimal use of the installed ATC and Airports infrastructure.
d) the five years goals proposed by IATA as part of the CAR/SAM Regions efforts toward the achievement of net zero CO2 emissions by 2050.
e) The NACC/WG/AO/TF consider the NACC/WG to update the CAR/SAM Air Navigation Plan, to include goals and activities related to air navigation infrastructure and operational efficiencies that will contribute with the Long-Term Aspirational Goal (LTAG) to achieve net zero CO2 emissions by 2050.

Expected impact:

☐ Political / Global
☒ Inter-regional
☒ Economic
☒ Environmental
☒ Operational/Technical

Why:

To allow sustainable growth of air traffic and compliance with environmental LTAG.

When:	NACC/DCA/12	**Status:**	☒ Valid / ☐ Superseded / ☐ Completed
Who:	☒ States ☒ ICAO ☐ Other:		

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

ICAO NACC REGIONAL OFFICE

ASBU TASK FORCE (NACC/WG/ASBU)[1]

Introduction

The Basic Building Block (BBB) framework outlines the foundation of any robust air navigation system. It is nothing new but the identification of the essential services to be provided for international civil aviation in accordance with ICAO Standards. These essential services are defined in the areas of aerodromes, air traffic management, search and rescue, meteorology and information management. In addition to essential services, the BBB framework identifies the end users of these services as well as the assets (communications, navigation, and surveillance (CNS) infrastructure) that are necessary to provide them.

The BBB is considered an independent framework and not a block of the ASBU framework as they represent a baseline rather than an evolutionary step. This baseline is defined by essential services recognized by ICAO Member States as necessary for international civil aviation to develop in a safe and orderly manner. Once these essential services are provided, they constitute the baseline for any operational improvement.

The BBB framework will be updated every two years taking into account amendments to ICAO provisions. Although an initial draft of the BBB framework is presented online in the GANP Portal (https://www4.icao.int/ganpportal/BBB), the BBBs will be included in a web-based application in a format similar to the ASBU framework.

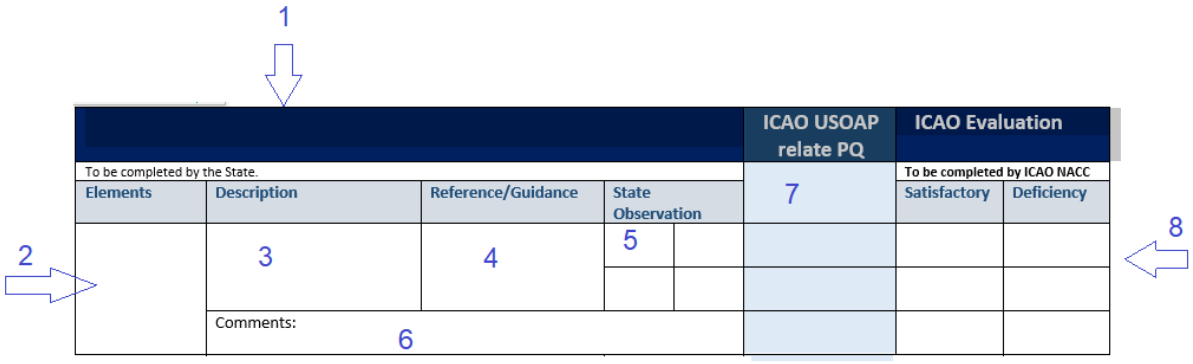
The present document contains a series of tables of the five-air navigation areas integrated in the basic building blocks, with the objective that the tables serve as

[1] Document created by the CNS area of the ICAO NACC Regional Office.

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

an evaluation of the implementation status of the services integrated therein and identify opportunities for improvement in each of the areas.

How to integrate the data in the table?



La tabla contiene 8 diferentes áreas:

1	2	3	4	5	6	7	8
Service are the elements to be evaluated according to the area of air navigation, which can be: – Meteorological services – Aeronautical information services – Search and rescue services – ATM services – Aerodrome operation services – CNS Infrastructure	Describe the element to be assessed	Guidance and information concerning the item to be assessed in accordance with the ICAO Annexes.	Provides information from the Annex and other ICAO guidance material regarding the service requirement to be assessed.	Evaluation criteria: – Yes: implemented and operational – NO: not implemented – N/A: not applicable – TBD: in process of implementation	Information to be provided by the State to certify the status of service implementation	Informative data	The last two columns will be the information completed by ICAO according to the evaluation of the information submitted by the State. Sat – Satisfactory: the State has correctly implemented the service. – Deficiency: It is a mandatory service that is not operating.

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Basic Building Block (BBB) Framework

MET BASIC ELEMENTS/REFERENCES ICAO SARPs

1. MET References

- Annex 3: Meteorological Service for International Air Navigation
- Doc 8896: Manual of Aeronautical Meteorological Practice
- Doc 9873: Manual on the Quality Management System for the Provision of Meteorological Service to International Air Navigation
- Doc 9837: Manual on Automatic Meteorological Observing Systems at Aerodromes
- Doc 10003: Manual on the Digital Exchange of Aeronautical Meteorological Information
- Doc 9817: Manual on Low-level Wind Shear
- Doc 9691: Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds
- Doc 9328: Manual of Runway Visual Range Observing and Reporting Practices
- Doc 9377: Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services
- Doc 9766: Handbook on the International Airways Volcano Watch (IAVW) — Operational Procedures and Contact List

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

1. Meteorological Services					ICAO USOAP relate PQ		ICAO Evaluation	
To be completed by the State.							To be completed by ICAO NACC	
Elements	**Description**	**Reference /Guidance**	**State Observation**		**CE**	**PQ**	**Satisfactory**	**Deficiency**
1.1 Flight Briefing Service	**Provide meteorological information for Flight Services.** See Annex 3, Appendix 8, to do review the BBB requirement. 1.1 Meteorological information shall be supplied to operators and flight crew members by one or more mechanisms as agreed between the meteorological authority and the operator concerned, and with the order shown below not implying priorities.	A3: Ch.:9; App.:8 Doc 8896, Doc 9873, Doc 10003	YES:	NO:	CE-6	7.412		
			N/A:	TBD:	CE-6	7.415		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.459		

1.2 Meteorological Observation and Reports Service	Meteorological Office, Watch Office and other meteo services according with weather. See Annex 3, Chapter 3.4 Meteorological watch Offices: 3.4.1 A Contracting State, having accepted the responsibility for providing air traffic services within a flight information region (FIR) or a control area (CTA), shall establish, in accordance with regional air navigation agreement, one or more MWOs, or arrange for another Contracting State to do so. See Annex 3, APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices. See Annex 3, APPENDIX 3 Technical specifications related to meteorological observations and reports.	A3: Ch.:3,4; App.:2,3 Doc 8896, Doc 9873, Doc 9837, Doc 10003, Doc 9328, Doc 9377	YES:	NO:	CE-6	7.467		
			N/A:	TBD:	CE-7	7.465		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.451		

1.3 Aeronautical Meteorological Forecast Service	Meteorological Office, Watch Office and other meteo services according with weather. See Annex 3, CHAPTER 3. Global systems, supporting centres and meteorological offices. See Annex 3, CHAPTER 6. Forecasts. APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices. APPENDIX 5. Technical specifications related to forecasts	A3: Ch.:3,6; App.:2,5 Doc 8896, Doc 9873, Doc 10003, Doc 9377	YES:	NO:	CE-7	7.461		
			N/A:	TBD:	CE-7	7.463		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.475		
1.4 Aeronautical Meteorological Warnings Service	Meteorological Office, Watch Office and other meteo services according with weather. See Annex 3 CHAPTER 8. Aeronautical climatological information. General provisions, climatological tables of aerodromes, data from meteorological observations.	A3: Ch.:7; App.:6 Doc 8896, Doc 9873, Doc 9817, Doc 9377	YES:	NO:	CE-7	7.476		
			N/A:	TBD:	CE-7	7.477		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
1.5	SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts.	A3: Ch.:8; App.:7	YES:	NO:				

Aeronautical Climatological Information Service	See Annex 3 CHAPTER 7. SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts. APPENDIX 6. Technical specifications related to SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts	Doc 8896, Doc 9873	N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.6 SIGMET Service	Provide SIGMET Service. See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices. CHAPTER 7. SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts. APPENDIX 6. Technical specifications related to SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts APPENDIX 6-1 Specifications related to SIGMET information.	A3: Ch.:3,7; App.:6 Doc 8896, Doc 9873, Doc 10003, Doc 9377	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						

1.7 AIRMET Service	Provide AIRMET Service See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices. CHAPTER 7. SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts. APPENDIX 6. Technical specifications related to SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts APPENDIX 6-2 Specifications related to AIRMET information.	A3: Ch.:3,7; App.:6 Doc 8896, Doc 9873, Doc 10003, Doc 9377	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.8 GAMET Service	Provide GAMET service See Annex 3 CHAPTER 6. Forecasts APPENDIX 5. Technical specifications related to forecasts. Criteria related to TAF, Criteria related to trend Definitions of AIRMET information, long-range flight, GAMET area forecast, operations control and tropical cyclone; amendment of provisions for horizontal and key resolution to be used for gridded forecasts of winds and temperatures at altitude prepared by the world	A3: Ch.:6; App.:5 Doc 8896, Doc 9873, Doc 9377	YES:	NO:			
			N/A:	TBD:			

	area forecast centres; issuance of special reports on temperature changes at aerodromes.						
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.9 AIREP	Provide AIREP service See Annex 3, CHAPTER 5. Aircraft observations and reports. APPENDIX 4. Technical specifications related to aircraft observations and reports APPENDIX 6. Technical specifications related to SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts *Note: - Details of the AIREP form is presented in the PANS-ATM (Doc. 4444).*	A3: Ch.:5; App.:4,6 Doc 8896, Doc 9873, Doc 9377	YES: N/A:	NO: TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.10 WAFS Service	Provide WAFS Service See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices 3.1 World area forecast system The objective of the world area forecast system (WAFS) shall be to supply meteorological authorities and other users with global aeronautical meteorological en-route forecasts in digital	A3: Ch.:3; App.:2 Doc 8896, Doc 9873, Doc 10003	YES: N/A:	NO: TBD:			

	form. This objective shall be achieved through a comprehensive, integrated, worldwide and, as far as practicable, uniform system, and in a cost-effective manner, taking full advantage of evolving technologies. APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices.						
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.11 IAVW Service	Provide IAVW Service See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices. Note: - IAVW relies on the cooperation of aviation and non-aviation operational units using information obtained from observation sources and networks provided by States. ICAO coordinates surveillance with the cooperation of other interested international organisations.	A3: Ch.:3; App.:2 Doc 8896, Doc 9873, Doc 10003, Doc 9691, Doc 9377, Doc 9766	YES: N/A:	NO: TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.12 TCAC Service	Provide TCAC Service	A3: Ch.:3; App.:2	YES:	NO:			

	See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices 3.7 Tropical cyclone advisory centres A Contracting State having accepted the responsibility for providing a tropical cyclone advisory centre (TCAC) shall arrange for that centre *(see Annex 3, point 3.7 in full).*	Doc 8896, Doc 9873, Doc 10003, Doc 9377	N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
1.13 RMM Service	Provide RMM Service See Annex 3 CHAPTER 3. Global systems, supporting centres and meteorological offices APPENDIX 2. Technical specifications related to global systems, supporting centres and meteorological offices	A3: Ch.:3; App.:2 Doc 8896, Doc 9873, Doc 9691, Doc 9377	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Aeronautical Information Services (5 services)

AIS References

- Annex 15: Aeronautical Information Services
- Annex 4: Aeronautical Charts
- PANS-AIM (Doc 10066): Aeronautical Information Management
- PANS-OPS (Doc 8168): Aircraft Operations
- Doc 8126: Aeronautical Information Services Manual

2. Aeronautical Information Services					ICAO USOAP relate PQ		ICAO Evaluation	
To be completed by the State.							To be completed by ICAO NACC	
Elements	**Description**	**Reference/ Guidance**	**State Observation**		**CE**	**PQ**	**Satisfactory**	**Deficiency**
2.1 Aeronautical data Originators	Aeronautical data Originators See Annex 15, CHAPTER 3. Aeronautical information management Information management requirements, validation, verification, data quality, metadata, data protection, automation, quality management and human factors.	A15: Ch.:3	YES:	NO:	CE-6	7.288		
			N/A:	TBD:	CE-6	7.321		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.291		

2. 2 Aeronautical data Originators Aeronautical Information service	Pre-Flight Briefing Service NOTAM Service See Annex 15, CHAPTER 5. NOTAM Initiation, general specifications, distribution.	A15: Ch.:5 Doc 8126: Ch. 8	YES:	NO:	CE-7 CE-7	7.303 7.267		
			N/A:	TBD:				
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.311		
2.3 Aeronautical data Originators Aeronautical Information service	Cartographic Service Flight Operations See Annex 15, CHAPTER 5. NOTAM	A15: Ch.:5 Doc 8126: Specimen AIP and Doc 8697: all	YES:	NO:	CE-7 CE-7	7.309 7.363		
			N/A:	TBD:				
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.311		
2.4 Aeronautical data Originators Aeronautical Information service	Aeronautical Information Publication Service See Annex 15, CHAPTER 5. NOTAM	A15: Ch.:5 Doc 8126: Ch. 5 and its App., Specimen AIP	YES:	NO:				
			N/A:	TBD:				
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							

2.5 Aeronautical data Originators Aeronautical Information service	Post-Flight Briefing Service See Annex 15, CHAPTER 5. NOTAM	PANS-AIM: Ch.5 Doc 8126: Ch. 8	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Search and Rescue services (9 services)

SAR References

- Annex 11: Air Traffic Services
- Annex 12: Search and Rescue
- PANS-ATM (Doc 4444): Air Traffic Management
- Doc 9731: IAMSAR Manual - International Aeronautical and Maritime Search and Rescue Manual

3. Search and Rescue Services					ICAO USOAP relate PQ		ICAO Evaluation	
To be completed by the State.							To be completed by ICAO NACC	
Elements	**Description**	**Reference/Guidance**	**State Observation**		**CE**	**PQ**	**Satisfactory**	**Deficiency**
3.1 Alert Service	Receive emergency notification See Annex 11, CHAPTER 2. General. CHAPTER 5. Alerting service Alerting service. A service provided to notify relevant agencies of aircraft in need of search and rescue assistance and to assist such agencies as appropriate.	A11: Ch.:2,5 PANS-ATM: Ch. 9.2 and Ch. 10.2 IAMSAR Vol 1	YES:	NO:	CE-6	7.481		
			N/A:	TBD:	CE-6	7.513		
	Provide Information how State provide Satisfactorily fulfilling this requirement				CE-6	7.517		

	State comments:						
3.2 INCERFA Coordination	**INCERFA. The code word used to designate an uncertainty phase.** Coordination See Annex 12, CHAPTER 5. Operating procedures See complete chapter, emergency information, coordination centres, coordination, etc.	A12: Ch.:5	YES:	NO:	CE-6 7.525 CE-7 7.537		
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7 7.529		
3.3 INCERFA Emergency Report	Evaluation-Emergency report See Annex 12, CHAPTER 5. Operating procedures See complete chapter, emergency information, coordination centres, coordination, etc.	A12: Ch.:5	YES:	NO:	CE-7 7.543 CE-7 7.545		
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.4 ALERFA		A12: Ch.:3,5 and A11: Ch.:5	YES:	NO:			

Alert To Be Prepared	**ALERFA. The code word used to designate an alert phase**. Alert To Be Prepared See Annex 12, CHAPTER 3. Cooperation Mechanism to do a coordination CHAPTER 5. Operating procedures. Annex 11,	IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:2,3	N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.5 ALERFA Design Search Plan	Design Search Plan See Annex 12, CHAPTER 3. Cooperation Indicate cooperation mechanics Annex 11, CHAPTER 5. Alerting service	A12: Ch.:3,5 and A11: Ch.:5 IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:5,6,7,8,9	YES: N/A:	NO: TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.6 DETRESFA Develop SAR Plan for Incident	**DETRESFA. The code word used to designate a distress phase.** Develop SAR Plan for Incident See Annex 12, CHAPTER 3. Cooperation Indicate cooperation mechanics	A12: Ch.:3,5 and A11: Ch.:5 IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:5,6,7,8,9	YES: N/A:	NO: TBD:			

	Annex 11, CHAPTER 5. Alerting service						
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.7 DETRESFA Implement SAR Plan for Incident Task	Implement SAR Plan for Incident Task See Annex 12, CHAPTER 3. Cooperation Indicate cooperation mechanics Annex 11, CHAPTER 5. Alerting service	A12: Ch.:3,5 and A11: Ch.:5 IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:6,7,9	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.8 DETRESFA Implement SAR Plan for Incident Request	Implement SAR Plan for Incident Request See Annex 12, CHAPTER 3. Cooperation Indicate cooperation mechanics Annex 11, CHAPTER 5. Alerting service	A12: Ch.:3,5 and A11: Ch.:5 IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:6,7,9	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
3.9 DETRESFA Implement SAR Plan for	Implement SAR Plan for Incident Notify See Annex 12, CHAPTER 3. Cooperation Indicate cooperation mechanics Annex 11, CHAPTER 5. Alerting service	A12: Ch.:3,5 and A11: Ch.:5 IAMSAR Vol 1 and IAMSAR Vol 2 Ch.:6,7,9	YES:	NO:			
			N/A:	TBD:			

Incident Notify	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**			

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Air Traffic Management services (20 services)

ATM References

- Annex 11: Air Traffic Services
- Annex 4: Aeronautical Charts
- PANS-ATM (Doc 4444): Air Traffic Management
- PANS-OPS (Doc 8168): Aircraft Operations

4. Air Traffic Management Services					ICAO USOAP relate PQ		ICAO Evaluation	
To be completed by the State.							To be completed by ICAO NACC	
Elements	**Description**	**Reference/ Guidance**	**State Observation**		**CE**	**PQ**	**Satisfactory**	**Deficiency**
4.1 ATM AIR TRAFFIC SERVICE AFIS (Alert Flight Information Service)	ALR See Annex 11, CHAPTER 2. General CHAPTER 5. Alerting service	A11: Ch.:2,5 PANS-ATM: Ch.:4,7,9,10	YES:	NO:	CE-6	7.075		
			N/A:	TBD:	CE-6	7.085		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.109		

4.2 AIR TRAFFIC SERVICE TWR	ATC GND CTTRL See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6,10,11	YES:	NO:	CE-6	7.110		
			N/A:	TBD:	CE-6	7.111		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.121		
4.3 AIR TRAFFIC SERVICE TWR	ATC DEP CLR See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6,10,11	YES:	NO:	CE-6	7.131		
			N/A:	TBD:	CE-6	7.133		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.153		
4.4 AIR TRAFFIC SERVICE TWR	ATC LDG CLR See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6,10,11	YES:	NO:	CE-6	7.151		
			N/A:	TBD:	CE-6	7.155		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.158		

4.5 AIR TRAFFIC SERVICE TWR	ATC SEP See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6,10,11	YES:	NO:	CE-6	7.159		
			N/A:	TBD:	CE-6	7.162		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-6	7.189		
4.6 AIR TRAFFIC SERVICE TWR	ATC COORD See Annex 11, CHAPTER 2. General CHAPTER 7. Air traffic services requirements for information	A11: Ch.:7 PANS-ATM: Ch.:6,10,11,16	YES:	NO:	CE-7	7.081		
			N/A:	TBD:	CE-7	7.087		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.101		
4.7 AIR TRAFFIC SERVICE APP	ATC ARR CLR See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6	YES:	NO:	CE-7	7.117		
			N/A:	TBD:	CE-7	7.119		
	Provide Information how State provide Satisfactorily fulfilling this requirement				CE-7	7.135		

	State comments:							
4.8 AIR TRAFFIC SERVICE APP	ATC APCH CLR See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6	YES:	NO:	CE-7	7.137		
			N/A:	TBD:	CE-7	7.139		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.177		
4.9 AIR TRAFFIC SERVICE APP	ATC SEP See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5,6	YES:	NO:	CE-7	7.183		
			N/A:	TBD:	CE-7	7.185		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.187		
4.10 AIR TRAFFIC SERVICE APP	ATC COORD See Annex 11, CHAPTER 2. General CHAPTER 7. Air traffic services requirements for information	A11: Ch.:7 PANS-ATM: Ch.:6,10,11,16	YES:	NO:	CE-7	7.195		
			N/A:	TBD:	CE-6	7.229		
	Provide Information how State provide Satisfactorily fulfilling this requirement				CE-6	7.253		

	State comments:							
4.11 AIR TRAFFIC SERVICE ACC	ATC ENR CLR See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5	YES:	NO:	CE-6	7.247		
			N/A:	TBD:	CE-6	7.249		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**				CE-7	7.234		
4.12 AIR TRAFFIC SERVICE ACC	ATC SEP See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:4,5	YES:	NO:	CE-7	7.243		
			N/A:	TBD:	CE-7	7.255		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
4.13 AIR TRAFFIC SERVICE ACC	ATC COORD See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,6,7 PANS-ATM: Ch.:6,10,11,16	YES:	NO:				
			N/A:	TBD:				

	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.14 AIR TRAFFIC SERVICE ACC	Flight Information Service (FIS) Traffic Information See Annex 11, CHAPTER 2. General CHAPTER 4. Flight information service CHAPTER 6. Air traffic services requirements for communications CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,4,6,7 PANS-ATM: Ch.:4,7,9,10	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.15 AIR TRAFFIC SERVICE ACC	Flight Information Service (FIS) MET information See Annex 11, CHAPTER 2. General CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,7 PANS-ATM: Ch.:6,10	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.16 AIR TRAFFIC SERVICE	Flight Information Service (FIS) Operational information See Annex 11, CHAPTER 2. General CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,7 PANS-ATM: Ch.:6,10	YES:	NO:			
			N/A:	TBD:			

ACC FIS OPR INF							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.17 AIR TRAFFIC SERVICE ACC	Flight Information Service (FIS) Coordination See Annex 11, CHAPTER 2. General CHAPTER 7. Air traffic services requirements for information	A11: Ch.:2,7 PANS-ATM: Ch.:6,10	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.18 Airspace Management Procedure Design	Airspace Management Procedure Design See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications Annex 4	A11: Ch.:2,6 and A4: Ch.: 1 PANS-OPS Vol. 2: Part I: Sec.: 2, Ch.: 4	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.19	Airspace Management Route Structure		YES:	NO:			

Airspace Management Route Structure	See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications Annex 4	A11: Ch.:2,6 and A4: Ch.: 1 PANS-OPS Vol. 2: Part I: Sec.: 2, Ch.: 4	N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						
4.20 Airspace Management Segment Airspace	Airspace Management Segment Airspace See Annex 11, CHAPTER 2. General CHAPTER 6. Air traffic services requirements for communications Annex 4	A11: Ch.:2,6 and A4: Ch.: 1 PANS-OPS Vol. 2: Part I: Sec.: 2, Ch.: 4	YES:	NO:			
			N/A:	TBD:			
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**						

Aerodrome Operation Services (17 services)

AO References

- Annex 14: Aerodromes Volume I — Aerodrome Design and Operations
- Annex 10: Aeronautical Telecommunications Volume I — Radio Navigation Aids
- Doc 9157: Aerodromes Design Manual
- Doc 9184: Airport Planning Manual
- Doc 9137: Airport Services Manual
- Doc 9476: Manual of Surface Movement Guidance and Control Systems (SMGCS)
- Doc 9830: Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual
- Doc 9870: Manual on the Prevention of Runway Incursions
- Doc 8071: Manual on Testing of Radio Navigation Aids
- Doc 9774: Manual on Certification of Aerodromes
- PANS-Aerodromes (Doc 9981): Aerodromes

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

5. Aerodrome Operation Services Name of international aerodrome: (ICAO COD.)					ICAO USOAP relate PQ		ICAO Evaluation	
To be completed by the State.							**To be completed by ICAO NACC**	
Elements	**Description of Annexes:**	**Reference / Guidance**	**State Observation**		**CE**	**PQ**	**Sat.**	**Def.**
5.1 Runways	Annex 14 Vol 1. 2.3.2 For an aerodrome used by international civil aviation for non-precision approaches, the elevation and geoid undulation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway shall be measured to the accuracy of one-half metre or foot and reported to the aeronautical information services authority. 2.3.3 For precision approach runway, the elevation and geoid undulation of the threshold, the elevation of the runway end and the highest elevation of the touchdown zone shall be measured to the accuracy of one-quarter metre or foot and reported to the aeronautical information services authority. 2.5.1 The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome:	A14 Vol 1: Ch.: 2, 3 Doc 9157, Doc 9137: Part 2, Doc 9184: Part 1, Doc 9870, Doc 9774, Doc 9981: Part 1, 2	YES: N/A:	NO: TBD:	CE6 CE6 CE6 CE6 CE7	8.137 8.163 8.191 8.227 8.145 8.147		

	a) runway — true bearing to one-hundredth of a degree, designation number, length, width, displaced threshold location to the nearest metre or foot, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided; b) strip, runway end safety area, stopway – length, width to the nearest metre or foot, surface type; and arresting system — location (which runway end) and description; f) clearway — length to the nearest metre or foot, ground profile; g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems; j) distances to the nearest metre or foot of localizer and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of a microwave landing system (MLS) in relation to the associated runway extremities. 2.5.2 The geographical coordinates of each threshold shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds. 2.6.1 The bearing strength of a pavement shall be determined. 2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number-pavement classification number (ACN-PCN) method by reporting all of the following information: a) pavement classification number (PCN); b) pavement type for ACN-PCN determination;							

	c) subgrade strength category; d) maximum allowable tire pressure category or maximum allowable tire pressure value; and e) evaluation method. 2.6.3 The PCN reported shall indicate that aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s). 2.6.4 The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method. 2.6.5 For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction. 2.6.6 Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the following codes: (see Annex 14). 2.8 Declared distances The following distances shall be calculated to the nearest metre or foot for a runway intended for use by international commercial air transport: a) take-off run available; b) take-off distance available; c) accelerate-stop distance available; and d) landing distance available. 2.9.1 Information on the condition of the movement area and the operational status of related facilities shall be provided to the							

	appropriate aeronautical information services units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay. 2.9.2 The condition of the movement area and the operational status of related facilities shall be monitored, and reports on matters of operational significance affecting aircraft and aerodrome operations shall be provided in order to take appropriate action, particularly in respect of the following: (see Annex 14) 2.9.3 As of 4 November 2021, to facilitate compliance with 2.9.1 and 2.9.2, the following inspections shall be carried out each day: a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; and b) for the runway(s), inspections in addition to a) whenever the runway surface conditions may have changed significantly due to meteorological conditions. 2.9.4 As of 4 November 2021, personnel assessing and reporting runway surface conditions required in 2.9.2 and 2.9.5 shall be trained and competent to perform their duties. 2.9.5 The runway surface condition shall be assessed and reported through a runway condition code (RWYCC) and a description using the following terms: (see Annex 14). 2.9.6 Whenever an operational runway is contaminated, an assessment of the contaminant depth and coverage over each third of the runway shall be made and reported.							

	2.9.7 When friction measurements are used as part of the overall runway surface assessment on compacted snow- or ice-covered surfaces, the friction measuring device shall meet the standard set or agreed by the State. 2.9.9 Information that a runway or portion thereof is slippery wet shall be made available. 2.9.10 Notification shall be given to relevant aerodrome users when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State in accordance with 10.2.3. 3.1.22 The surface of a runway shall be constructed without irregularities that would impair the runway surface friction characteristics or otherwise adversely affect the take-off or landing of an aeroplane. 3.1.23 A paved runway shall be so constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level set by the State. 3.3.1 Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is D, E or F, a runway turn pad shall be provided to facilitate a 180-degree turn of aeroplanes. 3.3.6 The design of a runway turn pad shall be such that, when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the turn pad shall be not less than that given by the following tabulation: (see table on pag 3-9 of Annex 14).							

	3.3.9 The surface of a runway turn pad shall not have surface irregularities that may cause damage to an aeroplane using the turn pad. 3.4.1 A runway and any associated stopways shall be included in a strip. 3.4.2 A strip shall extend before the threshold and beyond the end of the runway or stopway for a distance of at least: — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one. 3.4.3 A strip including a precision approach runway shall, wherever practicable, extend laterally to a distance of at least: — 140 m where the code number is 3 or 4; and — 70 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout the length of the strip. 3.4.7 No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in Chapter 5, shall be permitted on any part of a runway strip of a precision approach runway delineated by the lower edges of the inner transitional surfaces. No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off.							

	3.4.10 The surface of that portion of a strip that abuts a runway, shoulder or stopway shall be flush with the surface of the runway, shoulder or stopway. 3.5.1 A runway end safety area shall be provided at each end of a runway strip where: — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one. 3.5.3 A runway end safety area shall extend from the end of a runway strip to a distance of at least 90 m where: — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one. If an arresting system is installed, the above length may be reduced, based on the design specification of the system, subject to acceptance by the State. 3.5.5 The width of a runway end safety area shall be at least twice that of the associated runway. 3.7.1 A stopway shall have the same width as the runway with which it is associated. 3.7.4 The surface of a paved stopway shall be so constructed or resurfaced as to provide surface friction characteristics at or above those of the associated runway.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							

5.2 Taxiways	**Annex 14 Vol 1.** 2.5.1 The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome: c) taxiway — designation, width, surface type; g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems; i) location and designation of standard taxi-routes; 2.5.3 The geographical coordinates of appropriate taxiway centre line points shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds. 2.6.1 The bearing strength of a pavement shall be determined. 2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number-pavement classification number (ACN-PCN) method by reporting all of the following information: a) pavement classification number (PCN); b) pavement type for ACN-PCN determination; c) subgrade strength category; d) maximum allowable tire pressure category or maximum allowable tire pressure value; and e) evaluation method. 2.6.3 The PCN reported shall indicate that aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can	A14 Vol 1: Ch.: 2, 3 Doc 9157, Doc 9137: Part 2, Doc 9184: Part 1, Doc 9870, Doc 9774, Doc 9981: Part 1, 2	YES: N/A:	NO: TBD:	CE6 -	8.227		

	operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s). 2.6.4 The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method. 2.6.5 For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction. 2.6.6 Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the following codes: (see Annex 14). 2.6.8 The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg shall be made available by reporting the following information: a) maximum allowable aircraft mass; and b) maximum allowable tire pressure. 2.9.1 Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay. 2.9.2 The condition of the movement area and the operational status of related facilities shall be monitored, and reports on matters of operational significance affecting aircraft and aerodrome operations							

	shall be provided in order to take appropriate action, particularly in respect of the following: (see Annex 14) 2.9.3 As of 4 November 2021, to facilitate compliance with 2.9.1 and 2.9.2, the following inspections shall be carried out each day: a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; 3.9.3 The design of a taxiway shall be such that, when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway shall be not less than that given by the following tabulation: (see table pag 3-19 of Annex 14) 3.9.19 The width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, shall not be less than the width of the graded area of the strip provided for that taxiway, unless a proven method of lateral restraint is provided which shall not be hazardous for aeroplanes for which the taxiway is intended. 3.11.1 A taxiway, other than an aircraft stand taxilane, shall be included in a strip. 3.12.2 A runway-holding position or positions shall be established: a) on the taxiway, at the intersection of a taxiway and a runway; and b) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route. 3.12.3 A runway-holding position shall be established on a taxiway if the location or alignment of the taxiway is such that a taxiing aircraft							

	or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids. 3.12.5 A road-holding position shall be established at an intersection of a road with a runway. 3.12.6 The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centre line of a runway shall be in accordance with Table 3-2 and, in the case of a precision approach runway, such that a holding aircraft or vehicle will not interfere with the operation of radio navigation aids or penetrate the inner transitional surface. 3.12.9 The location of a runway-holding position established in accordance with 3.12.3 shall be such that a holding aircraft or vehicle will not infringe the obstacle free zone, approach surface, take-off climb surface or ILS/MLS critical/ sensitive area or interfere with the operation of radio navigation aids.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.3 Aerodrome Design and Certification - Aprons	**Annex 14 Vol 1.** 2.5.1 The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome: d) apron — surface type, aircraft stands; g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids	A14 Vol 1: Ch.: 2, 3 Doc 9157, Doc 9137: Part 2, Doc 9184:	YES: N/A:	NO: TBD:	CE6	8.227		

	on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems; 2.5.4 The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds. 2.6.1 The bearing strength of a pavement shall be determined. 2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number-pavement classification number (ACN-PCN) method by reporting all of the following information: a) pavement classification number (PCN); b) pavement type for ACN-PCN determination; c) subgrade strength category; d) maximum allowable tire pressure category or maximum allowable tire pressure value; and e) evaluation method. 2.6.3 The PCN reported shall indicate that aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s). 2.6.4 The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method. 2.6.5 For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction. 2.6.6 Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure	Part 1, Doc 9774, Doc 9981: Part 1, 2						

	category and evaluation method shall be reported using the following codes: (see Annex 14). 2.6.8 The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg shall be made available by reporting the following information: a) maximum allowable aircraft mass; and b) maximum allowable tire pressure. 2.9.1 Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay. 2.9.2 The condition of the movement area and the operational status of related facilities shall be monitored, and reports on matters of operational significance affecting aircraft and aerodrome operations shall be provided in order to take appropriate action, particularly in respect of the following: (see Annex 14) 2.9.3 As of 4 November 2021, to facilitate compliance with 2.9.1 and 2.9.2, the following inspections shall be carried out each day: a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; 3.14.1 An isolated aircraft parking position shall be designated or the aerodrome control tower shall be advised of an area or areas suitable for the parking of an aircraft which is known or believed to be the							

	subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.4 Aerodrome Design and Certification - Visual Aids	**Annex 14 Vol 1.** 2.5.1 The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome: g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems; 2.12 Visual approach slope indicator systems The following information concerning a visual approach slope indicator system installation shall be made available: a) associated runway designation number; b) type of system according to 5.3.5.2. For an AT-VASIS, PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given; c) where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right, shall be indicated;	A14 Vol 1: Ch.: 2, 5, 6, 7 Doc 9157: Part 4, 5, 6, Doc 9184: Part 1, Doc 9476, Doc 9830, Doc 9870, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE6 CE6 CE6 CE6 CE7 CE6 CE6	8.157 8.179 8.191 8.201 8.211 8.215 8.223 8.235 8.239		

	d) nominal approach slope angle(s). For a T-VASIS or an AT-VASIS this shall be angle Θ according to the formula in Figure 5-18 and for a PAPI and an APAPI this shall be angle (B + C) ÷ 2 and (A + B) ÷ 2, respectively as in Figure 5-20; and e) minimum eye height(s) over the threshold of the on-slope signal(s). For a T-VASIS or an AT-VASIS this shall be the lowest height at which only the wing bar(s) are visible; however, the additional heights at which the wing bar(s) plus one, two or three fly-down light units come into view may also be reported if such information would be of benefit to aircraft using the approach. For a PAPI this shall be the setting angle of the third unit from the runway minus 2', i.e. angle B minus 2', and for an APAPI this shall be the setting angle of the unit farther from the runway minus 2', i.e. angle A minus 2'. 5.1 Indicators and signalling devices 5.1.1 Wind direction indicator 5.1.2 Landing direction indicator 5.1.3 Signalling lamp 5.1.4 Signal panels and signal area 5.2 Markings 5.2.1 General 5.2.2 Runway designation marking 5.2.3 Runway centre line marking 5.2.4 Threshold marking 5.2.5 Aiming point marking 5.2.6 Touchdown zone marking 5.2.7 Runway side stripe marking				CE6 CE6 CE7	8.245 8.259 8.279		

	5.2.8 Taxiway centre line marking 5.2.9 Runway turn pad marking 5.2.10 Runway-holding position marking 5.2.11 Intermediate holding position marking 5.2.12 VOR aerodrome checkpoint marking 5.2.13 Aircraft stand marking 5.2.14 Apron safety lines 5.2.15 Road-holding position marking 5.2.16 Mandatory instruction marking 5.2.17 Information marking 5.3 Lights 5.3.1 General 5.3.2 Emergency lighting 5.3.3 Aeronautical beacons 5.3.4 Approach lighting systems 5.3.5 Visual approach slope indicator systems 5.3.6 Circling guidance lights 5.3.7 Runway lead-in lighting systems 5.3.8 Runway threshold identification lights 5.3.9 Runway edge lights 5.3.10 Runway threshold and wing bar lights 5.3.11 Runway end lights 5.3.12 Runway centre line lights 5.3.13 Runway touchdown zone lights 5.3.14 Simple touchdown zone lights 5.3.15 Rapid exit taxiway indicator lights 5.3.16 Stopway lights							

	5.3.17 Taxiway centre line lights 5.3.18 Taxiway edge lights 5.3.19 Runway turn pad lights 5.3.20 Stop bars 5.3.21 Intermediate holding position lights 5.3.22 De-icing/anti-icing facility exit lights 5.3.23 Runway guard lights 5.3.24 Apron floodlighting 5.3.25 Visual docking guidance system 5.3.26 Advanced visual docking guidance system 5.3.27 Aircraft stand manoeuvring guidance lights 5.3.28 Road-holding position light 5.3.29 No-entry bar 5.3.30 Runway status lights 5.4 Signs 5.4.1 General 5.4.2 Mandatory instruction signs 5.4.3 Information signs 5.4.4 VOR aerodrome checkpoint sign 5.4.5 Aerodrome identification sign 5.4.6 Aircraft stand identification signs 5.4.7 Road-holding position sign 5.5 Markers 5.5.1 General 5.5.2 Unpaved runway edge markers 5.5.3 Stopway edge markers 5.5.4 Edge markers for snow-covered runways							

	5.5.5 Taxiway edge markers 5.5.6 Taxiway centre line markers 5.5.7 Unpaved taxiway edge markers 5.5.8 Boundary markers 6.1 Objects to be marked and/or lighted 6.2 Marking and/or lighting of objects 7.1 Closed runways and taxiways, or parts thereof 7.2 Non-load-bearing surfaces 7.3 Pre-threshold area 7.4 Unserviceable areas							
	Comments:							
5.5 Aerodrome Design and Certification - Radio Navigation Aids	**<u>Annex 10 Vol 1: Ch 03.</u>** **3.1 Specification for ILS** 3.1.2 Basic requirements 3.1.3 VHF localizer and associated monitor 3.1.4 Interference immunity performance for ILS localizer receiving systems 3.1.5 UHF glide path equipment and associated monitor 3.1.6 Localizer and glide path frequency pairing 3.1.7 VHF marker beacons **3.2 Specification for precision approach radar system** **3.3 Specification for VHF omnidirectional radio range (VOR)** 3.3.1 General 3.3.2 Radio frequency 3.3.3 Polarization and pattern accuracy 3.3.4 Coverage	A10 Vol 1: Ch.: 3 Doc 9157: Part 6, Doc 8071, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:				

	3.3.5 Modulations of navigation signals 3.3.6 Voice and identification 3.3.7 Monitoring 3.3.8 Interference immunity performance for VOR receiving systems **3.4 Specification for non-directional radio beacon (NDB)** 3.4.2 Coverage 3.4.3 Limitations in radiated power 3.4.4 Radio frequencies 3.4.5 Identification 3.4.6 Characteristics of emissions 3.4.8 Monitoring **3.5 Specification for UHF distance measuring equipment (DME)** 3.5.2 General 3.5.3 System characteristics 3.5.4 Detailed technical characteristics of transponder and associated monitor 3.5.5 Technical characteristics of interrogator **3.6 Specification for en-route VHF marker beacons (75 MHz)** **3.7 Requirements for the Global Navigation Satellite System (GNSS)** **3.9 System characteristics of airborne ADF receiving systems** **3.11 Microwave landing system (MLS) characteristics**							
	Comments:							
5.6 Aerodrome Design and Certificatio	**<u>Annex 14 Vol 1.</u>** 8.1 Electrical power supply systems for air navigation facilities 8.2 System design 8.3 Monitoring	A14 Vol 1: Ch.: 8 Doc 9157: Part 5, 6,	YES: N/A:	NO: TBD:	CE6	8.173		

n - Electrical Systems		Doc 9774, Doc 9981: Part 1			CE6 CE6 CE6 CE6 CE6 CE6	8.175 8.177 8.179 8.201 8.235 8.239		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.7 Aerodrome Design and Certificatio	**Annex 14 Vol 1.** 1.5.1 Recommendation.— A master plan containing detailed plans for the development of aerodrome infrastructure should be established for aerodromes deemed relevant by States. 1.5.2 Recommendation.— The master plan should:	A14 Vol 1: Ch.: 1 Doc 9137: Part 9, Doc 9184:	YES: N/A:	NO: TBD:				

n - Terminals	a) contain a schedule of priorities including a phased implementation plan; and b) be reviewed periodically to take into account current and future aerodrome traffic. 1.5.3 Recommendation.— Aerodrome stakeholders, particularly aircraft operators, should be consulted in order to facilitate the master planning process using a consultative and collaborative approach. 1.5.4 Architectural and infrastructure-related requirements for the optimum implementation of international civil aviation security measures shall be integrated into the design and construction of new facilities and alterations to existing facilities at an aerodrome.	Part 1, Doc 9774, Doc 9981: Part 1						
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.8 Aerodrome Design and Certification - Fencing	**Annex 14 Vol 1.** 9.10.1 A fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft. 9.10.2 A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome. 9.10.3 Suitable means of protection shall be provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.	A14 Vol 1: Ch.: 9 Doc 9157: Part 6, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6	8.133		

	9.10.4 The fence or barrier shall be located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.9 Aerodrome Operation and Certification - Emergency Planning	**Annex 14 Vol 1.** 9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome. 9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity. 9.1.3 The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency. 9.1.5 Recommendation.— The aerodrome emergency plan document should include at least the following: a) types of emergencies planned for; b) agencies involved in the plan; c) responsibility and role of each agency, the emergency operations centre and the command post, for each type of emergency; d) information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and	A14 Vol 1: Ch.: 9 Doc 9137: Part 7, 8, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE7 CE6 CE6 CE6	8.291 8.293 8.297 8.299 8.313		

	e) a grid map of the aerodrome and its immediate vicinity. 9.1.6 The plan shall observe human factors principles to ensure optimum response by all existing agencies participating in emergency operations. 9.1.7 Recommendation.— A fixed emergency operations centre and a mobile command post should be available for use during an emergency. 9.1.8 Recommendation.— The emergency operations centre should be a part of the aerodrome facilities and should be responsible for the overall coordination and general direction of the response to an emergency. 9.1.9 Recommendation.— The command post should be a facility capable of being moved rapidly to the site of an emergency, when required, and should undertake the local coordination of those agencies responding to the emergency. 9.1.10 Recommendation.— A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post. 9.1.11 Recommendation.— Adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome. 9.1.12 The plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness. 9.1.13 The plan shall be tested by conducting:							

	a) a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or b) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years; and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency. 9.1.14 The plan shall include the ready availability of, and coordination with, appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of approach or departure operations takes place over these areas.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.10 Aerodrome Operation and Certification - Rescue	**Annex 14 Vol 1.** 2.11.1 Information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes shall be made available. 2.11.3 Changes in the level of protection normally available at an aerodrome for rescue and firefighting shall be notified to the appropriate air traffic services units and aeronautical information	A14 Vol 1: Ch.: 2, 9 Doc 9137: Part 1, 8, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE7 CE6 CE7 CE7	8.153 8.155 8.297 8.301 8.305		

and Firefighting	services units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units shall be advised accordingly. 9.2.1 Rescue and firefighting equipment and services shall be provided at an aerodrome when serving commercial air transport operations. 9.2.2 Where an aerodrome is located close to water/swampy areas, or difficult terrain, and where a significant portion of approach or departure operations takes place over these areas, specialist rescue services and firefighting equipment appropriate to the hazard and risk shall be available. 9.2.3 The level of protection provided at an aerodrome for rescue and firefighting shall be appropriate to the aerodrome category determined using the principles in 9.2.5 and 9.2.6, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category. 9.2.4 Recommendation.— The level of protection provided at an aerodrome for rescue and firefighting should be equal to the aerodrome category determined using the principles in 9.2.5 and 9.2.6. 9.2.5 The aerodrome category shall be determined from Table 9-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width. 9.2.6 If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 9-1, column 3, for that category,				CE7 CE6 CE7 CE7 CE7 CE7	8.307 8.309 8.311 8.315 8.317 8.319		

	then the category for that 8aeroplane shall actually be one category higher. 9.2.7 During anticipated periods of reduced activity, the level of protection available shall be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time irrespective of the number of movements. 9.2.11 The amounts of water for foam production and the complementary agents to be provided on the rescue and firefighting vehicles shall be in accordance with the aerodrome category determined under 9.2.3, 9.2.4, 9.2.5, 9.2.6 and Table 9-2, except that for aerodrome categories 1 and 2 up to 100 per cent of the water may be substituted with complementary agent. For the purpose of agent substitution, 1 kg of complementary agent shall be taken as equivalent to 1.0 L of water for production of a foam meeting performance level A. 9.2.12 At aerodromes where operations by aeroplanes larger than the average size in a given category are planned, the quantities of water shall be recalculated and the amount of water for foam production and the discharge rates for foam solution shall be increased accordingly. 9.2.13 The quantity of foam concentrates separately provided on vehicles for foam production shall be in proportion to the quantity of water provided and the foam concentrate selected. 9.2.17 The discharge rate of the foam solution shall not be less than the rates shown in Table 9-2. 9.2.18 The complementary agents shall comply with the appropriate specifications of the International Organization for Standardization (ISO).*							

	9.2.25 Recommendation.— Rescue equipment commensurate with the level of aircraft operations should be provided on the rescue and firefighting vehicle(s). 9.2.26 The operational objective of the rescue and firefighting service shall be to achieve a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions. 9.2.30 Any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 shall ensure continuous agent application and shall arrive no more than four minutes from the initial call. 9.2.36 Recommendation.— All rescue and firefighting vehicles should normally be housed in a fire station. Satellite fire stations should be provided whenever the response time cannot be achieved from a single fire station. 9.2.37 Recommendation.— The fire station should be located so that the access for rescue and firefighting vehicles into the runway area is direct and clear, requiring a minimum number of turns. 9.2.38 Recommendation.— A discrete communication system should be provided linking a fire station with the control tower, any other fire station on the aerodrome and the rescue and firefighting vehicles. 9.2.39 Recommendation.— An alerting system for rescue and firefighting personnel, capable of being operated from that station, should be provided at a fire station, any other fire station on the aerodrome and the aerodrome control tower.							

	9.2.40 Recommendation.— The minimum number of rescue and firefighting vehicles provided at an aerodrome should be in accordance with the following tabulation: (see Annex 14) 9.2.41 All rescue and firefighting personnel shall be properly trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and type of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fuel fires. 9.2.42 The rescue and firefighting personnel training programme shall include training in human performance, including team coordination. 9.2.45 All responding rescue and firefighting personnel shall be provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.11 Aerodrome Operation and Certification - Disable Aircraft Removal	**Annex 14 Vol 1.** 2.10.1 Recommendation.— *The telephone/telex number(s) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available, on request, to aircraft operators.* 2.10.2 Recommendation.— *Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area should be made available.*	A14 Vol 1: Ch.: 2, 9 Doc 9137: Part 5, 8, 9, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE6	8.151 8.321		

	9.3.1 Recommendation.— A plan for the removal of an aircraft disabled on, or adjacent to, the movement area should be established for an aerodrome, and a coordinator designated to implement the plan, when necessary. 9.3.2 Recommendation.— The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things: a) a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose; and b) arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.12 Aerodrome Operation and Certification - Wildlife Strike Hazard Reduction	**Annex 14 Vol 1.** 9.4.1 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through: a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft; b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and	A14 Vol 1: Ch.: 9 Doc 9137: Part 3, 8, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6	8.331		

	c) an ongoing evaluation of the wildlife hazard by competent personnel. 9.4.2 Wildlife strike reports shall be collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database. 9.4.3 Action shall be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft. 9.4.4 The appropriate authority shall take action to eliminate or to prevent the establishment of garbage disposal dumps or any other source which may attract wildlife to the aerodrome, or its vicinity, unless an appropriate wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem. Where the elimination of existing sites is not possible, the appropriate authority shall ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable. 9.4.5 Recommendation.— States should give due consideration to aviation safety concerns related to land developments in the vicinity of the aerodrome that may attract wildlife.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.13 Aerodrome Operation and	**<u>Annex 14 Vol 1.</u>** 2.9.1 Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information services units, and similar	A14 Vol 1: Ch.: 2, 9 Doc 9137: Part 8,	YES: N/A:	NO: TBD:	CE6 CE6 CE7 CE7	8.087 8.111 8.113 8.115		

Certification - Operational Area Management	information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay. 2.9.2 The condition of the movement area and the operational status of related facilities shall be monitored, and reports on matters of operational significance affecting aircraft and aerodrome operations shall be provided in order to take appropriate action, particularly in respect of the following: a) construction or maintenance work; b) rough or broken surfaces on a runway, a taxiway or an apron; c) water, snow, slush, ice, or frost on a runway, a taxiway or an apron; d) anti-icing or de-icing liquid chemicals or other contaminants on a runway, taxiway or apron; e) snow banks or drifts adjacent to a runway, a taxiway or an apron; f) other temporary hazards, including parked aircraft; g) failure or irregular operation of part or all of the aerodrome visual aids; and h) failure of the normal or secondary power supply. 2.9.3 To facilitate compliance with 2.9.1 and 2.9.2, the following inspections shall be carried out each day: a) for the movement area, at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; and b) for the runway(s), inspections in addition to a) whenever the runway surface conditions may have changed significantly due to meteorological conditions.	Doc 9870, Doc 9774, Doc 9981: Part 1			CE6 CE7 CE6 CE6 CE7 CE6 CE6 CE6 CE6 CE6 CE6 CE6 CE6 CE7 CE6 CE6	8.133 8.143 8.144 8.145 8.147 8.157 8.179 8.209 8.215 8.221 8.225 8.287 8.341 8.345 8.347		

	2.9.4 Personnel assessing and reporting runway surface conditions required in 2.9.2 and 2.9.5 shall be trained and competent to perform their duties. 2.13.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay: a) information on the status of certification of aerodromes and aerodrome conditions (ref. 1.4, 2.9, 2.10, 2.11 and 2.12); b) the operational status of associated facilities, services and navigation aids within their area of responsibility; c) any other information considered to be of operational significance. 2.13.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by aeronautical information services for the preparation, production and issue of relevant material for promulgation. To ensure timely provision of the information to aeronautical information services, close coordination between those services concerned is therefore required. 2.13.3 Of a particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system, as specified in Annex 15, Chapter 6. The predetermined, internationally agreed AIRAC effective							

	dates shall be observed by the responsible aerodrome services when submitting the raw information/data to aeronautical information services. 9.5.3 An apron management service shall be provided with radiotelephony communications facilities. 9.5.4 Where low visibility procedures are in effect, persons and vehicles operating on an apron shall be restricted to the essential minimum. 9.5.5 An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic. 9.5.6 A vehicle operating on an apron shall: a) give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and b) give way to other vehicles in accordance with local regulations. 9.5.7 An aircraft stand shall be visually monitored to ensure that the recommended clearance distances are provided to an aircraft using the stand. 9.7.1 A vehicle shall be operated: a) on a manoeuvring area only as authorized by the aerodrome control tower; and b) on an apron only as authorized by the appropriate designated authority. 9.7.2 The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by: a) the aerodrome control tower when on the manoeuvring area; or b) the appropriate designated authority when on the apron.							

	9.7.3 The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights. 9.7.4 The driver of a vehicle on the movement area shall be appropriately trained for the tasks to be performed and shall comply with the instructions issued by: a) the aerodrome control tower, when on the manoeuvring area; and b) the appropriate designated authority, when on the apron. 9.7.5 The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communication with the aerodrome control tower before entering the manoeuvring area and with the appropriate designated authority before entering the apron. The driver shall maintain a continuous listening watch on the assigned frequency when on the movement area. 9.8.1 A surface movement guidance and control system (SMGCS) shall be provided at an aerodrome. 9.8.6 Where an SMGCS is provided by selective switching of stop bars and taxiway centre line lights, the following requirements shall be met: a) taxiway routes which are indicated by illuminated taxiway centre line lights shall be capable of being terminated by an illuminated stop bar; b) the control circuits shall be so arranged that when a stop bar located ahead of an aircraft is illuminated, the appropriate section of taxiway centre line lights beyond it is suppressed; and c) the taxiway centre line lights are activated ahead of an aircraft when the stop bar is suppressed. 9.9.1 Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be:							

	a) on a runway strip, a runway end safety area, a taxiway strip or within the distances specified in Table 3-1, column 11, if it would endanger an aircraft; or b) on a clearway if it would endanger an aircraft in the air. 9.9.2 Any equipment or installation required for air navigation or for aircraft safety purposes which must be located: a) on that portion of a runway strip within: 1) 75 m of the runway centre line where the code number is 3 or 4; or 2) 45 m of the runway centre line where the code number is 1 or 2; or b) on a runway end safety area, a taxiway strip or within the distances specified in Table 3-1; or c) on a clearway and which would endanger an aircraft in the air; shall be frangible and mounted as low as possible. 9.9.4 Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be located within 240 m from the end of the strip and within: a) 60 m of the extended centre line where the code number is 3 or 4; or b) 45 m of the extended centre line where the code number is 1 or 2; of a precision approach runway category I, II or III. 9.9.5 Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on or near a strip of a precision approach runway category I, II or III and which: a) is situated within 240 m from the end of the strip and within: 1) 60 m of the extended runway centre line where the code number is 3 or 4; or							

	2) 45 m of the extended runway centre line where the code number is 1 or 2; or b) penetrates the inner approach surface, the inner transitional surface or the balked landing surface; shall be frangible and mounted as low as possible. 9.12 Autonomous runway incursion warning system 9.12.1 Where an ARIWS is installed at an aerodrome: a) it shall provide autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or vehicle operator; b) it shall function and be controlled independently of any other visual system on the aerodrome; c) its visual aid components, i.e. lights, shall be designed to conform with the relevant specifications in 5.3; and d) failure of part or all of it shall not interfere with normal aerodrome operations. To this end, provision shall be made to allow the ATC unit to partially or entirely shut down the system. 9.12.2 Where an ARIWS is installed at an aerodrome, information on its characteristics and status shall be provided to the appropriate aeronautical information services for promulgation in the AIP with the description of the aerodrome surface movement guidance and control system and markings as specified in Annex 15.							
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.14	**Annex 14 Vol 1.**	A14 Vol 1: Ch.: 9	YES:	NO:	CE7	8.349		

Aerodrome Operation and Certification - Ground Servicing of Aircraft	9.6.1 Fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill. 9.6.2 When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, ground equipment shall be positioned so as to allow: a) the use of a sufficient number of exits for expeditious evacuation; and b) a ready escape route from each of the exits to be used in an emergency.	Ground Handling Manual (To be prepared)	N/A:	TBD:				
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.15 Aerodrome Operation and Certification - Control of Obstacles	**Annex 14 Vol 1.** 4.1 Obstacle limitation surfaces 4.2 Obstacle limitation requirements 4.3 Objects outside the obstacle limitation 4.4 Other objects 6.1 Objects to be marked and/or lighted 6.2 Marking and/or lighting of objects	A14 Vol 1: Ch.: 4, 6 Doc 9137: Part 6, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE7 CE6 CE7 CE7 CE7 CE7 CE7	8.191 8.223 8.259 8.273 8.277 8.279 8.385 8.387		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							

5.16 Aerodrome Operation and Certification - Aerodrome Maintenance	**Annex 14 Vol 1.** 10.1 General 10.2 Pavements 10.3 Removal of contaminants 10.4 Runway pavement overlays 10.5 Visual aids.	A14 Vol 1: Ch.: 10 Doc 9137: Part 2, 8, 9, Doc 9774, Doc 9981: Part 1	YES: N/A:	NO: TBD:	CE6 CE7 CE7 CE6 CE6 CE6 CE7 CE6 CE6	8.087 8.113 8.143 8.173 8.175 8.251 8.253 8.257 8.259 8.323		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							
5.17 Aerodrome Operation and Certification - Safety Management	**Annex 14 Vol 1.** 1.4.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework. 1.4.3 The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes. 1.4.4 As part of the certification process, States shall ensure that an aerodrome manual which will include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.	A14 Vol 1: Ch.: 1 Doc 9774, Doc 9981: Part 1, Doc 9870	YES: N/A:	NO: TBD:	CE6 CE6 CE6 CE6 CE7 CE6 CE6 CE7 CE6 CE7 CE6 CE7 CE6 CE7	8.085 8.091 8.093 8.111 8.143 8.144 8.145 8.147 8.153 8.155 8.163 8.171 8.204 8.223		

	1.7.1 When the aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome, the compatibility between the operation of the aeroplane and aerodrome infrastructure and operations shall be assessed and appropriate measures developed and implemented in order to maintain an acceptable level of safety during operations. 1.7.2 Information concerning alternative measures, operational procedures and operating restrictions implemented at an aerodrome arising from 1.7.1 shall be promulgated.				CE6 CE7 CE6 CE7 CE7	8.225 8.233 8.365 8.375 8.385		
	Provide Information how State provide Satisfactorily fulfilling this requirement **State comments:**							