



ICAO

The Third Meeting of the Asia/Pacific Aerodrome Assistance
Working Group (AP-AA/WG/3)

Video Teleconference, 23 to 26 March 2021

Agenda Item 7: AP-AA/WG Task List

GENERIC AERODROME INSPECTOR HANDBOOK

(Presented by Thailand)

SUMMARY

This paper presents an updated version of the generic aerodrome inspector handbook for the consideration of AP-AA/WG.

1. INTRODUCTION

1.1 This paper presents an updated version of the generic aerodrome inspector handbook for the consideration of AP-AA/WG.

2. DISCUSSION

2.1 With reference to AP-AA/WG Task 1/3 (d) and based on the draft generic aerodrome inspector handbook endorsed by AP-AA/WG/2 (Bangkok, Thailand, 27 to 30 January 2020) and adopted by AOP/SG/4 (Video Teleconference, 10 to 13 November 2020), Thailand presents an updated version of the generic aerodrome inspector handbook.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and amend the generic aerodrome inspector handbook provided in **Appendix A** as appropriate; and
- b) discuss any relevant matters as appropriate.

INTERNATIONAL CIVIL AVIATION ORGANIZATION



DRAFT GENERIC AERODROME INSPECTOR HANDBOOK

VERSION 0.2 – MARCH 2021

Introductory Notes

This is a **draft** generic document developed by the ICAO Asia/Pacific Aerodrome Assistance Working Group (AP-AA/WG). When referring to this **draft** generic document, States are expected to customize the content in accordance to the States' legislations, regulations and situations.

It was approved by AOP/SG/.. (Video Teleconference, dd/mm/yy) and published by ICAO Asia and Pacific Office, Bangkok.

ICAO Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services and Guidance Materials shall take prevalence in the event of any conflict between the aforementioned provisions and this generic document.

Enquiries and feedbacks regarding this generic document can be made to ICAO APAC Office at apac@icao.int.

Generic Aerodrome Inspector Handbook

Draft Version 0.2, March 2021

This is a CAA safety programme document. It contains processes determined to be necessary for supporting operational safety elements at aerodromes in [STATE], and for ensuring the effective safety oversight of aerodrome related activities by officers of CAA.

This manual is issued under the authority of the Director General for Civil Aviation, CAA.

This manual may be amended from time to time, and Director General of Civil Aviation will provide such amendment service.

Copies of this manual are available from the Chief, [DASS], CAA. Comments about the content are welcome from staff members of CAA or members of the aviation industry. Any requests for issue of the document or comments or requests for clarification should be directed to:

Chief, [DASS] Civil Aviation Authority of [STATE]
[ADDRESS]

Phone : xxxxxxxx
Fax : xxxxxxxx
Email : xxxxxxxx

FOREWORD

The Civil Aviation Authority of the [STATE] is responsible under [CIVIL AVIATION ACT], the [CAR], for the regulation of civil aviation activities, including activities in the aerodrome sector of the air transportation industry, within the Republic of the [STATE].

This handbook for aerodrome inspectors is one in a series of manuals that have been adopted by CAA to meet the responsibilities devolved from the Civil Aviation Authority Act to ensure the safety regulation of aerodrome matters. This manual describes how staff will implement the procedures specified for conducting certification and surveillance of domestic and international aerodromes throughout the nation.

The information contained within this Aerodrome Inspector Handbook has been developed to be in conformity with ICAO standards and recommended practices and the applicable [STATE] legal requirements including the Civil Aviation Regulations governing Aerodromes ([CAR]), the [ANNEX 14] and the Manual of Aerodrome Regulatory Procedures.

I expect CAA officers will comply with the specified processes and activities that are provided in this document. It is important that the CAA is able to demonstrate consistency, equity and leadership in its day to day regulatory activity to the aviation industry, and compliance with our own published procedures is one way that we can demonstrate effective discharge of our functions and obligations to industry participants and the travelling public.

Users of this document are invited to pass advice of errors, inconsistencies or suggestions for improvements to Chief, [DASS].

Director General

Date: _____

DISTRIBUTION LIST

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Note:

Finalization of this distribution list is subject to the completion of organizational structure and staffing arrangements. The distribution list is provided as an example only and is to be completed when appropriate.

RECORD OF REVISION

The revision listed below have been incorporated in this copy of the Inspector Handbook.

Version No.	Revision No.	Effective Date	Revised by (Signature)	Reason

LIST OF EFFECTIVE PAGES

Part	Page Nos.	No. of Pages	Version	Date of Issue
Cover	1	1	1	[MARCH 2021]
Authority statement	3	1	1	[MARCH 2021]
Foreword	4	1	1	[MARCH 2021]
Distribution list	5	1	1	[MARCH 2021]
Amendment record	6	1	1	[MARCH 2021]
Revision history	7	1	1	[MARCH 2021]
List of effective pages	8	1	1	[MARCH 2021]
Table of Contents	10	1	1	[MARCH 2021]
Chapter 1: About this manual	12 to 14	4	1	[MARCH 2021]
Chapter 2: Authority and responsibility	15 to 19	5	1	[MARCH 2021]
Chapter 3: Aerodrome manual	20, 21	2	1	[MARCH 2021]
Chapter 4: Aerodrome safety oversight	22 to 25	4	1	[MARCH 2021]
Chapter 5: Aerodrome safety system audit	26 to 32	7	1	[MARCH 2021]
Chapter 6: Aerodrome Safety Review	33 to 36	4	1	[MARCH 2021]
Chapter 7: Regulatory enforcement	37	1	1	[MARCH 2021]
Appendices	35 to 37	3	1	[MARCH 2021]
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Appendix 3 - Auditor feedback form	42 to 43	2	1	[MARCH 2021]
Appendix 5 - Pre-audit questionnaire	44 to 45	2	1	[MARCH 2021]
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Appendix 7 - Audit checklist	46 to 88	43	1	[MARCH 2021]
Appendix 8 - Exit meeting agenda items	89	1	1	[MARCH 2021]
Appendix 9- Sample standard audit report	90 to 93	4	1	[MARCH 2021]
Appendix 10 - Post-audit feedback form	94	1	1	[MARCH 2021]
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CHAPTER - 1 About this manual

1.1. Objective

- 1.1.1. This handbook provides information and guidance for activities by Aerodrome Inspectors conducting CAA safety oversight functions. It provides guidance for Inspectors involved in system safety audits of aerodromes. Specific procedures associated with aerodrome certification can be found in the [Generic Aerodrome Certification Procedure].
- 1.1.2. This handbook establishes various actions required to be undertaken by Aerodrome Inspectors so that aerodrome operations within [STATE] are maintained in accordance with:
- relevant aviation legislation that impacts on safe aerodrome operations, and specifically that which addresses aerodromes - Civil Aviation Regulations governing AerodromesCAR (CAR);
 - Manual of Aerodrome Standards [MAS];
 - Annex 14 to the Convention on International Civil Aviation, Aerodromes, Volume I (ICAO Annex 14 Volume I); and
 - any other directive issued by the CAA relevant to civil aerodromes.

1.2. Applicability

- 1.2.1. This handbook contains information for safety audit processes to be adopted for:
- a) Certified aerodromes;
 - b) Uncertified/registered aerodromes; and
 - c) any other aerodrome specified by the CAA;
- 1.2.2. Responsibility for the development, implementation and maintenance of aerodrome standards rests with the CAA. Specifically designated CAA Aerodrome Inspectors are accountable for the ongoing tasks required to ensure that the contents of this handbook are being effectively implemented in order to satisfy the following objectives;
- a) verify the effective implementation of aerodrome standards;
 - b) monitor the level of compliance with the provisions of [CAR].
 - c) determine the adequacy and effectiveness of the handbook through the establishment of legislation, regulations, inspections and audits;
 - d) ensure all persons who are assigned aerodrome audit duties or responsibilities are trained and instructed to carry out such duties;
 - e) ensure that violation of standards are investigated; and
 - f) review and re-evaluate aerodrome standards and controls immediately following an act of violation and on a periodic basis.
- 1.2.3. Appropriate legislation

- 1.2.3.1. The legal authority governing the implementation of this handbook derives from CAR [XXX] that empowers the Director General with authority to issue certificates for aerodromes. The Civil Aviation Regulations governing Aerodromes (CAR), contains details of the mandatory requirements associated with [STATES] aerodromes.
- 1.2.4. Under the CAR [XXXX], an aerodrome operator is obligated to allow the Director General or his authorized representative access to any aerodrome to carry out safety inspections or evaluations.
- 1.2.5. Power of access to aerodrome for inspections under CAR (XXX) provides that:
- a) The operator of an aerodrome must allow CAA to inspect and conduct tests on aerodrome facilities, equipment, services or operating procedures and inspect the aerodrome operator's documents and records and verify the Aerodrome Safety Management System at the aerodrome for the purpose of aviation safety;
 - b) The aerodrome operator must allow access for personnel authorized by CAA to any part of the aerodrome, or any aerodrome facilities, equipment, records, documentation or records for the purpose referred to in paragraph (1) above; and
 - c) CAA must give reasonable notice to the operator about the tests to be conducted and carry out the tests at a reasonable time.

1.3. Overview and concepts

- 1.3.1. The system described in this handbook covers the following basic elements;
- a) Conduct of surveys by CAA of various airports and other aviation stakeholders to determine aerodrome requirements;
 - b) Setting of operational standards by the CAA through the requirement for, and approval of, aerodrome certificate (AC);
 - c) Voluntary compliance (internal quality assurance) by the holders of aerodrome certificates;
 - d) Surveillance, including the detection of non-conformity with standards, conducted by the CAA;
 - e) Investigation and reporting of non-compliance by the CAA;
 - f) Notification of violations to stated aerodrome operation requirements by the CAA to aerodrome operators;
 - g) Enforcement action by CAA in case of non-compliance with requirements by aerodrome operators;
 - h) Surveillance and detection of non-conformity with aerodrome regulatory requirements as applied within [STATE], conducted by foreign governments, airlines, and ICAO under the Universal Safety Oversight Audit Programme (USOAP).
- 1.3.2. Under the [civil air regulations] there is a requirement for specified entities to develop and submit an aerodrome manual to the CAA. Aerodrome manuals describe in detail how operators implement the various standards required of them. If an aerodrome manual is accepted by the CAA, it is an indication that, at the time, information and processes contained within the manual were to the standards required to be met by the operator, and that the aerodrome certificate holder is expected to consistently maintain compliance with the mandatory safety requirements. The contents of the manual form the basis for any audit or inspection conducted by the CAA.

1.4. Definitions

- 1.4.1. Within the contents of this handbook, certain terms are referred to that have a specific technical meaning. A list of these terms and the definition of their technical meanings is included at Appendix 1.

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CHAPTER - 2 Authority and responsibility

2.1. CAA responsibilities

2.1.1. The organizational structure of the CAA

The organizational structure of the CAA is shown on the following organization chart (See next page).

2.1.2. Tasks and responsibilities of the [DASS]

The tasks and responsibilities of the [DASS] include, but are not limited to:

- a) Receiving, recording, reviewing and processing an expression of interest received from an intending applicant for an aerodrome certificate;
- b) Receiving, recording, reviewing and processing a formal application for an aerodrome certificate including the initial inspection review of the aerodrome manual, on-site audit and verification, inspection and testing of aerodrome particulars, facilities and equipment including aeronautical studies;
- c) Certifying that aerodromes subject to the regulations will achieve an acceptable level of safety when operated and maintained in accordance with an approved Aerodrome Manual;
- d) Grant or refusal of an aerodrome certificate;
- e) Receiving, recording, reviewing & processing applications for the registration of an aerodrome;
- f) Grant or refusal for registration of an aerodrome;
- g) Receiving, recording, reviewing & processing applications for the surrender of an aerodrome certificate;
- h) Cancelling or suspending an aerodrome certificate; and
- i) Approval of persons to conduct aerodrome safety inspections.

2.1.3. Aerodrome Inspectors/Auditors Code of Conduct

2.1.3.1. As the leader of or as a participant in a CAA audit team, each individual auditor is required to comply with a code of conduct that directs his/her actions during the entire process of the audit. These rules of conduct for each individual auditor are as follows;

- a) To exercise in all loyalty, discretion and conscience the functions entrusted to them as a member of the CAA aerodrome safety oversight audit team;
- b) To discharge these functions to the best of their ability;
- c) To conduct themselves with integrity, impartiality and honesty;
- d) To abide by the rules, procedures and guidance prescribed in this handbook;
- e) Not to misuse their official position as part of the CAA aerodrome safety oversight audit team;
- f) Not to receive benefits of any kind from a third party which might reasonably be seen to compromise their personal judgment or integrity;

CAA ORGANIZATIONAL STRUCTURE

[STATE ORGANIZATION CHART]

- g) To avoid giving cause for resentment and abstain from conduct which would reflect adversely on the CAA; and
- h) Not to disclose any information of a confidential nature related to the findings of the audit to any other party other than those identified in this handbook.

2.1.4. Auditor Feedback

2.1.4.1. Following the conclusion of an audit and the compilation of the audit report, each individual auditor is required to complete and submit an Auditor Feedback Form (see Appendix 3) providing his/her observations on the conduct of the audit. These forms will be utilized to provide a qualitative assessment on the audit process so as to identify areas of improvement for future audits. The assessment will be carried out by the Chief, [DASS].

2.1.4.2. If an individual auditor or group of auditors has reason to believe that they are under any pressure to act illegally, improperly or in an unethical manner, or are asked to take any action that is in contravention of the procedures laid out in this Handbook, they shall report this matter in writing to the Director General CAA through the Chief, [DASS] without delay.

2.1.5. Aerodrome Inspector powers and authority

2.1.5.1. Aerodrome Inspectors carry formal authorizations, to be produced if required, enabling them to exercise their powers in accordance with all the elements of [CAR/Aerodromes]. These powers include the ability:

- a) to inspect any part of any aerodrome;
- b) to investigate and test the effectiveness of aerodrome practices and procedures;
- c) to require an aerodrome operator, aerodrome manager or occupier of land outside the aerodrome occupied for business purposes in connection with the aerodrome to provide information relevant to inspections, surveys, tests and investigations;
- d) to enter on any land or in any buildings, access to which is necessary, for the purpose of inspecting an aerodrome; and
- e) to record an operation, procedure or installation in written, photographic or other electronic form.

2.1.5.2. The above powers apply equally to air navigation installations. Furthermore, Aerodrome Inspectors are allowed to take into restricted zones of airports, and use, any equipment necessary to their duties, including but not limited to cameras, video recorders and tape recorders. These powers may be exercised when CAA Aerodrome Inspectors are conducting audits, surveys and inspections.

2.2. Aerodrome Certificate holder's responsibilities

2.2.1. Tasks and responsibilities of the aerodrome operator:

The tasks and responsibilities of the aerodrome operator include:

- a) The aerodrome operator shall arrange for internal audits of the safety management system, including inspections of the aerodrome facilities and equipment.
 - b) The aerodrome operator shall ensure that the internal audit reports, including the report on the aerodrome facilities, services and equipment, are prepared by suitably qualified safety personnel.
 - c) The aerodrome operator shall retain a copy of the report(s) referred to in paragraph (b) above for a period to be agreed with the CAA. The CAA may request a copy of the report(s) for its review and reference.
 - d) The report(s) referred to in paragraph (b) above must be prepared and signed by the persons who carried out the audits and inspections.
 - e) The aerodrome operator shall maintain a procedure for preventive action to ensure that potential causes of problems that have been identified within the system are remedied;
 - f) The aerodrome operator shall maintain a process to capture staff suggestions for improvement, followed by management review and possible implementation of those suggestions;
 - g) The aerodrome operator shall maintain an internal quality audit programme to audit the aerodrome certificate holder's organization for conformity with the procedures in its manual and achievement of the goals set out in it.
- 2.2.1.2. Each certified aerodrome operator will incorporate an internal audit process to provide factual information for management to make appropriate decisions in accordance with the aerodrome manual. This internal audit should be able to;
- a) Determine the compliance or non-compliance of the audit elements with specified requirements;
 - b) Determine the effectiveness of the implemented standards in meeting the specified objectives; and
 - c) Provide the audited organization with the opportunity to improve the operational standard and overall performance.
- 2.2.1.3. The aerodrome operator's audit process will be contained in an internal quality audit programme that shall;
- a) Specify the frequency and the scope(s) of the audits taking into account the nature of the activity to be audited;
 - b) Ensure audits are carried out by trained auditing personnel who are independent of those having direct responsibility for the activity being audited;
 - c) Ensure the results of audits are recorded and reported to the personnel responsible for the activity being audited and the manager responsible for internal audits;
 - d) Require preventive or corrective action to be taken by the personnel responsible for the activity being audited if problems are found by the audit; and

- e) Ensure follow up audits to review the effectiveness of any preventive or corrective actions taken are regularly carried out.

2.2.2. Corrective Action

2.2.2.1. The procedure for corrective action shall specify how;

- a) to correct an existing problem;
- b) to follow up a corrective action to ensure the action is effective; and
- c) management will measure the effectiveness of any corrective action.

2.2.3. Preventive Action

2.2.3.1. The procedure for preventive action shall specify how;

- a) to correct a potential problem;
- b) to follow up a preventive action to ensure the action is effective;
- c) to amend any operational procedure as a result of a preventive action; and
- d) management will measure the effectiveness of any preventive actions taken.

2.2.4. Management Review

2.2.4.1. The procedure for management review shall;

- a) specify the frequency of management reviews of the quality assurance system taking into account the need for the continuing effectiveness of the system;
- b) identify the responsible manager who shall review the operational standards; and
- c) ensure the results of the review are evaluated and recorded.

2.2.5. Tests

2.2.5.1. Each aerodrome certificate holder shall test its level of compliance with standards, the objective of which is to determine the effectiveness of both the processes and systems involved and the individual performance of staff members tasked with carrying out those processes in the system.

2.2.6. Records

2.2.6.1. Each aerodrome certificate holder shall maintain records to demonstrate the achievement of quality operational standards. Most of the records will be normal business processes and statistical information, however such records should include:

- a) Training reports and training records of all members of the organization, including management;
- b) Incident and occurrence reports;
- c) Internal audit reports;
- d) External audit reports;
- e) Recurrent testing reports;
- f) Equipment testing and servicing reports;
- g) Proposals for change;

- h) Records of work improvement coordination meetings and outcomes; and
- i) Management review meetings and reports.

CHAPTER - 3 Aerodrome manual

Note – Also see Generic Aerodrome Certification Procedure, Chapter 4.

3.1. Requirement for aerodrome operation

3.1.1. The general requirement for certain aviation entities and service providers to develop aerodrome manuals and submit them to the CAA for formal review derives its authority from the [Civil Aviation Act XXXX]. Additionally, the [Civil Aviation Regulations governing Aerodromes]CAR (CAR)) specifically requires certain aerodromes to be certified by CAA.

3.1.2. Aerodromes must be certified if:

- a) international operations are conducted: or
- b) *domestic operations are conducted by aircraft certified to carry more than [##] passengers; or
- c) *the aerodrome is open to public use and has a published instrument approach procedure.

**Note to CAA – Please refer to State’s legislation and policy to determine if these sub-items are appropriate. The Standards and Recommended Practices regarding aerodrome certification are available in Annex 14, Volume I, Paragraph 1.4.*

3.1.3. Certified aerodromes must have a current acceptable aerodrome manual to describe aeronautical data and other information specific to each particular aerodrome.

3.2. Aerodrome manuals

3.2.1. Submission of aerodrome manuals

3.2.1.1. An aerodrome manual is required to be submitted to CAA as a component of a formal application for certification.

3.2.2. Acceptance of aerodrome manuals

3.2.2.1. Upon receipt of a submitted aerodrome manual, the Chief, [DASS], has authority to accept, reject or require modification to the submitted aerodrome manual. Notification to the aerodrome operator of any disapproval or requirement for modification will be made in writing to the operator. Where an aerodrome manual is acceptable and the other elements of certification have been complied with, an aerodrome certificate will be issued.

3.2.2.2. An accepted aerodrome manual also provides a basis for on-going surveillance of aerodromes and aerodrome operators by CAA Inspectors after initial certification has been achieved.

3.2.3. Amendment of aerodrome manuals

3.2.3.1. Whenever necessary to retain currency or if directed by the CAA, an aerodrome operator shall amend the aerodrome manual and provide copy of the amendment(s) to CAA. The Chief, [DASS], has authority to accept, reject or require modification of the submitted aerodrome manual amendment.

- 3.2.3.2. Acceptance will result in an amended aerodrome manual. Notification to the aerodrome certificate holder of that acceptance, or rejection, or requirement for change to the amendment as a result of a submitted amendment or adjustment will be made in writing to the operator as soon as is practicably possible, and wherever possible prior to the proposed effective date of implementation of the proposed amendment or adjustment.

CHAPTER - 4 Aerodrome safety oversight

4.1. Aerodrome safety oversight

- 4.1.1. Aerodrome safety oversight in the broad sense means the total scope of activity conducted by CAA to assess that aerodrome operations are conducted to a level that is as safe as is reasonably practicable. Aerodrome certification and registration involves, but is not limited to, initial entry (via a permission from CAA in the form of a certificate or entry of data onto a formal registration list), continuing oversight action by way of audits and/or inspections, education activity and, where necessary, enforcement action (ranging from warnings to action to suspend or cancel certificates) as well as the imposition of fines.
- 4.1.2. Aerodrome safety oversight is a CAA function and is additional to any internal audit conducted by an individual aerodrome operator.
- 4.1.3. In this manual the safety oversight activity is limited to inspection and audit processes as they may be applied to certification, registration and surveillance activity by CAA. Although enforcement is mentioned, staff will be required to undertake specific additional actions when a need for certificate action (suspension or revocation) is determined or a decision to impose a fine is taken, such procedure should be contained within the CAA Enforcement Manual.

4.2. Safety oversight audit

- 4.2.1. Distinct differences between the aims and objectives of audits and inspections

There are distinct differences between the aims and objectives of audits and inspections, and the methodologies used to conduct each of them. An audit is a systematic and independent comparison of the way in which an aerodrome standard is being implemented, against the way in which the published procedures say it should have been implemented. See Fig 4-1 Overview of Audit Activities. An inspection is basically the act of observing a particular aerodrome operation, action, facility, equipment or document to verify whether the established procedures and requirements are followed, and whether the required standard of performance is achieved.

Audits are more comprehensive, focusing on system issues, and are more complex and time consuming than inspections. Inspections, by comparison, are more specifically focused on specific integral parts of aerodrome operations and are usually of shorter duration. Each of the two types needs to be planned for and a schedule created that allows for the regular conduct of both.

- 4.2.2. Safety Oversight Auditors and Inspectors

Aerodrome safety oversight audits and inspections shall only be carried out by CAA authorized and certified personnel. These personnel will have undergone audit training and be in possession of competency certificates in the conduct of aerodrome audits issued by the CAA. Staff appointed as CAA Aerodrome Inspectors will be required to possess the necessary qualifications and experience to serve as aviation safety lead auditors. Those without the necessary qualifications or experience may carry out audits and inspections only under the supervision of a person who is appropriately qualified and experienced.

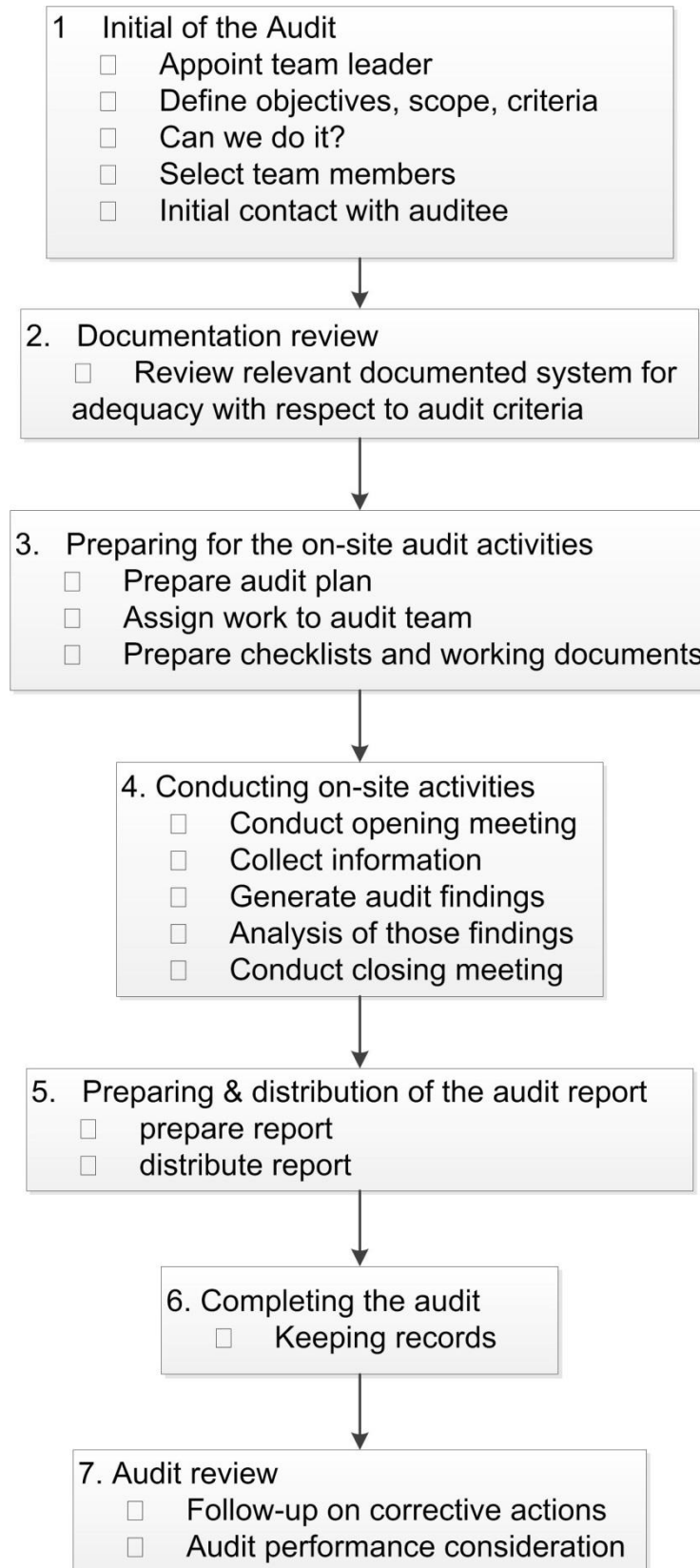


Fig. 4-1 Overview of Audit Process and Activities

4.2.3. Scheduling Audits/Inspections

4.2.3.1. The Chief, [DASS], is responsible for scheduling inspections and audits of all aerodrome certificate holders and other aerodrome operators.

4.2.3.2. The selection of the aerodrome and the frequency of the inspections and audits will be at the discretion of the Chief, [DASS], subject to the following;

- a) In normal circumstances each nominated aerodrome certificate holder will be the subject of audit at least once (1) per calendar year;
- b) In normal circumstances each registered aerodrome operator will be subject to audit at least once every two years;

Note – Applicable only when a State has “registered” but uncertified aerodromes.

- c) Other aerodromes will be subject to inspection from time to time as determined by the Chief, [DASS];
- d) In the intervening period between scheduled audits, inspections of relevant parts of aerodrome operations may take place, e.g. Inspectors may attend at aerodrome emergency exercises;
- e) In certain situations, or following the occurrence of an accident/incident, or at the discretion of the Director General, additional full or partial audits may be scheduled in addition to any other action that may take place.

4.2.4. Notifying Audits/Inspections

4.2.4.1. The Chief, [DASS] shall notify in writing each selected aerodrome operator that an audit has been planned for that facility or service provider (See Appendix 4).

4.2.4.2. Every notification shall include;

- a) The dates of the intended audit;
- b) The details of the CAA auditors;
- c) Scope of activities to be covered under the audit;
- d) List of persons to be made available to the audit team for interview;
- e) Deadlines for the submission of the pre-audit questionnaire (if applicable); and
- f) Request for essential documentation, as specified by the CAA that may be required to be reviewed prior to the actual audit.

4.2.5. Roles of Auditors

4.2.5.1. All auditors (including the audit leader) are responsible for:

- a) complying with the CAA aerodrome audit procedures;
- b) clarifying audit requirements if necessary;
- c) planning and preparing for the audit;
- d) carrying out the audit,
- e) documenting observations;
- f) reporting the audit results;

- g) recording findings in the CAA aerodrome audit database;
- h) ensuring corrective and preventative actions are followed up for effective completion;
- i) safeguarding all documents relating to the audit;
- j) maintaining confidentiality and treating privileged information with discretion;
- k) cooperating with and supporting the audit leader.

4.2.6. Roles of Audit Leader

- 4.2.6.1. In addition to the roles of an auditor, the audit leader has additional responsibility for:
- a) liaison with the aerodrome certificate holder regarding the date and time of the audit;
 - b) ensuring travel and accommodation is booked, if required;
 - c) assigning responsibilities to team members;
 - d) preparation of the audit timetable;
 - e) ensuring team members are adequately prepared
 - f) resolving any issues regarding written programmes and manuals before the audit;
 - g) carrying out the opening meeting;
 - h) leading and supporting the audit team throughout the audit;
 - i) raising and resolving issues with the aerodrome certificate holder during the audit;
 - j) ensuring findings are soundly based, and properly recorded;
 - k) coordinating preparation of the audit report;
 - l) writing the draft and final audit/inspection report;
 - m) ensuring adequate preparation for the exit meeting;
 - n) carrying out the exit meeting; and
 - o) presenting findings, identifying causal factors, and negotiating corrective and preventive actions;

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CHAPTER - 5 Aerodrome safety system audit

Note – See Generic Aerodrome Certification Procedure, Chapter 5 for information on different types of audit/inspection and off-site or on-site verification activities.

5.1. System safety audit process

5.1.1. Three (3) stages to an audit,

- a) Preparation for the audit;
- b) Conduct of the audit on-site; and
- c) Recording of findings, reporting and follow-up.

5.1.2. Preparation for Audit/Inspection

5.1.2.1. As mentioned in Section 4.2.1, there are distinct differences between audits and inspections. However, many of the processes for the two remain essentially the same, albeit that an audit is far more detailed.

5.1.2.2. There are four (4) phases to the preparation for an audit or inspection, namely:

- a) Identification and review of all pertinent documentation, including receipt and review of pre-audit questionnaire;
- b) Development of checklists;
- c) Preparation of audit timetable.
- d) Confirmation of audit arrangements with the aerodrome certificate holder being audited.

5.1.3. Review of Documentation

5.1.3.1. With regard to the essential documentation that needs to be reviewed, this depends on the aerodrome certificate holder being audited and the scope of their operations. Generally speaking, the following documents need to be reviewed before each audit is carried out;

- a) The aerodrome documents for the entity being audited; e.g. Aeronautical data, Aerodrome Operations procedures, AEP Manual, SMS Manual;
- b) Appropriate regulatory and other legislative texts; e.g. Manual of Standards for Aerodromes;
- c) Operating manuals and/or standard operating procedures;
- d) Site plans and descriptions of the aerodrome certificate holders operations;
- e) Log books on facilities and equipment;
- f) Flight schedules;
- g) Previous audit or inspection reports; and
- h) Information contained in the pre-audit questionnaire.

5.1.3.2. The purpose of this review is to determine the status of the documentation as it relates to the entity being audited, and to identify key areas that need to be observed and analyzed during the actual audit. Particular attention should be paid to previously identified items of non-compliance from previous reports. This review will also assist in

the preparation of checklists to be used by the audit team during the actual conduct of the audit.

5.1.3.3. The pre-audit questionnaire may provide an opportunity to gather useful information about the entity being audited. This questionnaire shall be developed by the audit leader and transmitted to the aerodrome certificate holder in accordance with the requirements of this handbook. See Appendix 5 for a pre-audit questionnaire for an airport operator.

5.1.4. Preparation of Checklists

5.1.4.1. The use of checklists is to provide a structure to the audit that allows for consistent and standardized conduct of audits. Standardizing the conduct of audits guarantees objectivity, impartiality and credibility. In addition, this will also provide a degree of transparency for all stakeholders subject to audit.

5.1.4.2. Checklists will be prepared by Team Leader and distributed to the members of the audit team in advance of the audit in order that they are fully prepared. Generic checklists have been developed and are included in this handbook, and they are applicable to each category of aerodrome (such as certified aerodromes, registered aerodromes and heliports). However, the operational details may vary from one aerodrome to any other, so checklists specific to that aerodrome operator need to be developed prior to the audit.

5.1.5. Preparation of Audit Timetable

5.1.5.1. An integral part of the preparation phase of an audit is the development of the audit timetable. This is done by the audit team leader once the notification process has been completed and all necessary documentation has been received and reviewed.

5.1.5.2. When determining the audit timetable, the audit leader will take into consideration the following elements;

- a) Determine the principal persons needed to be interviewed; (e.g. Fire Chief, Apron Supervisor, SMS Manager);
- b) Determine the sequence of the audit, including meetings, interviews, document / record review, observations of facilities and operations, and discussions with operational staff;
- c) Estimate the time needed to complete each anticipated activity;
- d) Make allowances for travelling between areas being audited (if necessary);
- e) Schedule entry and exit meetings;
- f) Make allowances for peak, off-peak, and out of normal hours observations of activities, facilities and equipment;
- g) Allow for review of operational documentation not received prior to the audit; and
- h) Allow time for delays and unforeseen occurrences.

5.1.6. Confirmation of Audit Arrangements

5.1.6.1. Prior to the scheduled date of the audit, the audit leader should confirm to the aerodrome certificate holder the date(s) and location of the audit, and the availability of senior management and key staff identified in the preparation of the timetable. It is highly desirable to forward the audit timetable to the aerodrome operator to assist in their preparation for the audit.

5.1.7. On-site conduct of Audits and Inspections

5.1.7.1. The purpose of the conduct phase of the audit is to gather information and then compare that gathered information to the information contained within the approved documentation which establishes the standards for operation of the entity being audited. In this case:

- a) [Civil Air Regulations governing Aerodromes];
- b) Aerodrome standards to which the aerodrome certificate holder may be subject; and
- c) The aerodrome manual and other documents of the entity being audited.

5.1.7.2. Information can be gathered by:

- a) Observations;
- b) Review of documentation; and
- c) Formal and informal interviews.

5.1.8. Entry meeting

5.1.8.1. The first action taken when commencing an audit is the conduct of an entry meeting. The purpose of the entry meeting is to:

- a) Establish communication between the audit team and representatives of the aerodrome certificate holder;
- b) Ensure there is clear understanding of the purpose of the audit;
- c) Explain how the audit will be carried out;
- d) Brief the auditee about expectations for support for the audit team;
- e) Clarify and confirm the audit timetable; and
- f) Resolve any other matters of concern.

5.1.8.2. A sample of the typical agenda items for an opening meeting can be found at Appendix 6.

5.1.9. Evidence of conformity

5.1.9.1. Observations of operational equipment, activities and procedures form the main source of evidence that the aerodrome is conforming to regulatory requirements or otherwise. Verifiable evidence is necessary to provide the true measure of compliance or non-compliance with required standards and procedures. Checklists for the inspectors' guidance can be found in Appendix 7. Evidence provides the verification that written procedures are in fact implemented.

5.1.9.2. Additionally evidence by assessment of each facility, equipment or procedure through observations and discussions to determine compliance with requirements and documentation plus implementation assists to establish compliance with mandatory obligations.

5.1.9.3. If non conformities are found, look for facts to establish proof and make a formal record (copy of relevant document, checklist notes, photos etc.).

5.1.9.4. Exercise discretion when making observations in the workplace. The presence of an auditor (often accompanied by a senior person within the organization) can have a

disrupting impact on the workflow in what may be a potentially hazardous environment. Take care to ensure the presence of the auditor does not create an abnormal situation that could lead to errors or omissions being made by those being observed. Do not do anything that could disrupt the workflow, or refocus staff away from their primary tasks.

- 5.1.9.5. Where appropriate, watch as technical processes are performed, and observe the work practices of those involved. Observe the facilities and equipment that are being used, the work instructions provided, and the working environment. Talk to the people in the workplace. Establish how many people are involved, and if they have duties other than those they perform in support of aerodrome operations.
- 5.1.9.6. Identify reporting actions for identified or perceived problems. Also identify what the actual documentation process is and whether it conforms to the required process. If deficiencies are seen, discuss them with the management representatives away from the workplace.
- 5.1.9.7. Make use of the checklists developed for the audit to structure and record the observations.
- 5.1.10. Interviewing
 - 5.1.10.1. Another principal element of the audit is the interview of selected staff members from the aerodrome certificate holder. The position and job function of the interviewee will determine the type and scope of questions to be put to the interviewee. It is always best to interview the most senior representative available first, (manager can have a viewpoint/overview of all operations) and follow this with interviews of other managers and key personnel identified in the audit plan. This can extend to individual staff members if necessary, but normally an informal conversation at their workplace would achieve the same result.
 - 5.1.10.2. Establish how the senior person expects the aerodrome certificate holder to operate from an aerodrome operation perspective. Identify any changes that have been made, or are being planned. Gain knowledge of other issues that may be affecting the organization, for example, changes in the scope of work carried out, industrial relations (union, agreement) etc. Establish how the senior person satisfies him or herself that the entity is in compliance with the approved aerodrome documents. Determine how identified or perceived problems are recorded and handled.
 - 5.1.10.3. Ask open questions based on the checklists. If necessary, and depending on the information received, adjust the depth of examination. Try to avoid asking questions that can be answered with a simple 'yes' or 'no'. Try to focus on what is occurring now, not what might occur in the future as the audit relies on verifiable evidence.
 - 5.1.10.4. Formal interviews need to be carefully structured. The objective of the formal interview is to meet the main representatives of the aerodrome certificate holder and discuss existing measures. Interviews are usually preceded by on-site observations so the auditor is already aware of the situation and has perhaps already noticed discrepancies or exceptional performance. Any discrepancy must be mentioned to the audited party during subsequent interviews. The location of the interview is important. The selection of the person's office is usually the best option, as interviewing him/her in his/her natural environment might make it easier to establish a climate of trust and reduce possible tension. The auditor is the one who, as a rule, travels to meet the interviewee. This is preferable to having individuals meet in the auditor's office and helps avoid the impression of an interrogation.
- 5.1.11. Recording of Audit Findings

- 5.1.11.1. Findings are the result of an observed action once it has been compared to the required approved documentation. An observation of a documented requirement or an implemented requirement will indicate whether compliance with required procedures is achieved or not. A non-compliance is classified as a finding, and it should be accompanied by a request for corrective action. Findings are not opinion, but statements of facts as observed by the auditor. As such they must be backed up by proof, or other evidence of non-compliance, such as a photograph or the completed checklist, explanation of deficiency, or a statement of findings by the auditor.
- 5.1.11.2. Audit findings shall be classified into different categories, as follows:
- a) Non-compliance Level 1 finding, defined as a finding with the regulations, requirements, standards, aerodrome procedures and manuals, the terms of an approval or certificate which lower standard or has the potential to result in loss of life, serious injury or damage to facilities, and require immediate corrective action. The risk shall be assessed in accordance with [MAS] , [Reference to provision on SMS]. Risks associated with Category A finding are considered unacceptable.
 - b) Non-compliance Level 2 finding, defined as finding with the regulations, requirements, standards, aerodrome procedures and manuals, the terms of an approval or certificate which could lower standard or has the potential to cause significant safety problems., and which requires corrective action to be completed within an agreed time frame. Risks associated with Category B finding are considered tolerable but will require mitigations to become acceptable.
 - c) Not Applicable (NA), being an element or item on a check list that does not apply to the entity being audited although a standard may exist, (e.g. de-icing facility).
 - d) Not Confirmed (NC), being an element whose compliance with required documentation could not be verified during the audit for whatever reason, (e.g. lack of time, absence of key personnel).
 - e) Observations are comments intended to identify possible improvement or trends toward non-compliances. Comments are not binding on the auditee and are made for consideration.
- 5.1.11.3. It is important that the senior management of organizations being audited are made aware of the results of the audit, including the specific findings. Obviously Category A finding needs to have priority. Therefore, it is necessary to conduct a post audit or exit meeting where these findings can be communicated. It may not be necessary to inform the aerodrome certificate holder of everything that may be included in the final written report, as the audit team may need time to reflect upon their observations before concluding a finding, so the onus is on providing the aerodrome operator with an initial explanation of the major findings. Additionally, all issues of concern may be communicated to the auditee's staff during the audit as they arise.
- 5.1.12. Exit meeting
- 5.1.12.1. The objectives and activities of the post audit, or exit, meeting are to;
- a) Review the purpose of the audit and how it was carried out;
 - b) Record attendance at the meeting;
 - c) Present the major audit findings;
 - d) Request comments or explanations on any of the findings;
 - e) Confirm corrective actions (if possible) and agree time frames for their implementation;

- f) Advise what to expect in the final audit report together with time frame for delivery; and
- g) Identify, and where possible resolve, any other issues of concern.

5.1.13. Audit/Inspection Reports

- 5.1.13.1. The audit report formally documents the compliance performance of the aerodrome operator by recording matters of non-compliance with mandatory regulatory standards and other safety-related obligations. The report must accurately record all that took place during the audit, should reflect the tone of the audit and contain no surprises.
- 5.1.13.2. It is the responsibility of the team leader to coordinate the development of the audit report. The team leader must sign the report.
- 5.1.13.3. While each report will contain factually varying information, it is important that the reports should be similarly structured and formatted to allow for comparison and analysis and to ensure that each audit completed conforms to a consistent standard. A standardized report format is contained in Appendix 9.
- 5.1.13.4. Audit reports generally will not include recommendations to address findings. The responsibility for proposing and implementing appropriate remedial activities rests with the aerodrome operator.
- 5.1.13.5. The audit or inspection report shall also specify a time frame for the organization being audited or inspected to respond to the findings made in the report.
- 5.1.13.6. It is the responsibility of the team leader to ensure that the completed audit or inspection report is sent/delivered to the aerodrome operator within [XX] weeks from the on-site audit or inspection exit meeting. This period must be adhered to.

5.1.14. Corrective Actions

Note – Also see Generic Aerodrome Certification Procedure, Para. 5.5

- 5.1.14.1. On receipt of an audit or inspection report, the organization concerned is required to submit a Corrective Action Plan (CAP) within an agreed period.
- 5.1.14.2. The CAP is a written confirmation by the aerodrome certificate holder detailing the measures they intend to implement, to address all of the findings of non-compliance. The CAP must incorporate actions that at least will remedy the deficiency in the short term and prevent a future recurrence.
- 5.1.14.3. Failure to compile a CAP, or failure to comply with the deadline for submission of the CAP, or failure to implement the measures outlined in the CAP may result in enforcement action, including possible sanctions against an aerodrome certificate and/or imposition of a fine.
- 5.1.14.4. Every CAP generated as a result of findings communicated to an aerodrome certificate holder, following an inspection or audit, must contain, as a minimum;
 - a) The recommendations/elements in need of improvement;
 - b) Planned corrective action;
 - c) Identification of the person(s) responsible for implementing and finalizing the corrective action; and
 - d) Time frame for completion.

- 5.1.14.5. Where the CAA has not received advice that corrective action has been taken by the due date, the aerodrome operator is to be advised that it is overdue, and that the CAA expects the matter to be resolved within ten (10) days. If a formal notice has not been received with satisfactory closing action, within the ten (10) day period, the aerodrome certificate holder should be advised in writing by the audit leader that, unless immediate action is taken to close the findings, then action may be taken against the aerodrome certificate holder in accordance with regulatory provisions.
- 5.1.14.6. In cases where the aerodrome certificate holder being audited or inspected does not implement action regarding the findings made by the audit team because it disagrees with any of them, it should direct a formal written notice of disagreement to [CAA] with [XX] days after receiving the audit report, laying down the reasons for the disagreement. [CAA] may review this and determine subsequent action in accordance with the regulatory requirements and the best interests of safety for the industry within the [STATE].
- 5.1.14.7. The team leader is responsible to ensure that a follow-up audit or inspection takes place as necessary after the actions mentioned in the CAP have been advised as completed, in order to ensure that the stated corrective action has taken place within the agreed time frame, and that the corrective action has been successful in ensuring compliance with the aerodrome standards and/or other regulatory obligation.
- 5.1.14.8. The Chief, [DASS], is responsible for maintaining a database of audit and inspection findings. Each team leader is to enter their respective results onto this database, and review the contents on a regular basis to ensure that timeframes are being respected and overdue actions are identified.
- 5.1.15. Audit Records
- 5.1.15.1. All documents relevant to the audit or inspection should be retained and placed on the aerodrome certificate holder's file after completion of the audit. These should include, where applicable, the following;
- a) A copy of the initial notification of the audit;
 - b) The audit timetable;
 - c) Completed checklists;
 - d) All notes made during the audit by the audit team;
 - e) Records of any interviews;
 - f) Records of entry and exit meetings;
 - g) A copy of the Corrective Action Plan (CAP);
 - h) Results of follow-up activities to ascertain compliance;
 - i) Post Audit feedback form from operator (See Appendix 9)

- 5.1.15.2. It is the responsibility of the Chief, [DASS] to establish and maintain an audit database that will contain all the findings gained from the audits and inspections of all aerodrome certificate holders. This database will be utilized by CAA to monitor the constant surveillance on all aerodrome certificate holders and registered aerodrome operators, and in the development of audit and inspection schedules and timetables.

5.2. Guidance for Inspection

5.2.1. Evaluation of Aerodrome Data

5.2.1.1. Purpose

The purpose to provide guidance and information to aerodrome inspectors to use when checking or evaluating aerodrome data required to be published in the Aeronautical Information Publication.

5.2.1.2. References

- a) [CAR XXXX] or [MAS]
- b) Checklist reference:
 - 1) [MAS] Appendix C.5 Aerodrome Certification Manual Contents Checklist (Form [AGA CHECKLIST]) Part 3
 - 2) [MAS] Appendix C.5 Aerodrome Certification Manual Contents Checklist (Form [AGA CHECKLIST]) Part 4.1 Aerodrome Reporting
 - 3) AIH Appendix 7A – Aerodrome Manual Checklist, Part 3

5.2.1.3. Guidance and Procedures

a) General Information

- 1) Paragraph of [MAS] contains a complete list of aerodrome data to be originated and included by the Aerodrome Operator in the Aerodrome Manual. The information must be available to the operator prior to initial certification.
- 2) Before being sent to the Aeronautical Information Services for publication in the AIP, the Authority must be satisfied that the information is adequate. It must be ensured that all parties in the data chain including the data originator, the data provider and the data publisher have quality systems for maintaining the integrity of aeronautical data.
- 3) Any proposed changes by the Aerodrome Operator to published information in the AIP must be checked and approved by the Authority before being sent to AIS for publication.

b) Checklist

- 1) Part 3 of Aerodrome Certification Manual Contents Checklist (Form [AGA CHECKLIST]) contained in Appendix C.5 of the [MAS] relating to aerodrome data and aerodrome reporting procedures must be completed by the Aerodrome Inspector when assessing aerodrome data during initial certification and during inspection for certificate renewal. Subpart 4.1 of Part 4 Aerodrome Reporting of the same Checklist could also be used in evaluating reporting procedures during surveillance inspections. AIH Appendix 7A – Aerodrome Manual Checklist, Part 3 can also be utilized.

c) Evaluation

The AI must determine if:

- 1) There is a system to forward any new data or variation of existing data to the aeronautical information service;
- 2) There is a quality system for protecting aeronautical data from the point of origination in the data chain to the next intended user;
- 3) There is a system for prompt notification of changes to variable and permanent data.

Note: Information requiring engineering survey and assessment should be gathered for verification by qualified technical person.

Examples of temporary data are limitations and warnings such as temporary runway or taxiway closure, temporary obstacles, runway surface condition reports, system failures and bird hazards. Examples of variable data are runway declared distances, hours of operation, visual aids and such facilities as rescue and firefighting. Examples of permanent data are aerodrome reference point, runway strength, runway dimensions and layout, elevations and permanent obstacle.

5.2.2. Evaluation of Aerodrome Physical Characteristics

5.2.2.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating the aerodrome physical characteristics of an aerodrome.

5.2.2.2. Reference

- a) Relevant provisions in [CAR]
- b) Checklist reference/s:
 - 1) AIH Appendix 7B-2: Physical Characteristics, Visual Aid and Aerodrome Facilities FORM AGA-ATI-0002;
 - 2) AIH Appendix 7C-1: On-site verification Checklist; and
 - 3) AIH Appendix 11: Aerodrome Surveillance Checklist.

5.2.2.3. Guidance and Procedures

- a) General Information.
 - 1) Prior to initial certification, the aerodrome designs and drawings must be evaluated by appropriate aerodrome standards inspectors, who would ensure that they meet requirements before initial approval is given by the Authority and in case of construction activities, prior to commencement of aerodrome construction work.

- 2) Details relating to the physical characteristics in approved designs/drawings must be consistent with what is to be provided in the aerodrome manual and on site.
 - 3) After initial certification and where a change to the physical characteristics of the airside facilities is proposed by the Aerodrome Operator, such a proposal must be processed in accordance with the procedure in the [MAS] MOWP, [MAS] and SMS requirement on management of change.
 - 4) Changes to physical characteristics of airside facilities at an aerodrome may include but not limited to:
 - i) Construction, realignment, or alteration of the manoeuvring area;
 - ii) Construction, realignment or alteration of apron.
- b) Checklist.
- AIH Checklist, Physical Characteristics, Visual Aid And Aerodrome Facilities FORM AGA-ATI-0002 presented in Appendix 7B-2 and [MAS] Appendix C.5 Aerodrome Certification Manual Contents Checklist (Form [AGA CHECKLIST]) Part 4.5 relating to aerodrome movement area, must be completed prior to initial certification and during the inspection for certificate renewal.
- c) Evaluation
- 1) During initial certification inspection, the AI must check the dimensions and surface conditions of runway(s), runway shoulders, runway strip(s), runway end safety areas, stopway(s) and clearways, taxiway(s), taxiway shoulders, taxiway strips and aprons.
 - 2) **Pavement.**
[To be developed]
 - 3) **Safety Areas.**
The AI should:
 - i) Determine if there are any hazardous ruts, depressions, humps or variations from the normal smooth surface.
 - ii) Check to ensure no object is located in a safety area, except objects that must be in the safety areas because of their functions (such as runway lights, signs, or navigational aids). These objects must be constructed on frangibly mounted structures of the lowest practical height.
 - iii) Determine if the base for any equipment in safety areas flushes with surrounding ground and equipment and NAVAIDs mounted on frangible couplings.
 - iv) Check to ensure that manhole and handhole covers are at grade level and can support vehicles and aircraft. Check to ensure that mounts for light fixtures are at grade level.
 - v) Check for surface variation and other damage caused by rodents or other animals.

- vi) Take note of any objects that are not frangible or not at grade level. Also note extraneous equipment and objects, such as construction equipment, and surface variations that would cause damage to an aircraft or impede emergency response vehicles.
- vii) The AI must determine if all unpaved areas available for aeroplanes, including loading aprons and parking areas, are maintained to meet the required conditions; if the safety areas and runway strips are maintained to the required conditions. Unusual aerodrome conditions caused by seasonal variations, such as, mud, water, etc., are evaluated on a case-by-case basis. The AI may have the vehicle operator drive in portions of the safety areas to evaluate surface conditions, provided conditions allow it.

5.2.3. Evaluation of Obstacles

5.2.3.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating obstacle limitation surfaces associated with aerodromes.

5.2.3.2. Reference

- a) [CAR] 2.5.010;
- b) Relevant provisions in [MAS]
- c) ICAO Doc. 9137 Part 6 (Control of Obstacles).
- d) Checklist reference/s:
 - 1) Relevant checklists in [MAS], if applicable
 - 2) AIH Appendix 7A: Aerodrome Manual Checklist, Section 13
 - 3) AIH Appendix 7B-1: Obstacle Restriction Form AGA-ATI-0001
 - 4) AIH Appendix 7C-1: On-site Verification Checklist 4.13
 - 5) AIH Appendix 7C-13: Obstacle Control 4.13
 - 6) AIH Appendix 11: Aerodrome Surveillance Checklist, Area of Inspection, Aerodrome Operations III (vi), (xi), (xii)

5.2.3.3. Guidance and Procedures

- a) General Information
 - 1) It is required that a number of imaginary surfaces be established around the vicinity of aerodromes operated under [MAS] x. These surfaces must be free of penetration by any object including structures, vegetation (e.g. tree) and terrains.
 - 2) The aerodrome operator is required to establish a process for monitoring the airspace around their aerodromes to ensure that they are free from these objects. Aerodrome operators are also required to report new or on-going construction around aerodrome to the Authority who is statutorily responsible for determining whether such construction would constitute a hazard to air navigation and subsequently providing aviation height clearance.

- 3) In determining whether an object constitutes a hazard to air navigation, an inspector must apply the ultimate aerodrome development approach in his evaluation. In the ultimate aerodrome development approach, the obstacle limitation surface of the ultimate aerodrome layout as provided in the aerodrome master plan is taken into account in determining whether or not a permanent obstacle would constitute a hazard. Temporary obstacles may be evaluated based on existing aerodrome development only.

b) Checklist

Checklists listed in 5.2.3.2 e) (i, ii, iii & iv) relating to obstacle limitation surfaces, would normally have to be completed during initial certification and certificate renewal inspections. Checklist in Appendix 7-11 may be used during surveillance and other special-purpose inspections. As circumstances warrant, depending on the objective and scope of the inspection, the checklist should be tailored to meet specific needs.

c) Evaluation

The AI must determine that:

- 1) All fixed and mobile objects, as defined in the manual of standards (or amend as appropriate) within the aerodrome operators authority are either marked or lighted or removed, unless determined to be unnecessary by an aeronautical study or the shielding principle, where applicable.
- 2) There are no objects extending above the obstacle protection surface for visual approach slope indicator system and that the approach light plane is free of infringements.
- 3) The operator has conducted an obstacle survey to produce a chart and if follow-up surveys are conducted whenever significant changes occur. The Chart shall show a plan view of the entire aerodrome and its environs to the outer limit of the conical surface where established), together with profile views of all obstacle limitation surfaces. Each obstacle should be identified in both plan and profile with its description and height above the datum, which should be specified on the chart.
- 4) Electronic and visual aids which are obstacles are frangibly designed and constructed and mounted on frangible couplings (marking may be omitted if the obstacle is lighted by high intensity obstacle lights).
- 5) The operator has established a programme of regular and frequent visual inspection, of all areas around the aerodrome including a daily observation of all obstacle lights both on and off the aerodrome and corrective action in the case of light failure, in order to be sure that any construction activity or natural growth (i.e. trees) likely to infringe any of the OLS is discovered before it may become a problem.

5.2.4. Evaluation of Visual Aids for Navigation

5.2.4.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating visual aids for navigation.

5.2.4.2. Reference

- a) [CAR] x.x.xxx; x.x.xxx; x.x.xxx
- b) Relevant provisions in [MAS]

- c) ICAO Doc. 9157 Part 4 (Visual Aids).
- d) Checklist reference/s:
 - 1) Relevant checklists in [MAS]
 - 2) AIH Appendix 7A: Aerodrome Manual Checklist, Part 2, 3 & Part 4, Section 6
 - 3) AIH Appendix 7B-1: Obstacle Restriction Form AGA-ATI-0001
 - 4) AIH Appendix 7B-2: Physical Characteristics, Visual Aid and Aerodrome Facilities Form AGA-ATI-0002
 - 5) AIH Appendix 7C-6: Visual Aids and Aerodrome Electrical Systems
 - 6) AIH Appendix 7-11: Aerodrome Surveillance Checklist, Area of Inspection, IC Operational Area (iii)
 - 7) AIH Appendix 7-11: Aerodrome Surveillance Checklist, Area of Inspection; III. Aerodrome Operations (x)

5.2.4.3. Guidance and Procedures

a) General Information

- 1) It is required that all aerodromes operated under [CAR] x.x.xxx; x.x.xxx; x.x.xxx and [MAS] x.x; x.x; xx be provided with visual aids. The type of aids to be provided would depend on traffic density, visibility condition and complexity of the aerodrome layout.
- 2) Where a change to the configuration and specification of visual aids at an aerodrome is proposed by the Aerodrome Operator, such a proposal shall be processed in accordance with the procedures.
- 3) Proposed change to visual aids at an aerodrome may arise from:
 - i) Construction, realignment, or alteration of the manoeuvring area;
 - ii) Construction, realignment or alteration of the apron;
 - iii) Change status from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR); and
 - iv) Change in time of use from daylight operation only to day and night operations.

b) Checklist

Checklists listed in 5.2.4.2 e relating to Visual Aids, would normally have to be completed during initial certification and certificate renewal inspections. AIH Appendix 7-11: Aerodrome Surveillance Checklist, Area of Inspection; III. Aerodrome Operations (x) may be used when evaluating alterations made to an airside visual aids arising from the factors listed in 3) above. The checklist is to be used during surveillance inspection and other special- purpose inspections. As circumstances warrant, depending on the objective and scope of the inspection, the checklist should be tailored to meet specific needs.

c) Evaluation

1) **Markings.**

The AI must determine if:

- i) The status of markings with respect to correct color-coding, peeling, blistering, chipping, fading, and obscurity due to rubber buildup are adequate or not.
- ii) All runway hold position markings are clearly visible.
- iii) During and after construction projects, new markings for compliance with [Manual of Standards for Aerodromes].
- iv) If the markings have glass beads, the reflectivity of glass beads is adequate at night.
- v) Road holding position marking is provided at runway/road intersections.
- vi) There are non-standard marking or markings that are obscured, faded or deteriorating.

2) **Signs.**

The AI must determine if:

- i) Signs are easy to read, in accordance with color standards, retro-reflective, and that all lighted signs are working and not obscured by vegetation, dirt, dust, etc.
- ii) Signs are frangibly mounted and concrete bases are properly.
- iii) Sign panels are not missing or damaged, that they have the correct legend and arrow orientation, and that they are not cracked or broken.
- iv) During and after construction projects, new signs are in compliance with specifications in the [MAS] x.x.
- v) During periods of darkness, signs are properly illuminated, if mandatory instruction signs are illuminated with the associated runway lighting system, check signs for correct operations; that they are on the correct circuits, they do not flicker and that they follow the intensity setting of the runway or taxiway lights.
- vi) There is non-standard sign or any sign that is not functioning, is faded or damaged.

3) **Lighting.**

The AI must determine if:

- i) The following are operable, if installed, and that vegetation or deposits of foreign material do not obscure the light fixture.
 - Runway and taxiway lights, including approach lighting and visual approach slope indicator system;
 - Taxiway centerline or edge markers (i.e. reflectors);
 - Stop bars and no-entry bar;
 - Intermediate holding position lights;
 - De-icing/anti-icing facility exit lights;

- Runway guard lights (both elevated and in-pavement, if installed);
 - Apron floodlighting;
 - (Advanced) visual docking guidance system;
 - Aircraft stand manoeuvring guidance lights; and
 - Runway status lights.
- ii) The following are operable, if installed:
- Apron lights and floodlights used in construction to ensure they do not cause glare or confusion to pilots and air traffic controllers;
 - Obstruction lights; and
 - Lighting in fuel storage areas within the aerodrome.
- iii) Note all fixtures missing and lights that are not working or appear dim.
- iv) Note any missing or broken light fixture lenses.
- v) Runway and taxiway lights and runway threshold lights are the proper color and are oriented correctly.
- vi) The aerodrome has an operational wind direction indicator to provide aerodrome surface wind direction information. If the aerodrome is open to flight operations during hours of darkness, the required wind direction indicators must be lighted. [MAS] x.x.x.x provides specification for the construction of a circular band around a wind cone. The segment circle must be clear of vegetation and be seen easily from the air.
- vii) An aeronautical beacon has been installed to specification where conditions necessitate such installation.
- viii) Performance level objectives for approach and runway lighting in a precision approach lighting system are in accordance with specification. Particular attention should be paid to situations where two or more consecutive lights are missing.
- ix) Road holding position light is provided at runway/road intersections.
- x) There is a visual docking guidance system which provides alignment and stopping position guidance, where marshaling services is not provided.

5.2.5. Evaluation of Visual Aids for Denoting Obstacles

5.2.5.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating visual aids denoting obstacles.

5.2.5.2. Reference

- a) [CAR] x.x.xxx, [MAS] x.xx.x; [MAS] x.xx.x;
- b) ICAO Doc. 9157 Part 4 (Visual Aids)
- c) Checklist reference/s:

- 1) AIH Appendix 7B-2: Physical Characteristics, Visual Aid and Aerodrome Facilities Form AGA-ATI-0002.

5.2.5.3. Guidance and Procedures

a) General Information

- 1) It is required that the operators of aerodromes regulated under [CAR] x.x.xxx and [MAS] x.x.x.x should establish a mechanism for continually monitoring existing obstacles around their aerodromes for the purpose of ensuring among others, that markings and lights fitted to these obstacles are maintained in serviceable condition.
- 2) CAA must ensure that operators carry out a regular inspection or visual monitoring of their obstacle limitation surfaces around airport to ensure that serviceable marking and lighting are in place and the height of such structures have not been increased without approval.

b) Checklist

The checklist in 5.2.5.2 e) may be used during other special-purpose inspections to the extent applicable

c) Evaluation

The AI must:

- 1) Determine if marking and lighting are in accordance with specification in [MAS] x.xx.x and [MAS] x.xx.x
- 2) Determine, if wind direction indicator, apron floodlighting and other tall structures within the airside are fitted with obstacle light and if obstacle lights are operable. Check the operator's Aerodrome Manual (AM) for a list of lighted obstructions.
- 3) Check to see if construction is underway on or near the aerodrome that could affect aircraft operations, check for any vegetation, especially, trees, that may penetrate the obstacle limitation surfaces.
- 4) Check to ensure that construction equipment, especially tall cranes being used at construction sites, are not an obstruction.
- 5) Determine if obstructions are properly marked and lighted.
- 6) Report any obstruction light that is missing, inoperative or damaged, and any object that appears to be an obstruction and is not properly marked or lit.

5.2.6. Evaluation of Visual Aids for Denoting Restricted Use Area

5.2.6.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating visual aids denoting restricted use areas.

5.2.6.2. Reference

- a) [CAR] x.x.xxx, [MAS] x.x
- b) ICAO Doc. 9157 Part 4 (Visual Aids)
- c) Checklist reference:

1) AIH Appendix 7C-8: Aerodrome Works Safety 4.8

5.2.6.3. Guidance and Procedures

a) General Information

- 1) It is required that aerodrome operators establish procedures for temporary and permanent movement area closures and safety precautionary measures to be taken during routine and major construction work on the airside of an aerodrome.
- 2) Safety precautionary measures for major construction work in an aerodrome airside are to be incorporated in a work safety plan which must be approved by the Authority before the commencement of such work. A template work safety plan is provided in [MAS] xx.xx and xx.xx. Aerodrome Inspectors should use the template as guidance when reviewing an operator's plan.
- 3) Where circumstances necessitate the imposition of restriction on the use of a runway that would result in a reduction in the length of the runway, the Aerodrome Operator is required to ensure that runway threshold is displaced using appropriate specification of markings and light if applicable.
- 4) Where an aerodrome certificate is suspended or withdrawn by the Authority or voluntarily surrendered by the operator, the Authority shall carry out inspection to ensure that appropriate measures have been taken to prevent inadvertent use of the runway, taxiway or aerodrome as the case may be.

b) Checklist

The checklist in 5.2.6.2 e) is to be used by inspectors while inspecting aerodrome works, to review a draft work safety plan submitted by the operator to the Authority for approval and can also be used for inspection after withdrawal or voluntary surrender of an aerodrome certificate.

c) Evaluation

The AI must determine if:

- 1) Procedures have been established for temporary and permanent movement area closures, for reduction of declared distances or displacement of threshold. Where threshold have been displaced, displaced threshold marking and lighting should be evaluated.
- 2) Procedures have been established by the aerodrome operator for briefing of contractors for avoiding damage to existing utilities or other underground facilities. When a complex construction project is in progress, the AI shall inquire about the existence of and adherence to the safety plan. Additional information is available in (Insert Advisory Circular on work safety plan).

- 3) Procedures have been established by the aerodrome operator for avoiding damage to existing utilities, such as the review of appropriate utility plans prior to construction.
- 4) Each construction area, construction equipment construction roadway, NAVAID area, and unserviceable area, is marked, and lighted if appropriate, in an acceptable manner.
- 5) Procedures are in place to repair any accidental damage to existing utilities.

5.2.7. Evaluation of Electrical Systems

5.2.7.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating electrical systems.

5.2.7.2. Reference

- a) [CAR] x.x.xxx; [MAS] x.x.x; [MAS] x.x.x; [MAS] x.x.xx;
- b) ICAO Doc. 9157 Part 5 (Electrical Systems)
- c) Checklist reference/s:
 - 1) Relevant checklist in [MAS], if applicable
 - 2) AIH Appendix 7A: Aerodrome Manual Checklist, Part 4, Section 6
 - 3) AIH Appendix 7B-2: Physical Characteristics, Visual Aid and Aerodrome Facilities Form AGA-ATI-0002, No.2 Aerodrome Facilities
 - 4) AIH Appendix 7C-6: Visual Aids and Aerodrome Electrical Systems

5.2.7.3. Guidance and Procedures

a) General Information

- 1) It is required that electrical systems provided at aerodromes are of adequate design to facilitate the steady operation of aerodrome lighting system.
- 2) The capacity of power supply and design of electrical systems at an aerodrome are dependent on the type of operation at the aerodrome and the category of lighting supported.
- 3) A proposed change by an aerodrome operator from a VFR to IFR or day only to 24-hour operation would require an inspection of the aerodrome electrical system before a determination is made.

b) Checklist

The Checklist listed in 5.2.7.2 e) relating to power supply and electrical systems, would normally have to be completed during initial certification and certificate renewal inspections.

c) Evaluation

The AI must determine if:

- 1) Adequate primary and secondary power supply are available at the aerodrome for the safe functioning of visual and non-visual aids. Check, if steady power supply is assured through availability of automatic switchover system and see, if the switchover requirement for the category of operation, specified in the [MAS] is met.

- 2) Adequate precautions have been put in place against system failure. Examples of such precautions are: interleaving of circuits supplying the runway lighting system, phasing of the supply to approach lighting system.
- 3) There is a monitoring and intensity control panel for airfield lighting, where applicable and control is from one point i.e. the control tower supported by a back- up control point in the event of failure of the panel in the control tower.

5.2.7.4. Aerodrome Operational Services, Equipment and Installations

5.2.7.5. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating aerodrome operational services equipment and installations including aerodrome rescue and firefighting service, aerodrome emergency planning, apron management service and Aerodrome Fencing.

5.2.7.6. Reference

- a) [CAR] x.x.xxx; x.x.xxx; x.x.xxx; x.x.xxx; [MAS] xx; [MAS] xx.x; [MAS] xx.x.x; [MAS] xx.xx.x; [MAS] xx,x,x. [MAS] x.x.x (x)
- b) ICAO Doc. 9137 Part 1 (Rescue and Fire Fighting)
- c) ICAO Doc. 9137 Part 7 (Aerodrome Emergency Planning)
- d) Advisory Circular No... (Aerodrome Emergency Planning)
- e) Checklist reference
 - 1) Relevant checklists in [MAS]
 - 2) AIH Appendix 7B-3: Rescue and Fire-Fighting FORM AGA-ATI-0003
 - 3) AIH Appendix 7C-4: Rescue and Fire-Fighting
 - 4) AIH Appendix 11:Aerodrome Surveillance Checklist, II. ARFF
 - 5) AIH Appendix 7A: Aerodrome Manual Checklist, Part 4, Section 3
 - 6) AIH Appendix 7C-3: Aerodrome Emergency Plan
 - 7) AIH Appendix 11:Aerodrome Surveillance Checklist, III. Aerodrome Operations (iii)
 - 8) AIH Appendix 7A: Aerodrome Manual Checklist, Part 4, Section 14
 - 9) AIH Appendix 7C-14: Removal of Disabled Aircraft
 - 10) AIH Appendix 7A: Aerodrome Manual Checklist, Part 4, Section 10
 - 11) AIH Appendix 7C-10: Apron Safety Management

- 12) AIH Appendix 11:Aerodrome Surveillance Checklist, III. Aerodrome Operations (vii)
- 13) AIH Appendix 7B-3: Rescue And Fire-Fighting FORM AGA-ATI-0003, Question no.16 (Fencing)
- 14) AIH Appendix 7C-4: Rescue and Fire-Fighting
- 15) AIH Appendix 7C-5: Inspection of the Movement Area by the Aerodrome Operator
- 16) AIH Appendix 7C-7: Maintenance of the Movement Area
- 17) AIH Appendix 7C-12: Wildlife Hazard Management
- 18) AIH Appendix 11:Aerodrome Surveillance Checklist, IC. Operational Area, (i)

5.2.7.7. Guidance and Procedures

a) General Information

- 1) It is required that the level of rescue and fire fighting service provided at an aerodrome be adequate to support the designated fire fighting category of the aerodrome.
- 2) During initial certification, the evaluation of rescue and fire fighting service at the aerodrome should be based strictly on the dimensions of the longest aeroplane planned for the aerodrome, that is, the aeroplane overall length and fuselage width.
- 3) A provisional aerodrome emergency plan should be available before commencement of flight operations at the aerodrome. The aerodrome operator should be allowed some time to constitute an emergency committee that would test the emergency plan. The aerodrome emergency plan must be tested not later than nine (9) months.

b) Checklist

The checklist presented listed in 5.2.7.6 h) (ii) (iii) relating to rescue and firefighting, would normally have to be completed during initial certification and certificate renewal inspections. The same applies to 5.2.7.6 h) (xv-xvii), (xvi) and (xi) for Apron safety, Apron management service and Disable Aircraft Removal respectively.

Other checklists are available for special purpose inspections and should be further tailored to meet specific needs. Checklist in 5.2.7.6 h) (vii) can be used for evaluating emergency exercises (partial and full scale). Checklist in 5.2.7.6 h) (xxiii) can be used to check adequacy or otherwise of the surface movement guidance and control systems at the aerodrome Checklists in 5.2.7.6 h) (iii) (xvii) and can be used in evaluating an operators disable aircraft removal plan during surveillance inspection while checklist in 5.2.7.6 h) (xiv) (xv) can be used for assessing apron management service.

c) Evaluation

1) Aerodrome Emergency Plan

The AI must determine if:

- i) The operator should also be encouraged to include procedures for response to other utility failures in addition to electrical power failure such as fuel spills, hazardous materials, natural gas, water and sewage.
- ii) It is written in sufficient detail to give adequate guidance to all concerned

parties.

- iii) The certificate holder has made adequate provisions for the agencies and personnel addressed in the AEP to participate in the development of the plan. Look for agency listing, or letters addressing meetings/reviews, and coordination.
- iv) The plan contains procedures for notifying facilities, agencies, and personnel of the location of an aircraft accident on the aerodrome, the number of persons involved, and any other necessary information as soon as it is available. At the discretion of the AI, conduct a communications test of the emergency plan notification procedures of mutual aid agencies to evaluate the timeliness and telephone numbers listed in the emergency plan and contact the mutual aid agency listed to verify telephone number currency.
- v) [Water rescue – to be developed]
- vi) All aerodrome personnel having duties and responsibilities under the AEP are familiar with their assignments and are properly trained. Randomly questions personnel in the AEP to determine validity of the training programme and to ensure that all aerodrome personnel having duties and responsibilities under the plan are familiar with their assignments and are properly trained. Testing, written or oral may be used if determined to be necessary by the AI.
- vii) The AEP is reviewed with all participating agencies in the preceding 12 months. An annual review of the AEP may consist of the aerodrome operator conducting a tabletop exercise or a review meeting with a representative of each of the agencies with which the plan was coordinated or after a full-scale or partial emergency has been carried out. Look for letters addressing tabletop exercise, Full-scale and partial exercises AEP review meetings and AEP revisions. During pre-inspection preparation, look for letters concerning annual review in the aerodrome files.
- viii) The aerodrome operator has conducted a full scale exercise of its AEP in the preceding 2 years.
- ix) During pre-inspection preparation, look for letters concerning full scale exercise of the AEP. Examine any record of critique. The full-scale aerodrome exercise must involve, to the extent practicable, all mutual aid participants, a reasonable amount of equipment specified in the AEP, and include a summary report and/or critique. Aerodromes which have experienced an aircraft accident and exercised a substantial portion of their AEP related to, or as would respond to, an air carrier accident can substitute this accident for the full-scale exercise. If such a substitution is made, the certificate holder should conduct a critique of their performance during the accident response.
- x) For the purpose of this requirement, the biennial exercise may be conducted within the calendar month it is due. For example, if the last biennial exercise was held on August 4, 1990, the next biennial exercise is due by August 31, 1992. Unique or special cases may affect the need to vary the schedule slightly, and where supportable justification exists, a reasonable extension may be approved. For example: the biennial is due

in April, but the county is planning a much larger exercise for June in which the aerodrome will play an important part and gain the same benefit.

- x) The purpose of this biennial exercise is to test the effectiveness of AEP through a response of the aerodrome and its mutual aid for a disaster at the aerodrome. It should also be used to familiarize emergency mutual aid personnel with the location of staging areas and other aerodrome facilities.
 - xii) For these reasons the full-scale exercise should be conducted at the aerodrome. However, at the discretion of the AI, the drill may be conducted on property adjoining or adjacent to the aerodrome (such as for a water rescue exercise) if the AEP can still be properly exercised.
 - xiii) The AI should determine the adequacy of facilities in the Emergency Operations centre and the mobile command post. The communication equipment in these facilities should be tested for adequacy and serviceability. The AI should rely on guidance in the Advisory circular on Aerodrome Emergency in determining if human factor principle has been taken into account in preparing the Aerodrome Emergency Plan.
 - xiv) When possible, aerodrome managers should be encouraged to participate in off-aerodrome disaster exercises involving downed aircraft and provide their expertise and resources.
 - xv) AIs are encouraged to attend the full-scale exercise of the AEP whenever possible.
- 2) Rescue and Fire Fighting Service: Determination of Fire Category

The AI must determine if:

- i) The aerodrome category shall be determined from the Aerodrome Standards Manual and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width. To categorize the aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width. If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width for that category, then the category for that aeroplane shall actually be one category higher. Guidance on categorizing aerodromes for rescue and fire fighting purposes and on providing rescue and fire fighting equipment and services is given in [MAS] Attachment A, Section 5.3 and in the Aerodrome Services Manual, Part 1. 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.
- ii) The following examples illustrate the method for determination of the aerodrome category.

Example 1

Aircraft	Overall Length	Fuselage width	Category
Tupolev Tu-154	47 m	3.45	7
B 707-320	46.61	3.55	7

The longest aeroplanes are categorized by evaluating, from Table 9-1, Annex 14 first their over-all length and second, their fuselage width. The aerodrome in this case would be category 7.

3) Extinguishing Agents.

The AI must determine if:

- i) ARFF vehicle discharge capacities and agent capacities meet [MAS] xx.x.x.
- ii) The amounts of water for foam production meet the requirement in [MAS] xx.x.x.
- iii) The amount of water and foam concentrate separately provided on vehicles for foam productions are adequate.
- iv) The quantity of foam in reserve is adequate.
- v) The discharge rates of foam solution are adequate.
- vi) There is a means of supplementary water supply for expeditious replenishment.
- vii) Water tanker(s) or other suitable means is acceptable.

4) Emergency Rescue and Fire Fighting Vehicles

The AI must determine if:

- i) The aerodrome is equipped with ARFF vehicles meeting the aerodrome firefighting category during flight operations. ARFF equipment required to meet the category must be listed in the AM.
- ii) Each required ARFF vehicle is equipped with appropriate radio communications, beacon, and is marked in colors to contrast with the background and optimize daytime/nighttime visibility.
- iii) Each required vehicle is operationally capable of performing the required functions. Technically, a required ARFF vehicle is inoperative during preventive maintenance if it cannot meet response requirements. At aerodromes which do not have extra ARFF equipment, maintenance must be scheduled during periods when aircraft operators are not operating. Notification to CAA and airlines would be expected when ARFF equipment required to meet Category requirements breaks down and cannot be immediately repaired.

5) Rescue Equipment.

The AI must determine if Rescue equipment commensurate with the level of fire protection is provided in accordance with [MAS] xx.x.x and ICAO Doc 9137

Part 1 Table 5-2.

6) Personnel

The AI must determine if:

- i) Sufficient ARFF personnel are available to operate the required ARFF vehicles taking into account the requirement specified in CAA guidance document.
- ii) Training requirement is available incorporating initial and recurrent training, and covering the subject areas enumerated in the ASM has been developed and is being implemented. Training programme shall include initial and recurrent training and training in human performance and team coordination.
- iii) Training records are maintained and readily available and the records indicate that all ARFF personnel have participated in live-fire drill and pressure-fed fuel fires. "live-fire drill" has the same meaning as "simulated aircraft fire."
- iv) All ARFF personnel are equipped in a manner needed to perform their duties.
- v) Such equipment shall include protective coat, protective trousers, protective helmet, gloves and respiratory equipment. This requirement does not apply to ARFF vehicle driver/operators unless they are expected to man handlines or effect rescue operations. The ARFF vehicle driver/operator shall have protective equipment readily accessible.
- vi) All personnel assigned to rescue duties have been given first aid and (cadio- pulmonary resuscitation) CPR training. At least two full time members per shift of the aerodrome rescue and firefighting service or other on-aerodrome personnel should be trained to an emergency medical treatment level.

7) Response Time.

The AI must determine if:

- i) At least one required ARFF vehicle achieves a response time not exceeding 3 minutes to any point of each operational runway. Any other vehicles should arrive no more than one minute after the first responding vehicles. At the option of the AI, a discharge of water may be used in lieu of other agents for a timed response. However, a demonstration of the discharge of the agents not used in the response drill is to be conducted for at least one required response vehicle before the conclusion of the inspection to insure the adequate capability.
- ii) During the certification inspection, the AI should request that a refractometer test be conducted by ARFF personnel on at least one required response vehicle with a foam proportioning system. By observing the preparation for and performance of this test the following will be achieved.
- iii) Get an indication of ARFF personnel knowledge of the vehicle and its systems. In some cases, ARFF personnel may have a refractometer but not know how to use it. In those cases be prepared to conduct a refractometer test and provide some basic training. If the ARFF

department does not conduct periodic refractometer test advise them to do so. Other refractometer procedures may be used. Be sure to read manufacturer's instructions.

- iv) Gain some indication of the maintenance level for the foam proportioners and, therefore, vehicle systems. If the results of the refractometer test indicate a foam mixture that is too lean or rich, advise the ARFF officer in charge that the system needs to be checked to determine if the proportioning device is adjusted properly.
 - v) ARFF response drills may be conducted at night or during inclement weather. However discretion shall be used to ensure that safety is not derogated. If there is a question as to whether or not a drill can be conducted safely, it should be postponed until later. When conducting the timed response, the AI should keep in mind that the times given in [MAS] xx.x.x and [MAS] xx.x.x are based on a direct path on dry pavement under good weather conditions. If the drill is conducted at night or in other than dry conditions, the times may be adjusted at the discretion of the AI to allow for the adverse condition.
 - vi) It shall be at the AI's discretion as to the location from which he/she conducts the response drill on the aerodrome.
 - vii) The alarm system is acceptable. The timing for the response requirement begins upon activation of the first alarm signal to the RFF unit responsible for ARFF at the aerodrome. This will normally be ATC activating whatever alarm system is used by the aerodrome. The signal may be audible (klaxon, telephone ring, siren, etc.), visual (dormitory illumination, strobe light, etc.), or a combination. The RFF unit is usually the fire house where the vehicles and crews are stationed. It is important that the timing begin with the activation of the first alarm signal and include any message passing, crew assembly, coordination, and other processes which occur as part of the response. If there are problems with meeting the response time it may be that the alarm enters the fire station at the wrong point, and that the system needs to be changed to modify or eliminate time consuming communications, coordination, etc.
- 8) Emergency Access Roads.
- The AI must determine if all designated emergency access roads are maintained for all weather conditions. Emergency access roads are those required to meet ARFF requirements. Roads constructed specifically for use by emergency vehicles must be considered as an emergency access road. Additionally, service roads that are located in the safety area must be considered by the aerodrome operator as an emergency access road and maintained during all weather conditions.
- 9) Fire Station
- The AI must determine if adequate shelter is provided to protect RFF vehicles from the harmful effects of exposure to the sun.

10) Communication and Alerting Systems.

The AI must determine if:

- i) A discrete communication system links all the fire stations within the aerodrome, the control tower and rescue and fire fighting vehicles.
- ii) An alerting system links all the fire stations within the aerodrome, the control tower and rescue and fire fighting vehicles. The alerting system should be such that it can be operated from the fire station.

11) Disabled Aircraft Removal Plan.

The AI must determine if:

- i) The aerodrome operator has developed a disabled aircraft removal plan. The plan should be developed in consultation with aircraft owners and operators. The extent of the plan will depend on user aircraft weights and sizes and the density of air traffic at the aerodrome.
- ii) The plan provides for permission to disturb the accident site to be obtained from Aircraft Accident and Incident Investigation Board (AAIIB). Where a disabled aircraft has been involved in an accident, notwithstanding this general rule, the aircraft may be moved where necessary to preserve life or to prevent additional hazard to persons or property. A claim for damages could follow an attempts to move a crashed aircraft if it was proven the act of moving worsened the damage. Therefore, the invariable rule is that only aircraft owner, operator or his appointed representatives should control the aircraft removal operation.
- iii) The plan includes:
 - Nominated person or organization authorized to act on their behalf at the aerodrome owner or operators using the aerodrome to avoid delay.
 - Nominated representative of the aerodrome operator to coordinate the aircraft removal operation. All major users of the aerodrome will be informed of the aerodrome management's preparations and capabilities, as well as policies regarding disabled aircraft removal. The officer assigned responsibility to coordinate this plan should be made known to all aircraft owners or operators.
 - A list of equipment available on or near the aerodrome on demand.
 - A list of additional equipment available from nearby aerodromes on request.
 - A list of nominated agents acting on behalf of each aircraft operator at the aerodrome.
 - A statement of the aircraft operator arrangements for the use of pooled specialist equipment.
 - A list of local contractors (with names and telephone numbers) with suitable removal equipment for hire.

12) Apron Management Service.

The AI must determine if:

- i) Responsibility for marshalling service, leader van service, gate and parking allocation, start up, push back and taxi clearances, control of vehicles on the apron, maneuvering areas are clearly and unambiguously assigned.
- ii) A written agreement exist between both parties defining method of coordination and points of transfer of responsibilities, where coordination between air traffic service unit and apron management unit is required.
- iii) Adequate aircraft stand clearances and apron safety lines have been provided in accordance with manual of standards. Apron safety lines include wing tip clearance lines and service road boundary lines.

13) Fencing.

The AI must determine if:

- i) The aerodrome operator has appropriate safeguards against inadvertent entry to the movement area by unauthorized persons or vehicles. These safeguards may consist of a combination of natural barriers, fencing and warning signs which are effective in deterring personnel or vehicles from inadvertently entering the movement area.
- ii) The aerodrome operator has provided reasonable protection of persons and property from aircraft blast. This includes persons who are required to use airstairs; and public areas adjacent to air carrier ramps and movement areas.

5.2.8. Evaluation of Operational Services- Wildlife Strike Management

5.2.8.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating wildlife strike hazard management programmes at aerodromes.

5.2.8.2. Reference

- a) [CAR] x.x.xxx; [MAS] xx.xx.x; [MAS] xx.xx.x
- b) ICAO Annex 14 Vol I chpt. 9 **or equivalent national reference** (Wildlife Strike Hazard Reduction)
- c) ICAO Doc. 9137 Part 3 (Bird Control and Reduction)
- d) Advisory Circular No AC 139-05-A: Establishment of Wildlife Hazard Management at Aerodromes by Aerodrome Operators
- e) Checklist reference
 - 1) AIH Checklist Appendix 7B-4: Wildlife Hazard Management Form AGA-ATI-0004
 - 2) AIH Appendix 7C-12: Wildlife Hazard Management
 - 3) AIH Appendix 11: Aerodrome Surveillance Checklist, III. Aerodrome Operations, (viii)

5.2.8.3. Guidance and Procedures

- a) General Information

It is required that aerodromes exposed to wildlife hazard analyse the level of risk posed by the existing hazards to enable a determination of the need for a wildlife hazard management plan. It is not anticipated that such a determination can always be reached before the commencement of initial operations at the aerodrome. Data collection on bird activity in the vicinity of the aerodrome and subsequent analysis may take sometime after aerodrome operations begin before a meaningful conclusions can be drawn concerning wildlife management programme to be implemented, where applicable. However it is anticipated that a procedure for monitoring bird activity and of recording and reporting bird strike be established and incorporated in the Aerodrome Manual before approval of the Manual is given by the Authority.

b) Checklist

Checklist listed in 5.2.8.2 f) relating to wildlife hazard management, would normally have to be completed during initial certification and certificate renewal inspections and surveillance .AIH checklist in Appendix 11: Aerodrome Surveillance Checklist, III. Aerodrome Operations, (viii) can be used for other special purpose inspection relating to wild life hazard management.

c) Evaluation

The AI must determine that:

- 1) the aerodrome operator has adequate procedures to take immediate measures to alleviate wildlife hazards whenever they are detected. During the movement area inspection, the AI should be on the lookout for wildlife of a size or in numbers capable of triggering the conduct of an ecological study. If the AI feels that wildlife activity on or in the vicinity of the aerodrome constitutes a wildlife hazard, the conduct of an ecological study must be addressed in the corrective plan of action. The ATC shall also be consulted concerning wildlife hazards.
- 2) if records of reported strike are maintained and transmitted to CAA for onward transmission to ICAO.
- 3) procedures are established by the aerodrome operator for the conduct of a wild life risk assessment
- 4) if a Wildlife Hazard Management Plan is in effect, the AI must review the following:
 - i) Its effectiveness in dealing with the wildlife hazard.
 - ii) Indications that the existence of the wildlife hazard, described in the ecological survey, should be reevaluated.
 - iii) Personnel with responsibilities in the Wildlife Hazard Management Plan are adequately trained.
 - iv) Procedures outlined in the Plan, such as inspections prior to air carrier operations, are carried out.
 - v) Status of habitat modification projects or changes in land us identified in the Plan.

5.2.9. Evaluation of Operational Services - Ground Servicing of Aircraft

5.2.9.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when evaluating aircraft ground servicing operations.

5.2.9.2. Reference

- a) [CAR] x.x.xxx;
- b) [MAS] xx.xx.x.x (Ground Servicing of Aircraft)
- c) Checklist reference/s
 - 1) Relevant checklists in [MAS], if applicable
 - 2) AIH Appendix 7A: Aerodrome Manual Checklist, Part 4, Section 10
 - 3) AIH Appendix 7C-10: Apron Safety Management
 - 4) AIH Appendix 11: Aerodrome Surveillance Checklist, III. Aerodrome Operations (ix) (Refueling and Defueling)

5.2.9.3. Guidance and Procedures

a) General Information

- 1) It is required that aerodrome operators have qualified personnel who are familiar with safety precautionary measures which should be in place during the fueling and defueling of aircraft by fueling companies.
- 2) The scope of inspection by aerodrome inspectors should cover both the facilities of the fueling companies at the operational base and an the actual aircraft fueling on the apron.

b) Checklist

The checklist in 5.2.9.2 e) are to be used during initial certification and certificate renewal inspections. Likewise, 5.2.9.2 e) (iii) checklist relating to aircraft fueling and defueling can be used for special purpose inspection relating to handling and storage of aviation fuel.

1) Evaluation

The AI must determine that:

- i) Fire extinguishing equipment are positioned sufficient close to areas designated for ground servicing of aircraft.
- ii) Extinguishing agents bear serviceability tags and the dates on tags.
- iii) An efficient means is available for quickly summoning rescue and firefighting service in the event of a fire or major fuel spill. Apron management unit and ARFF service are connected on a designated frequency. Where apron management unit is not available, check if airline or ground staff or aerodrome personnel who have responsibilities on the apron are familiar with the frequency on which to reach RFF service.

5.2.10. Evaluation of Operational Services- Ground Vehicle Operations

5.2.10.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when inspecting and evaluating ground vehicle operations

5.2.10.2. Reference

- a) [CAR] x.x.xxx;
- b) Relevant provision in [MAS]
- c) Checklist reference/s:
 - 1) AIH Appendix 7C-11: Airside Vehicle Control
 - 2) AIH Appendix 11: Aerodrome Surveillance Checklist, IC. Operational Areas, (ii), III Aerodrome Operations, (xiv)

5.2.10.3. Guidance and Procedures

a) General Information

Each employee, tenant, or contractor, who operates a ground vehicle on any portion of the airside of an aerodrome is required to be familiar with and complies with the aerodrome's airside driving rules and procedures. In order to comply with this section, the aerodrome operator shall develop an appropriate driver's training programme for aerodrome personnel, tenants, contractors and others who operate on, or have access to movement areas. The programme shall be consistent with the guidance provided by the Authority on Aerodrome Vehicle Operations and shall be approved by the Authority before being put to use.

b) Checklist

The checklist listed in 5.2.10.2 d) (i) relating to airside vehicle control, would normally have to be completed during initial certification and certificate renewal inspections. The checklist in 5.2.10.2 d) (ii) can be used for surveillance and other special purpose inspection relating to ground vehicle operations. The checklist may be further tailored to meet specific needs.

c) Evaluation

The AI must determine that:

- 1) Roads located on the movement areas and safety areas are restricted to only those vehicles necessary for aerodrome operations. During the course of the inspection, be on the lookout for unnecessary operations of vehicles on or adjacent to movement areas.
- 2) Vehicles authorized in the movement area include ARFF vehicles, ambulances, mowers, aerodrome operations and maintenance vehicles, fuel trucks catering vehicles, toilet service vehicles etc.
- 3) Procedures for these vehicles to cross the runway or taxiway such as two-way communications with the Control Tower or escort have been established for continued operations. Vehicles must be radio equipped or escorted. These procedures need to be clearly addressed in the Aerodrome Manual.
- 4) For aerodromes with Control Tower in operation, each vehicle operating on the movement areas is controlled by two-way radio, escort vehicle with two-way radio.
- 5) For aerodromes without Control Tower in operation, adequate procedures are established to control ground vehicles through prearranged signals or other procedures.

- 6) Look for distribution of aerodrome procedures/training curriculum or permit process to control applicable tenants. At aerodromes with a SMGCS Plan, requirements should also be included in the driver training as applicable.

5.2.11. Aerodrome Maintenance

5.2.11.1. Purpose

The purpose is to provide guidance and information to aerodrome inspectors to use when inspecting and evaluating aerodrome maintenance programmes and their levels of implementation at aerodromes.

5.2.11.2. Reference

- a) [CAR] x.x.xxx; x.x.xxx;
- b) Relevant provision in [MAS]
- c) Advisory Circular No xxx (Movement Area Maintenance)
- d) ICAO Doc. 9137 Part 2 (Pavement Surface Condition)
- e) ICAO Doc. 9137 Part 9 (Pavement Maintenance Practices)
- f) Checklist reference/s:
 - 1) AIH Appendix 7C-5: Inspection of the Movement Area by the Aerodrome Operator
 - 2) AIH Appendix 7C-6: Visual Aids and Electrical Systems
 - 3) AIH Appendix 7C-7: Maintenance of the Movement Area
 - 4) AIH Appendix 11: Aerodrome Surveillance Checklist, IA. Physical Characteristics, (iii)
 - 5) AIH Appendix 11: Aerodrome Surveillance Checklist, IB. Apron (i)

5.2.11.3. Guidance and Procedures

a) General Information

- 1) It is required that the frictional characteristic of runway pavements be periodically determined by the aerodrome operator using a continuous friction measuring device with self-wetting features for the purpose of the monitoring pavement friction characteristics and taking prompt preventive maintenance action.
- 2) The regulation obligates operators to include in their operations manual, maintenance programmes for paved and unpaved movement areas, runway strips and aerodrome drainage.
- 3) Although the subject of maintenance in the [MAS] xx.xx is presently limited to safety critical areas such as pavement and visual aids, the Aerodrome Inspectors should, for the purpose of promoting efficiency and regularity of aeronautical operations encourage operators to include maintenance programmes for other aspects, namely terminal facilities including passenger loading bridges, elevators, travelators, lifts, conveyor belts, chillers, Flight information displays, etc. Guidance for the development of maintenance programmes for these areas is contained in ICAO Doc 9137 Part 9 on Aerodrome Maintenance Practices.

b) Checklist

The checklist presented in 5.2.10.6 g) relating to Maintenance, would normally have to be completed during initial certification and certificate renewal inspections. The checklist in 5.2.10.6 g) (iv) (v) is to be used during surveillance inspections and other special purpose inspections relating to Airport Pavement Friction Assessment.

c) Evaluation

The AI must determine that:

- 1) Preventive maintenance procedures have been established for pavements, visual aids power supply drainage and buildings and specialized vehicles such as rescue and fire fighting vehicles. Check procedures for calibration of VASIS. These procedures should also be addressed in the AM.
- 2) Maintenance procedures are being implemented. Check maintenance records for airfield lighting, power supply and RFF vehicle and compare with sample maintenance schedules.
- 3) Debris, rubber deposit removal and friction measurement programmes have been developed. See when the last friction measurement was conducted and review result against minimum requirement. If the friction measuring equipment is owned and operated by aerodrome operator's personnel, check if personnel have been trained on the use of the equipment and if the equipment is calibrated as required before use.
- 4) The pavements are free of debris and surface irregularities (cracks depressions or other distress features). The AI should use his judgement to determine when a pavement distress is significant to constitute a finding.
- 5) Marking and lighting systems on the aerodrome are well maintained. Maintenance action shall include: cleaning, replacing, or repairing any faded, missing, or nonfunctional item of marking or lighting; keeping each item clearly visible; and ensuring that each item provides an accurate reference (this includes alignment of fixtures) to the user. If the aerodrome operator owns a standby generator for movement area lighting, inquire about testing procedures. The AI should consider a test operation of the generator if periodic testing procedures do not appear to be adequate.
- 6) There are adequate spares for replacement of any electrical fixture that may become defective.

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CHAPTER - 6 Aerodrome safety review

6.1. General

In this Handbook, an aerodrome safety review refers to actions undertaken by an [DASS] Aerodrome Inspector regarding an evaluation of the impacts of specified changes at an airport on the continuing safety of existing operations.

An aerodrome safety review may be undertaken by an individual, team or group depending on the scope of impact and the specialist aviation knowledge required for an evaluation. The Chief of [DASS] will specify formal working and leadership arrangements for team or group activities.

6.2. Safety Review requirement

When a proposal is made which will involve a significant change to aerodrome physical characteristics, facilities or equipment, CAA shall initiate an aerodrome safety review.

The scope of an aerodrome safety review will generally be restricted to events associated with planned changes. Events associated with unplanned changes or emergency situations will be dealt with by use of appropriate alternative procedures to ensure safety is properly considered and to determine if continuing operations may be permitted.

6.3. References

The [CAR] refers to matters that need to be considered in regard to aerodrome safety reviews. These references include but are not limited to:

- a) Matters to be notified regarding certified and registered aerodromes:
 - x.x.xxx Notice of changes in physical condition of aerodrome
 - x.x.xxx Notice of changes in information published in AIP
 - x.x.xxx Physical characteristics of movement area
 - x.x.xxx Notice of changes in physical condition of aerodrome (Registered)
 - x.x.xxx Notice of changes in information published in AIP
- b) CAA empowered to issue direction to aerodrome operator:
 - x.x.xxx Amendments of Aerodrome Manual
 - x.x.xxx Aerodrome Manual procedures
- c) Aerodrome operator to notify CAA:
 - x.x.xxx Notice of changes in physical condition of aerodrome
- d) Aerodrome operator to comply with standards:
 - x.x.xxx Physical characteristics of movement area
 - x.x.xxx Applicable standards for registered aerodromes

6.4. Safety review action plan

- 6.4.1. Aerodrome safety reviews may only be conducted, or supervised, by certified CAA

personnel. Such CAA personnel shall be deemed to be certified if they have successfully completed an ICAO safety management system course, or a CAA equivalent training course.

- 6.4.2. Other CAA aviation specialist staff or external experts may be consulted for comment and advice during an aerodrome safety review to any extent necessary in the opinion of the Chief, [DASS].
- 6.4.3. Aerodrome safety reviews shall be conducted in accordance with the methodology for an aeronautical study as provided for in the CAA Manual of Regulatory Procedures, Chapter 9.
- 6.4.4. The Division Chief, [DASS] is responsible for scheduling aerodrome safety reviews, and for the nomination of an appropriate Aerodrome Inspector and/or review group. When a group activity is considered necessary, the Chief, [DASS], will nominate the group leader.
- 6.4.5. The nominated Aerodrome Inspector or Group Leader of the Review Team is responsible for conducting the review and providing a report that includes all appropriate recommendations to ensure satisfactory on-going operational safety.
- 6.4.6. The conduct of an aerodrome safety review should be timed so that outputs can be communicated effectively to all stakeholders prior to any changes coming into effect.
- 6.4.7. The outputs of an aerodrome safety review should include, but not limited to:
 - a) A statement summarizing the proposal under consideration;
 - b) The changes that will be generated as a result of the proposal;
 - c) Alternatives to the proposal that were considered, and reasons for selection of the proposal over the alternatives;
 - d) Whether or not a site visit was made;
 - e) Any non-conformity with mandatory standards;
 - f) Listing of hazards identified;
 - g) Listing of risks associated with non-compliances or hazards;
 - h) Safety analysis of each risk together with its ranking in priority order from highest to lowest;
 - i) Summary analysis of the proposal; and
 - j) Recommendations on the proposal.
- 6.4.8. The Aerodrome Inspector or Team Leader responsibilities include:
 - a) Record activities undertaken during the review;
 - b) Formulate conclusions;
 - c) Recommend resulting action requirements; and
 - d) Draft reports on safety review conducted.
- 6.4.9. The Chief, ARCID responsibilities include:
 - a) Review the draft safety review report;

- b) Make recommendations to Chief, [DASS]; and
- c) Direct the Aerodrome Inspector/Team Leader if additional activity is required.

6.4.10. The Chief, [DASS], is responsible to:

- a) If in agreement with the recommendations, refer them to the Director General for formal approval before initiating action as necessary; and
- b) If not in agreement, refer the issues back to the Aerodrome Inspector/Team Leader with instruction for additional activity.

6.5. Aerodrome Safety Review work flow process

6.5.1. The process of work undertaken in an aerodrome safety review will broadly follow that which is used in an aeronautical study, and is described in Fig 6-1 below.

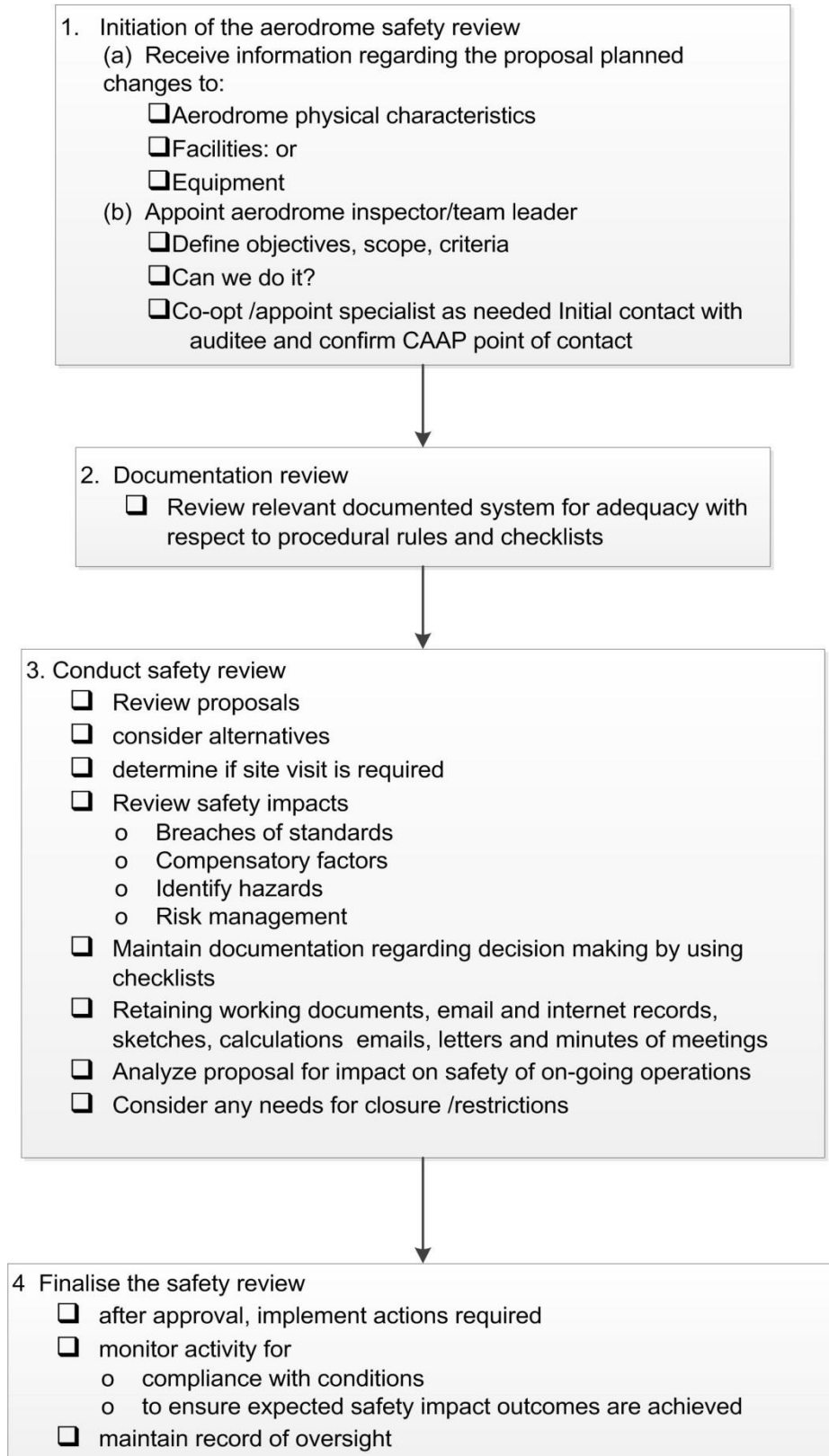


Fig 6-1 Aerodrome Safety Review

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CHAPTER - 7 Regulatory enforcement

[Please refer to Aerodrome Certification Procedure Manual]

CHAPTER - 8 COMPETENCE OF PERSONNEL AT CERTIFIED AERODROMES

8.1. General

- 8.1.1. This chapter is details on the existing regulatory requirements regarding the appointment of specific aerodrome safety, maintenance, operational and management personnel. It also establishes a framework to obtain formal CAA acceptance of the person prior to the individual taking up responsibilities and accountabilities of the position.
- 8.1.2. Pursuant to [CAR] x.x.xxx, an operator shall ensure that there are an adequate number of qualified and skilled personnel to perform activities for aerodrome operation and maintenance.
- 8.1.3. It is emphasized that such qualifications and number of personnel are established: firstly, prior to certification of an aerodrome; and secondly, during any change to Aerodrome Post Holders at an aerodrome which is already certified.

8.2. KEY POST HOLDERS AT A CERTIFIED AERODROME

8.2.1. General

- 8.2.2. An aerodrome will have a number of key management personnel. The following are positions which shall be referred to as Aerodrome Post Holders in relation to Aerodrome Certification are as follows:
- a) Accountable Manager (or Airport Director)
 - b) Head of Aerodrome Safety and Compliance (responsible for safety management and compliance with the regulatory requirements);
 - c) Head of Aerodrome Operations;

- d) Head of Aerodrome Maintenance;
- e) Head of Aerodrome Emergency Services (Chief Fire Officer)

8.3. PERSONNEL REQUIREMENTS AT A CERTIFIED AERODROME

8.3.1. An Aerodrome Operator under the certification process and prior to the grant of an Aerodrome Certificate and on an on-going basis shall engage, employ or contract: Aerodrome Post Holders to include the following:

- a) **Airport Manager/ General Manager** - a senior person who has the authority within the Aerodrome Operator's organization to ensure that all activities undertaken by the organization can be financed and carried out in accordance with the requirements prescribed by the Regulations;
- b) **Head of Aerodrome Safety and Compliance** - a person who shall be the responsible individual and focal point person for the development and maintenance of an effective safety management system and compliance with the regulations;
- c) **Head of Aerodrome Operations** – a senior person who is responsible for ensuring that the aerodrome and its operation comply with the requirements of these Regulations. Such nominated person or persons shall be ultimately responsible to the Accountable Manager;
- d) **Head of Aerodrome Maintenance** – a senior person who is responsible for ensuring that the aerodrome's maintenance programmes for safety critical infrastructure comply with the requirements of these Regulations. Among the maintenance responsibilities include the pavements, visual aids and electrical systems;
- e) **Head of Aerodrome Emergency Services (CFO)** – a senior person who is responsible for ensuring that the aerodrome's emergency services comply with the requirements of the Regulations. Such nominated person or persons shall be ultimately responsible to the Accountable Manager; and sufficient and appropriately qualified personnel to manage, operate and maintain the aerodrome and its services and facilities, taking into account the structure of the organization and the number of personnel employed, in accordance with the requirements of these Regulations.

8.3.2. The Aerodrome Operator should inform the Authority prior to any changes of Aerodrome Post Holders.

8.3.3. The Aerodrome Operator shall update its Aerodrome Manual including the organizational structure with respect to the accepted Aerodrome Post Holders.

8.3.4. Where the Authority has prescribed a competency certification requirement or medical standards for operations or maintenance personnel, the Aerodrome Operator shall employ only those persons possessing such certificates or meeting such medical and fitness requirements.

8.3.5. 4.5 The Aerodrome Operator shall implement a programme to maintain the competency of the safety critical personnel including training.

8.4. CRITERIA FOR ASSESSMENT OF AERODROME OPERATION POST HOLDERS

8.4.1. During the assessment process which under normal circumstances will be conducted during an on-site verification of aerodrome manual. CAA will inquire the post holders

capabilities in areas that includes:

- a) understanding and knowledge the roles and responsibilities of the operator and regulatory authority, the regulatory framework and specifically Safety Management System requirements;
- b) information from the nominated person concerning his knowledge on work area;
- c) enforcement methodology of the CAA;
- d) the roles and responsibilities of the Aerodrome Post Holder;
- e) competence requirement of the nominated person in relation to present personal status and experience presented in their curriculum vitae or equivalent documentation;
- f) discussion concerning depth of knowledge and understanding of the applicable legislation and regulations;
- g) understanding of aviation in general and for the specific nominated post, how operators/activities at the aerodrome;

8.4.2. Details of criteria for assessment of aerodrome operation post holders at a certified aerodrome are provided as Appendix 7D.

8.5. OBLIGATIONS OF AERODROME OPERATOR ON COMPETENCE OF OPERATIONAL PERSONNEL

8.5.1. An aerodrome operator is required to ensure that all technical and operational personnel are competent and skilled in their areas of jurisdiction.

8.5.2. It is also imperative that the aerodrome operator provides continuous and relevant training to acquaint all personnel with the current operational practices and remain competent on their responsibilities in line with the regulatory requirements

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APPENDICES

APPENDIX - 1: Definitions

For the purposes of this Handbook, the following terms and words have the following meanings;

Aerodrome. A defined area on land, including any building, installations and equipment, intended to be used either wholly or in part for the arrival, departure, and surface movement of aircraft.

Aerodrome Beacon. Aeronautical beacon used to indicate the location of an aerodrome from the air.

Aerodrome Certificate. The certificate to operate an aerodrome issued by the CAA under the provisions of [CAR] for the operation of an aerodrome.

Aerodrome Elevation. The elevation of the highest point of the landing area.

Aerodrome Facilities and Equipment. Facilities and equipment, inside or around the boundaries of an aerodrome, that are constructed or installed and maintained for the arrival, departure, and surface movement of aircraft.

Aerodrome Manual. The manual that forms part of the application for an aerodrome certificate pursuant to [CAR], as amended from time to time.

Aerodrome Operator. The holder of an aerodrome certificate issued under the Civil Aviation Regulations governing Aerodromes.

Aerodrome or Airport Tenant. Any enterprise that is resident at an aerodrome and offers services and products at that aerodrome.

Aerodrome Reference Point. The designated geographical location of an aerodrome.

Aeronautical Study. A study of an aeronautical problem to identify possible solutions and select a solution that is acceptable without degrading safety.

Apron. A defined area on an aerodrome intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fueling, parking or maintenance.

Apron Management Service. A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

Aircraft. Any machine that can derive support in the air at [MAS] sphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft Operator. A national or foreign aircraft operator.

Aircraft stand. A designated area on an apron intended to be used for parking an aircraft.

Airside. The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

Apron passenger vehicle. Any vehicle used to convey passengers between aircraft and terminal buildings.

Audit. A systematic, independent and documented process for obtaining compliance status of the facility with mandatory regulatory requirements including aerodrome standards.

Auditor. A person with competence to conduct audits at national level.

Audit criteria. Legislation and CAA approved standards, policies, procedures or requirements.

Audit evidence. Records, statements of fact or other information, which are relevant to the audit criteria and are verifiable.

Audit Finding. Results of the collected audit evidence as compared against audit criteria.

Audit Programme. A set of one or more audits planned for a specific time frame and directed towards a specific purpose

Note: An audit programme includes all activities necessary for planning, organizing and conducting audits).

Audit Plan. A description of the activities and arrangements for an audit.

Certified Aerodrome. An aerodrome whose operator has been granted an aerodrome certificate by the Authority.

Director General means the Director General of the Civil Aviation Authority of the [STATE] (CAA).

Deficiency. A failure to comply with mandatory requirements.

Frangible Object. An object of low mass designed to break, distort or yield on impact so as to present the minimum hazard to aircraft.

General Aviation. An aircraft operation other than a commercial air transport operation.

Human Factors Principles. Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human performance means human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations.

Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.

International Airport. An airport designated as an airport of entry and departure for international air traffic, where the formalities incident to customs, immigration, public health, animal and plant quarantine and similar procedures are carried out.

Lighting System Reliability. The probability that the complete lighting installation operates within the specified tolerances and that the system is operationally usable.

Movement Area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft consisting of the maneuvering area and the apron(s).

Maneuvering Area. That part of an aerodrome to be used for the take-off, landing, and taxiing of aircraft, excluding aprons.

Marker. An object displayed above ground level in order to indicate an obstacle or delineate a

boundary.

Marking. A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

Obstacle. All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extended above a defined surface intended to protect aircraft in flight.

Obstacle Free Zone (OFZ). The airspace above the inner approach surface, inner transitional surfaces and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

Obstacle Limitation Surfaces (OLS). A series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacle in order to permit the intended aircraft operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.

Record. Any writing, drawing, map, tape, film, photograph or other means by which information is preserved.

Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway Strip. A defined area including the runway and stopway intended:

- a) to reduce the risk of damage to aircraft running off a runway. and
- b) to protect aircraft flying over it during take-off or landing operations.

Runway Visual Range (RVR). The range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

Shoulder. An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

Safety Management System (SMS). A system for the management of safety at aerodromes including the organization structure, responsibilities, procedures, processes and provisions for the implementation of aerodrome safety policies by an aerodrome operator, which provides for the control of safety at, and the safe use of the aerodrome. SMS is a systematic, explicit and comprehensive process for managing safety risks.

Runway End Safety Area (RESA). An area symmetrical about the extended centerline and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning a runway.

Taxiway strip. An area including a taxiway intended to protect an aircraft operating on a taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.

Unserviceable Area. A part of the movement area that is unfit and unavailable for use by aircraft.

Work Area. A part of an aerodrome in which maintenance or construction works are in progress.

Wildlife hazard. A potential for a damaging aircraft collision with birds or animals on or near an aerodrome.

APPENDIX - 2: Amendment of this Manual

1. This manual is issued as a controlled document. Each page is uniquely identifiable and amendments will be made from time to time to reflect necessary changes. All copies of the handbook are numbered and issued in accordance with the distribution list. All copy holders are responsible for the safe custody and maintenance of their numbered copy of the handbook.
2. The Chief, [DASS] (See Organizational structure diagram in Chapter 2.1.1) is responsible for the development, issue and control of amendments to this handbook. Individual handbook copy holders indicated on the distribution list are responsible for insertion of all amendments.
3. Within thirty days of the issue of an amendment, confirmation will be provided to the Chief, [DASS] that the required amendment action has been accomplished by the return of the amendment control page, signed and dated by the individual amending an issued Inspector Handbook.
 - a) Each handbook issued must show the amendment number and the date, as described in the list of effective pages.
 - b) All amendments will be shown in the Record of Amendment.
4. Minor changes (e.g. telephone number, typographical errors) can be accommodated by 'pen and ink' if so indicated in any amendment documentation issued by Chief, [DASS] prior approval. All such changes will be incorporated accordingly. Distribution of the changes will be the same as described above and a record of these changes will be shown in the Record of Amendments. However, minor changes will generally be collated over a period of three to six months and actioned by a formal amendment.

APPENDIX - 3: Auditor Feedback Form

1. General Conduct of the Audit

Audit Component	Answers and Comment (If "Yes", provide explanation)	
1. Did the team experience difficulties working together? If so what aspects could be improved? Were there any individual auditors who did not function as part of the team? If so, who were they?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Did the audit team leader function effectively as a team leader? Were the functions of the team adequately and fairly distributed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Was all the documentation used by the team the current version? Were there adequate copies of all documents, manuals and guidance material made	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Were there any major impediments to the successful conclusion of the audit? If 'yes', were they resolved or not? If answer to Q4 is yes, describe how impediments were resolved.	<input type="checkbox"/> Yes <input type="checkbox"/> No	

2. Preparation for the Audit

Audit Component	Answers and Comment (If "Yes", provide explanation)	
1. Did you experience any difficulties with travel arrangements, such as air tickets, hotels, allowances etc.?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Were all the documents required from the audited organization supplied on time prior to the audit? If no, was there a reason for this?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Were the pre-audit questionnaire fully completed and submitted in sufficient time before the audit? Did the answers help, or were they of limited use? How best can this be improved?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Were there any scheduling problems with the audited organization, or failures in communication with the audited organization?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Did you have sufficient time to review all the documentation prior to the actual audit?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Was the audit timetable realistic and achievable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

3. Conduct of the Audit

Audit Component	Answers and Comment (If "Yes", provide explanation)	
1. Was the entry briefing of value? Did it sufficiently deliver the scope and objectives of the audit to the audited organization? If not, why?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Did you experience any difficulties in communicating with representatives of the audited organization, and if so, why?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Did you experience any lack of cooperation or reluctance on the part of the audited organization during the audit?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Were there any incidents during the audit that require management attention? If so please describe.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Was the guidance material provided current and adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Were the checklists current and adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7. Did the exit briefing cover all the findings of the team?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8. Did the audited organization respond positively or negatively to the findings in the briefing?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

4. Reporting and Other Issues

Audit Component	Answers and Comment (If "Yes", provide explanation)	
9. Did you experience any difficulties with the preparation of the audit report? If so, what aspects need improving?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
10. Were there any other issues that need to be brought to the attention of senior Management? Describe them.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
11. Are there any areas of the audit process that require revision or could be done better? If so, please describe.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
12. Are there any areas in the Civil Aviation Regulations Part 12 (aerodromes) or any other supplied guidance material that warrants revision or amendment?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

APPENDIX - 4: Audit Notification Letter to Aerodrome Operator

Address information

Dear Sir,

Civil Aviation Authority of the [STATE] (CAA) Aerodrome
Audit

As part of the CAA safety oversight of aerodrome safety, an audit of your organization is required and has been scheduled during the week commencing mm/dd/yyyy.

The demonstrated performance of organizations (personnel, equipment, information, facilities, etc) as observed during these audits is the prime means used by the CAA when establishing the approval of, and continuing compliance for, certificated and registered aerodromes, as well as providing an indicator for the frequency and scope of future surveillance programmes.

Audit Reference Number

All enquiries relating to this audit should refer to Aerodrome Audit Reference Number nnn.

Objective

The objective of the audit is to assess your organization's aerodrome safety compliance in respect to aviation legislation and safety standards specified by the CAA.

Documents, records, equipment and facilities

Documents and records will be sampled, and a physical inspection of the relevant procedures, equipment or facilities is likely to be carried out. To facilitate this process would you please have available any of the following that may be relevant to the audit:

- Local training records;
- Personnel competency records for individual aerodrome Officers;
- Recurrent testing procedures and records;
- Operations Manuals and/or Standard Operating Procedures (SOPs);
- Records of meetings and decisions taken regarding safety matters; and
- Management must be available for interview.

Access to key staff associated with aerodrome operations and management will also be required.

Personnel

At the commencement of the audit the Senior Executive of the aerodrome should be present and available. The person responsible within your organization for quality assurance is welcome to attend.

The requirements for their ongoing presence throughout the audit will be discussed at that time. If

for any reason a senior person is unavailable to attend this audit then please contact the Audit Leader.

Confirmation of date and time

The audit leader for this audit will be Mr Nnn NNnnnn and he will contact you directly to confirm the audit dates. Any audit enquiries should be addressed directly to him.

Yours faithfully

Name
Chief, _____,
[DASS]
Date: _____

APPENDIX - 5: Aerodrome Pre-Audit Questionnaire

AERODROME PRE-AUDIT QUESTIONNAIRE AIRPORT OPERATOR:

Name of Airport: _____

Name of Airport Manager _____ Contact # _____

Name of Head of Operations _____ Contact # _____

Part 1 - Airport

S/N	QUESTION	ANSWERS BY AIRPORT OPERATOR
1.1	Does the airport have an approved aerodrome manual?	
1.2	Who is responsible within the airport management for the maintenance of this manual?	
1.3	Who is responsible for coordinating the implementation of the contents of the manual at the airport?	
1.4	Has the airport established procedures for the amendment of this manual, and if so, where are these measures described.	
1.5	When was the manual last amended?	
1.6	List ground handling agencies, and their functions, at the airport. e.g. airlines, ground service providers and fuel organizations	
1.7	Is there any document on Airport Emergency Procedures?	
1.8	Who are the officers responsible for its implementation?	
1.9	Is there any Aerodrome plan?	
2.0	Is there any Aerodrome development programme in place?	
2.1	Any Safety Management Systems in place?	
2.2	Who monitors implementation?	
2.3	Any Quality Management System in place?	
2.4	How effective is the system?	
2.5	Does the airport have a copy of the Manual of Standards for Aerodromes?	

S/N	QUESTION	ANSWERS BY AIRPORT OPERATOR
2.6	Is it being implemented?	
2.7	Have you received the Audit checklist and other relevant documentation manual?	

APPENDIX - 6: Suggested agenda items for an Opening Meeting

- a) Welcome
- b) Introduction of the auditors and interviewees from the audited sectors
- c) Presentation of the audit team members (if not already done)
- d) Presentation of the audit approach
- e) Presentation of the audit context
- f) If appropriate, mention the previous audit
- g) Review of objectives and the field of application of the audit
- h) Brief presentation of the audit methodology while insisting on its standardized nature
- i) Presentation of the audit sequence: discussions, visits (ask if it is possible to take photos), consulting of documents
- j) Auditor's code of ethics: non-argumentative, non-intrusive, non-accusatory, confidentiality assured
- k) Presentation of the advantages of the audit (progress and improvements in the aerodrome programme)
- l) Presentation of the audit plan with possible last-minute changes
- m) Confirmation of the date and time of all discussions and of the final meeting
- n) Clarification of any unclear aspects of the audit plan
- o) Resolution of material aspects: Confirmation of the availability of the necessary equipment and installations
- p) Clarification of any unclear aspect of the aerodrome certificate holders aerodrome programmes or pre-audit questionnaire
- q) Answer the questions of the representatives from the different services responsible for aerodrome operations.
- r) Record of attendees
- s) Audit termination
- t) Conclusion

APPENDIX - 7: Aerodrome Audit Checklists

A system safety audit is the usual means for a regulatory organization to assess initial and on-going compliance of a service provider with the minimum mandatory obligations that are associated with activity in the aviation industry. These checklists pertain to aerodrome operations, and encompass the full gamut of activity required by CAA for initial audit of a complex airport to determine if a certificate can be issued. The checklists may need to be reviewed at subsequent surveillance audits or inspections depending on the scope and depth of regulatory oversight activity that is planned to occur.

It is important to consider [at least] the following when verifying a process:

- a) The adequacy of the available Infrastructure and how it supports the process.
- b) How does the auditee monitor the performance of the process and determine the need for, and implement, any improvements?
- c) Has the organization assigned a responsible and competent person to ensure the process remains adequate and the documentation is current?
- d) Is there a competent person who has the appropriate authority to change the process?
- e) Are the people involved adequately trained?

When identifying a non-compliance with the regulations standards and mandatory obligations, look beyond the immediate occurrence and ask:

- a) Why?
- b) Who?
- c) When?
- d) What led to this? What's the history?
- e) What are the broader factors involved, and how do they inter-relate in the chain of events leading to the conditions that allowed the non-compliance to exist?

For a certification audit the required elements are to be tested for conformity with mandatory obligation imposed by [CAR] and the safety specifications of the [ANNEX 14] (and ICAO Annex 14 Volume 1, if appropriate).

Within the checklists, status of individual items may be 'Yes' , 'No', 'Not Applicable', (NA), for remarks: the entry may be 'Satisfactory' (S), 'Not Satisfactory' (NS), and/or description of observation/s.

Appendix 7A: Aerodrome Manual Checklist

This checklist is a tool for inspectors in evaluating the initial submission of an aerodrome manual by the aerodrome operators. This checklist is in accordance with the ICAO format for aerodrome manual detailed in ICAO Document 9774-Manual on Aerodrome Certification as referenced in the [ANNEX 14]([MAS]) and ICAO Doc. 9981 (PANS-Aerodromes).

The checklist is organized as follows:

- PART 1 GENERAL INFORMATION
- PART 2 AERODROME SITE INFORMATION
- PART 3 AIS INFORMATION
- PART 4 AERODROME OPERATING PROCEDURES
- PART 5 AERODROME ADMINISTRATION

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
FIRST PAGE:				
Signature	1.	The aerodrome manual must be signed by the [MAS]t senior officer who is responsible and directly accountable for general management of the aerodrome.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Foreword	2.	A general statement indicating the importance of the manual and that the contents are binding on staff.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3.	The foreword also provides a convenient mechanism for the manual to be signed by the [MAS]t senior officer responsible for the general management of the aerodrome.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
PART 1: GENERAL INFORMATION				
Conditions of use	4.	Airport operates 24 hours per day for take-off and landing of aircraft and when it is so available it shall be so under equal terms and conditions to all persons and operators.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Aeronautical Information	5.	All data relating to the aeronautical aspect of this aerodrome are published in the Republic of the [STATE] Aeronautical Information Publication.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	6.	The Airside Safety Manager is responsible for complete and correct promulgation of data to AIS section of the CAA in accordance with procedures described in [MAS].	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Recording Aircraft Movements	7.	All data relating to the recording of aircraft movements is collected and recorded by Air Traffic Control.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8.	The Tower Team Leader is responsible for complete and correct collection recording and reporting to the Airport General Manager in accordance with procedures described in [MAS].	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Obligation of the Aerodrome Operator	9.	[MAS] Appendix 1- Part 1.4 a) Comply with mandatory standards and practices;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10.	b) Employ an adequate number of qualified and skilled staff;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11.	c) Operate the aerodrome in accordance with the procedures set out in the Aerodrome Manual;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12.	d) Have an acceptable aerodrome safety management system;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13.	e) Arrange for audit of the safety management system and the management of airport organizations;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14.	f) Permit access to authorized ATO officers for inspection and testing purposes related to ensuring safety at the aerodrome;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15.	g) Make required notifications to the CAA, ATC or pilots;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16.	h) Conduct special inspections as necessary;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	17.	i) Remove obstructions on the aerodrome that are likely to be a hazard; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18.	j) Erect warning signs if low flying or taxiing aircraft are likely to be hazardous to people or vehicles.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
PART 2: AERODROME SITE INFORMATION				
Aerodrome Plan	19.	DOC 9774 Appendix 1 - Part 2 a) A plan of the aerodrome showing the main aerodrome facilities for the operation of the aerodrome including, particularly, the location of each wind direction indicator;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20.	b) A plan of the aerodrome showing the aerodrome boundaries;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21.	c) A plan showing the distance of the aerodrome from the nearest city, town or other populous area, and the location of any aerodrome facilities and equipment outside the boundaries of the aerodrome; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22.	d) Particulars of the title of the aerodrome site. If the boundaries of the aerodrome are not defined in the title documents particulars of the title to, or interest in, the property on which the aerodrome is located and a plan showing the boundaries and position of the aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Aerodrome Land Titles	23.	Parcellary Plan/s	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
PART 3: AIS INFORMATION				
Aerodrome Dimensions	24.	Doc 9774 Appendix 1 - Part 3.2 True bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway, the existence of an obstacle free zone	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Runway				
- Strip	25.	length, width and surface type of strip, runway end safety areas, stop ways.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Taxiway	26.	length, width and surface type of taxiways	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Apron	27.	apron surface type and aircraft stands	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Clearway	28.	clearway length and ground profile	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- visual aids for approach procedures	29.	approach lighting type and visual approach slope indicator system (PAPI/APAPI and T-VASIS/AT-VASIS); marking and lighting of runways, taxiways, and aprons; other visual guidance and control aids on taxiways (including runway holding positions, intermediate holding positions and stop bars) and aprons, location and type of visual docking guidance system; availability of standby power for lighting.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Radio frequency of VOR	30.	the location and radio frequency of VOR aerodrome checkpoints	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- standard taxi routes	31.	the location and designation of standard taxi routes	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- geographical coordinates	32.	the geographical coordinates of each threshold	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33.	the geographical coordinates of appropriate taxiway center line points	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	34.	the geographical coordinates of each aircraft stand	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	35.	the geographical coordinates and the top elevation of significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of the Aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- pavement surface type and bearing strength	36.	pavement surface type and bearing strength using the Aircraft Classification Number — Pavement Classification Number (ACN-PCN) method.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- pre-flight altimeter check locations	37.	one or more pre-flight altimeter check locations established on an apron and their elevation	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- declared distances	38.	take-off run available (TORA), take-off distance available (TODA), accelerate-stop distance available (ASDA), landing distance available (LDA)	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- disabled aircraft removal plan	39.	the telephone/telex/facsimile numbers and e-mail address of the aerodrome coordinator for the removal of a disabled aircraft on or adjacent to the movement area, information on the capability to remove a disabled aircraft, expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- rescue and fire-fighting	40.	the level of protection provided, expressed in terms of the category of the rescue and fire-fighting services, which should be in accordance with the longest aeroplane normally using the aerodrome and the type and amounts of extinguishing agents normally available at the Aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS	
AIP Data - Aerodrome diagram	41.	[MAS] Chapter x.x.x.x a) layout of runways, taxiways and apron(s);	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	42.	b) nature of the runway surfaces;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	43.	c) designations and length of runways;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	44.	d) designations of the taxiways, where applicable;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	45.	e) location of illuminated and non-illuminated wind direction indicators;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	46.	f) location of the aerodrome reference point;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	47.	g) the direction and distance to the nearest town;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	48.	h) location of terminal buildings; and	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	49.	i) location of helipads	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
- Aerodrome operation	50.	a) name, address, telephone and facsimile numbers of the aerodrome operator; including after-hours contacts;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	51.	b) aerodrome usage, public or private;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	52.	c) aerodrome charges, where notification is desired	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
- Aerodrome location	53.	a) name of aerodrome;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	54.	b) World Aeronautical Chart number, if known;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	55.	c) latitude and longitude, based on the aerodrome reference point;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	56.	d) magnetic variation;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	57.	e) time conversion-universal	[] Yes	<input type="checkbox"/> S	<input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
		time coordinated (UTC) plus local time difference;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
	58.	f) aeronautical location code indicator, if known;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	59.	g) aerodrome elevation;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	60.	h) currency of Type A charts, if provided	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Movement area	61.	a) aerodrome reference code number;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	62.	b) runway bearings - in degrees magnetic;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	63.	c) runway length and surface type;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	64.	d) runway pavement strength rating;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	65.	e) runway and runway strip width;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	66.	f) runway slope;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	67.	g) runway declared distances, and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	68.	h) elevation of the midpoint of runway threshold, for instrument runways	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Lighting systems	69.	a) lighting systems for runways;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	70.	b) approach lighting system;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	71.	c) visual approach slope indicator system;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	72.	d) lighting systems for taxiways; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	73.	e) any other lighting systems	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Navigation aids	74.	Details of any navigation aid provided by the aerodrome Operator	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
- Rescue and fire-fighting services	75.	The category of aerodrome-based rescue and fire-fighting services provided by CAA or the aerodrome operator	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Ground services	76.	a) fuel suppliers and their contact details, including after hours;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	77.	b) automatic weather information broadcast if provided by aerodrome operator; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	78.	c) any other services available to pilots	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Special procedures	79.	Include any special procedures unique to the aerodrome, which pilots need to be advised.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
- Notices	80.	Include important cautionary or administrative information relating to the use of the aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
PART 4: AERODROME OPERATING PROCEDURES				
Sec 1: Aerodrome Reporting	81.	Doc 9774 Appendix 1 - Part 4.1 a) arrangements for reporting any changes to the CAA and recording the reporting of changes during and outside the normal hours of aerodrome operations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	82.	b) the names and roles of persons responsible for notifying the changes, and their telephone numbers during and outside the normal hours of aerodrome operations; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	83.	c) The address and telephone numbers, as provided by the CAA, of the place where changes are to be reported to the CAA.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 2: Access to Aerodrome Movement Area	84.	Doc 9774 Appendix 1 - Part 4.2 a) The role of the aerodrome operator, the aircraft operator, aerodrome fixed-base operators, the aerodrome security entity, the CAA and other government departments, as applicable; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	85.	b) The names and roles of the personnel responsible for controlling access to the aerodrome, and the telephone numbers for contacting them during and after working hours.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 3: Aerodrome Emergency Plan	86.	Doc 9774 Appendix 1 - Part 4.3 a) plans for dealing with emergencies occurring at the aerodrome or in its vicinity, including the malfunction of aircraft in flight; structural fires; sabotage, including bomb threats (aircraft or structure); unlawful seizure of aircraft; and incidents on the airport covering “during the emergency” and “after the emergency” considerations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	87.	b) details of tests for aerodrome facilities and equipment to be used in emergencies, including the frequency of those tests;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	88.	c) details of exercises to test emergency plans, including the frequency of those exercises;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	89.	d) a list of organizations, agencies and persons of authority, both on- and off-airport, for site roles; their telephone and facsimile numbers, e-mail and SITA addresses and the radio frequencies of their offices;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	90.	e) the establishment of an aerodrome emergency committee to organize training and other preparations for dealing with emergencies; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	91.	f) The appointment of an on-scene commander for the overall emergency operation.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 4: RFFS	92.	Doc 9774 Appendix 1 - Part 4.4 Particulars of the facilities, equipment, personnel and procedures for meeting the rescue and fire-fighting requirements, including the names and roles of the persons responsible for dealing with the rescue and fire-fighting services at the aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 5: Inspection of the Aerodrome Movement Area and Obstacle Limitation Surface by the Aerodrome Operator	93.	Doc 9774 Appendix 1 - Part 4.5 a) arrangements for carrying out inspections, including runway friction and water-depth measurements on runways and taxiways, during and outside the normal hours of aerodrome operations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	94.	b) arrangements and means of communicating with air traffic control during an inspection;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	95.	c) arrangements for keeping an inspection logbook, and the location of the logbook;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	96.	d) details of inspection intervals and times;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	97.	e) inspection checklist;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	98.	f) arrangements for reporting the results of inspections and for taking prompt follow-up actions to ensure correction of unsafe conditions; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	99.	g) The names and roles of persons responsible for carrying out inspections, and their telephone numbers during and after working hours.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 6: Visual Aids, Electrical Systems and Lighting	100.	Doc 9774 Appendix 1 - Part 4.6 a) Arrangements for carrying out inspections during and outside the normal hours of aerodrome operation, and the checklist for such inspections;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	101.	b) Arrangements for recording the result of inspections and for taking follow-up action to correct deficiencies;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	102.	c) Arrangements for carrying out routine maintenance and emergency maintenance;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	103.	d) Arrangements for secondary power supplies, if any, and, if applicable, the particulars of any other method of dealing with partial or total system failure; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	104.	e) The names and roles of the persons responsible for the inspection and maintenance of the lighting, and the telephone numbers for contacting those persons during and after working hours.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
Sec 7: Maintenance of The Movement Area	105.	Doc 9774 Appendix 1 - Part 4.7 a) Arrangements for maintaining the paved areas;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	106.	b) Arrangements for maintaining the unpaved runways and taxiways;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	107.	c) Arrangements for maintaining the runway and taxiway strips; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	108.	d) Arrangements for the maintenance of aerodrome drainage.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 8: Aerodrome Works Safety	109.	Doc 9774 Appendix 1 - Part 4.8 a) Arrangements for communicating with air traffic control during the progress of such work;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	110.	b) The names, telephone numbers and roles of the persons and organizations responsible for planning and carrying out the work, and arrangements for contacting those persons and organizations at all times;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	111.	c) The names and telephone numbers, during and after working hours, of the aerodrome fixed-base operators, ground handling agents and aircraft operators who are to be notified of the work;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	112.	d) A distribution list for work plans, if required.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 9: Aircraft Parking Control	113.	Doc 9774 Appendix 1 - Part 4.9 a) Arrangements between air traffic control and the apron management unit;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	114.	b) Arrangements for allocating aircraft parking positions;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS	
	115.	c) Arrangements for initiating engine start and ensuring clearance of aircraft push-back;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	116.	d) Marshaling service; and	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	117.	e) Leader (van) service.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
Sec 10: Apron Safety Management	118.	Doc 9774 Appendix 1 - Part 4.10 a) Protection from jet blasts;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	119.	b) Enforcement of safety precautions during aircraft refueling operations;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	120.	c) Apron sweeping;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	121.	d) Apron cleaning;	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	122.	e) Arrangements for reporting incidents and accidents on an apron; and	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	123.	f) Arrangements for auditing the safety compliance of all personnel working on the apron.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
Sec 11: Airside Vehicle Control	124.	Doc 9774 Appendix 1 - Part 4.11 a) Details of the applicable traffic rules (including speed limits and the means of enforcing the rules); and	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	125.	b) The method of issuing driving permits for operating vehicles in the movement area.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
Sec 12: Wildlife Hazard Management	126.	a) arrangements for assessing wildlife hazards	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	127.	b) Arrangements for implementing wildlife control programmes; and	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	128.	c) The names and roles of the persons responsible for dealing with wildlife hazards, and their telephone numbers during and after working hours.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 13: Obstacle Control	129.	Doc 9774 Appendix 1 - Part 4.13 a) Monitoring the obstacle limitation surfaces and Type A Chart for obstacles in the take-off surface;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	130.	b) Controlling obstacles within the authority of the operator;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	131.	c) Monitoring the height of buildings or structures within the boundaries of the obstacle limitation surfaces;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	132.	d) Controlling new developments in the vicinity of aerodromes; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	133.	e) Notifying the CAA of the nature and location of obstacles and any subsequent addition or removal of obstacles for action as necessary, including amendment of the AIS publications.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 14: Removal of Disabled Aircraft	134.	Doc 9774 Appendix 1 - Part 4.14 a) The roles of the aerodrome operator and the holder of the aircraft certificate of registration;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	135.	b) Arrangements for notifying the holder of the certificate of registration;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	136.	c) Arrangements for liaising with the air traffic control unit;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	137.	d) Arrangements for obtaining equipment and personnel to remove the disabled aircraft; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	138.	e) The names, role and telephone numbers of persons responsible for arranging for the removal of disabled aircraft.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 15: Handling of Hazardous Materials	139.	Doc 9774 Appendix 1 - Part 4.15 a) Arrangements for special areas on the aerodrome to be set up for the storage of inflammable liquids (including aviation fuels) and any other hazardous materials; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	140.	b) The method to be followed for the delivery, storage, dispensing and handling of hazardous materials.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 16: Low Visibility Operations	141.	Doc 9774 Appendix 1 - Part 4.16 Particulars of procedures to be introduced for low-visibility operations, including the measurement and reporting of runway visual range as and when required, and the names and telephone numbers, during and after working hours, of the persons responsible for measuring the runway visual range.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 17: Protection of Radar & Navigation Aids	142.	Doc 9774 Appendix 1 - Part 4.17 a) Arrangements for the control of activities in the vicinity of radar and nav aids installations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	143.	b) Arrangements for ground maintenance in the vicinity of these installations; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	144.	c) Arrangements for the supply and installation of signs warning of hazardous microwave radiation.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
PART 5: AERODROME ADMINISTRATION				

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
Sec 1: Organization Contacts & Structure	145.	Doc 9774 Appendix 1 - Part 5 a) an aerodrome organizational chart showing the names and positions of key personnel, including their responsibilities;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	146.	b) The name, position and telephone number of the person who has overall responsibility for aerodrome safety; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	147.	c) Airport committees.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 2: Exemptions, Directions, Approvals	148.	Are there exemptions applied at the aerodrome?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Sec 3: Aerodrome Safety Management System	149.	Doc 9774 Appendix 1 - Part 5 a) the safety policy, insofar as applicable, on the safety management process and its relation to the operational and maintenance process;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	150.	b) The structure or organization of the SMS, including staffing and the assignment of individual and group responsibilities for safety issues;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	151.	c) SMS strategy and planning, such as setting safety performance targets, allocating priorities for implementing safety initiatives and providing a framework for controlling the risks to as low a level as is reasonably practicable keeping always in view the requirements of the Standards and Recommended Practices in Volume I of Annex 14 to the Convention on International Civil Aviation, and the national regulations, standards, rules or orders;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	152.	d) SMS implementation, including facilities, methods and procedures for the effective communication of safety messages and the enforcement of safety requirements;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	153.	e) A system for the implementation of, and action on, critical safety areas which require a higher level of safety management integrity (safety measures programme);	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	154.	f) measures for safety promotion and accident prevention and a system for risk control involving analysis and handling of accidents, incidents, complaints, defects, faults, discrepancies and failures, and continuing safety monitoring;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

PARTICULARS	NO.	DETAILS	STATUS	REMARKS
	155.	g) The internal safety audit and review system detailing the systems and programmes for quality control of safety;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	156.	h) The system for documenting all safety-related airport facilities as well as airport operational and maintenance records, including information on the design and construction of aircraft pavements and aerodrome lighting. The system should enable easy retrieval of records including charts;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	157.	i) Staff training and competency, including the review and evaluation of the adequacy of training provided to staff on safety-related duties and of the certification system for testing their competency; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	158.	j) The incorporation and enforcement of safety-related clauses in the contracts for construction work at the aerodrome.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7B: Technical Inspection Checklist (Aerodrome Infrastructure and Ground Aids)

Appendix 7B-1: OBSTACLE RESTRICTIONS FORM AGA-ATI-0001

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	1.1 OBSTACLE RESTRICTIONS		
	1. Are the OLS surfaces defined?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are objects infringing the OLS?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are obstacles that penetrate the OLS appropriately marked or lit?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are the OFZ surfaces defined, when required?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are objects penetrating the OFZ and is frangible?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are the objects near the following areas comply with the OLS requirements? <ul style="list-style-type: none"> • Runway • Runway strip • Clearway • Stopway • RESA • Taxiway • Taxiway strip • Pre-threshold area • Radio altimeter operating area 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are fixed objects, temporary and permanent, which extends above the OLS but are permitted to remain or objects which are present on the movement area regarded as obstacles explicitly marked?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are there procedures for monitoring the obstacle limitation surfaces and Type A Chart for obstacles in the take-off surface?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. controlling obstacles within the authority of the operator;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. monitoring the height of buildings or structures within the boundaries of the obstacle limitation surfaces	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. controlling new developments in the vicinity of aerodromes; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. notifying the CAA of the nature and location of obstacles and any subsequent addition or removal of obstacles for action as necessary, including amendment of the AIS publications.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. And the procedure for monitoring building developments (in relation to	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	the height of buildings and other structures) within the horizontal limits of the obstacle limitation surfaces?	[] N/A	
	14. And if the aerodrome has instrument approach procedures, the procedures for monitoring for new objects or building developments in any other areas nominated by the instrument procedure designers?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. And the arrangements with CAA, local planning authorities and other relevant organizations in relation to the approval of building developments that may infringe the obstacle limitation surfaces?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Including the process for asking CAA to assess proposed obstacles? (if applicable to the aerodrome)	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7B-2: PHYSICAL CHARACTERISTICS, VISUAL AID AND AERODROME FACILITIES FORM AGA-ATI-0002

No.	Ref.	Audit Area	Actual	Standard	Remarks
1.)		Aerodrome Physical Characteristics and visual aids			
		a) Runway			<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway Threshold Location			<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway length		Refer to Table 2.1-2	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway Width		Refer to Table 6.2-1	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway turn pads		Refer to Table 6.2-2	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Spacing for parallel runways		N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway longitudinal slope		Refer to Sec. 6.2.6	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway sight distance		Refer to Table 6.2-3	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Transverse slopes on runways		Refer to Table 6.2-4	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway surface		Refer to Sec. 6.2.9	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Runway bearing strength		Refer to Sec. 6.2.10	<input type="checkbox"/> S <input type="checkbox"/> NS
		b) Runway shoulders		Refer to Sec. 6.2.11	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Characteristics of runway shoulders		Refer to Sec. 6.2.12	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Surface of runway shoulder		Bituminous seal, asphalt or concrete	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Width of runway shoulder		(a) 60 m where the code letter is D or E; and (b) 75 m where the code letter is F.	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Slopes on runway shoulder		Shall not exceed 25%	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Strength of runway shoulder		ICAO Aerodrome Design Manual, Part 1	<input type="checkbox"/> S <input type="checkbox"/> NS
		c) Runway Markings		Color white on all concrete, asphalt	<input type="checkbox"/> S <input type="checkbox"/> NS

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				or sealed runway surfaces		
		<ul style="list-style-type: none"> • Pre-runway-end markings 		<ul style="list-style-type: none"> • 60m length • 0.9m wide • Yellow chevrons, spaced 30m apart • Angled 45° to the runway centerline 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway centerline markings 		<ul style="list-style-type: none"> • Uniformly spaced gaps • White stripes 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length 		Equal to gaps= 30m whichever is greater	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Dist. of 1st stripe 		12m from the runway designation number	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		(a) 0.3 m on all non-instrument runways, and instrument non-precision approach runways where the code number is 1 or 2; (b) 0.45 m on (i) instrument non-precision approach runways where the code number is 3 or 4; and (ii) Category I precision approach runways; and (c) 0.9 m on category II and category III precision approach runways.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway designation markings 		<ul style="list-style-type: none"> • Two-digit number • Size and form in accordance with [MAS] Fig.8.3-8 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway transverse stripe markings 		White line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		1.8m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length 		Extending the full width of the	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				runway		
		<ul style="list-style-type: none"> • Runway side-stripe markings 		One continuous white line.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		The width of each runway side-stripe marking shall be 0.3 m, except for: (a) non precision approach runways where the code letter is 3 or 4, and all precision approach category I runways, where the width shall be 0.45 m; and, (b) precision approach category II or III runways where the width shall be 0.9m.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway aiming point markings 		For code 2, 3 or 4	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ No. of stripes 		<ul style="list-style-type: none"> • Two (2); painted white 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Dimensions & lateral spacing's 		Refer to [MAS] Table 8.3-1	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway touch down zone markings 		<ul style="list-style-type: none"> • White rectangular pair markings • Displayed equally about the runway centerline 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Distance between thresholds 		Refer to [MAS] Table 8.3-2	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Rectangular dimension 		<ul style="list-style-type: none"> • 22.5m long • 3m wide 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Longitudinal spacing 		<ul style="list-style-type: none"> • 150m beginning from the threshold 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway threshold markings 		<ul style="list-style-type: none"> • White “piano key” markings • Uniformly spaced 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length 		30m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		Refer to [MAS] Fig.8.3-8	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		<ul style="list-style-type: none"> • Runway end markings 		Transverse white stripe	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		1.8m and may be reduced to 1.2	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length 		Extending the full width of the runway	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Temporary displaced threshold markings 		White line in accordance with [MAS] Figs. 8.3-9 and 8.3-10	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		1.2m, across the full width of the runway	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Arrowheads 		<ul style="list-style-type: none"> • 10m long • 1m wide 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		d) Stopway		At the end of the runway	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Dimensions of stopways 		Any decision to provide a length of stopway.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Dist. Before the runway strip 		60 m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ width 		Equal to the width of the associated runway at the line of threshold	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Surface of stopway 		Bituminous seal or asphalt surface; have frictional characteristics	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Stopway slopes and slope changes 		<ul style="list-style-type: none"> • 0.8% for 1st & last quarter of the runway need not be applied to the stopway • Max. rate of slope change may be increased to 0.3% per 30m at the junction of runway & stopway • Min. radius of curvature= 10,000m 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Bearing strength of stopway 		Must be able to support at least 1 single pass of the critical aircraft	<input type="checkbox"/> S	<input type="checkbox"/> NS
		e) RESA		<ul style="list-style-type: none"> • At the end of the runway • For code 1 or 2 • Not an instrument runway 	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		<ul style="list-style-type: none"> Length 		<ul style="list-style-type: none"> 90m min. (3 or 4) Other cases, 60m 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> width 		≥ (2 x rwy width)	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Downward longitudinal slope 		5% downward	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Transverse slope 		5% upwards or downwards	<input type="checkbox"/> S	<input type="checkbox"/> NS
		f) Clearway		<ul style="list-style-type: none"> Obstruction-free rectangular plane May be provided at the end of a runway 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Location of clearways 		At the end of the take-off run available on the runway	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Dimensions of clearways 		The width of a clearway must not be less than: (a) 150 m If the runway code number is 3 or 4; (b) 80 m If the runway code number is 2 ; and (c) 60 m If the runway code number is 1.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length of Clearway 		Not more than half the length of the take-off run available on the runway.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width of clearway 		<ul style="list-style-type: none"> 150m= code 3 or 4 80m= code 2 60m= code 1 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Slopes on clearways 		The surface below a clearway must not project above a plane with an upward slope of 1.25%, the lower limit of which is a horizontal line that: (a) is perpendicular to the vertical plane containing the runway centerline; and (b) passes through a point located	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				on the runway centerline at the end of the take-off run available.	
		<ul style="list-style-type: none"> Objects on clearways 		Free of fixed or mobile objects other than visual or navigational aids	<input type="checkbox"/> S <input type="checkbox"/> NS
		g) Runway Strip		Graded area around the runway and stopway	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Runway strip length 		(a) 30 m if the runway's code number is 1 and it is a non-instrument runway; or (b) 60 m in any other case.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Runway strip width 		Refer to [MAS] Table 6.3-5 ; 6.3-6 and 6.3-7	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Longitudinal slope on graded area of runway strip 		(a) 1.5% if the runway code number is 4; (b) 1.75% if the runway code number is 3; or (c) 2.0% if the runway's code number is 1 or 2.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Longitudinal Slope Changes on Graded Area of Runway Strip 		Must not exceed 2.0%	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Surface of graded area of runway strip 		Must be prepared to resist blast erosion	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Radio Altimeter Operating Area 		(a) be established in the pre-threshold area of a precision approach runway. (b) extend before the threshold for a distance of at least 300 m. (c) extend laterally, on each side of the extended centerline of the	<input type="checkbox"/> S <input type="checkbox"/> NS

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				runway, to a distance of 60 m, except that, when special circumstances so warrant, the distance may be reduced to no less than 30 m if an aeronautical study indicates that such reduction would not affect the safety of operations of aircraft. (d) be avoided or kept to a minimum. Where slope changes cannot be avoided, the slope changes should be as gradual as practicable and abrupt changes or sudden reversals of slopes avoided. The rate of change between two consecutive slopes should not exceed 2 % per 30 m.	
		<ul style="list-style-type: none"> Runway Strip Transverse Slope 		(a) 2.5%; if the runway's code number is 3 or 4; and (b) 3%; if the runway's code number is 1 or 2.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Grading of Runway Strips 		That portion of a strip of an instrument runway within a distance of at least: (a) 75 m where the code number is 3 or 4; and (b) 40 m where the code number is 1 or 2; That portion of a strip of a non-instrument runway within a distance of at least: (a) 75 m where the code number is 3 or 4;	<input type="checkbox"/> S <input type="checkbox"/> NS

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				(b) 40 m where the code number is 2; and (c) 30 m where the code number is 1;	
		<ul style="list-style-type: none"> • Objects on runway strips 		<ul style="list-style-type: none"> • 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 ([MAS] 8 and 9), shall be permitted on a runway strip: • No mobile object shall be permitted on a runway strip while the runway is in use for takeoff or landing. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway strip strength 		Shall be constructed to minimize hazards arising from differences in load bearing capacity to aeroplanes	<input type="checkbox"/> S <input type="checkbox"/> NS
		h) Taxiways			<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway width 		Refer to [MAS] Table 6.7-1	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway edge clearance 		Refer to [MAS] Table 6.7-2	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway curves 		Refer to [MAS] Table 6.7-3	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway Longitudinal Slope 		(a) 1.5%; if the taxiway's code letter is C, D, E or F; and (b) 3.0%; if the taxiway's code letter is A or B	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway Transverse Slope 		(a) 1.5% if the taxiway's code letter is C, D, E or F; and (b) 2.0%.if the taxiway's code letter is A or B.	<input type="checkbox"/> S <input type="checkbox"/> NS
				Refer to [MAS] Table 6.3-4	<input type="checkbox"/> S <input type="checkbox"/> NS
		i) Taxiway Markings		Painted yellow	<input type="checkbox"/> S <input type="checkbox"/> NS

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		<ul style="list-style-type: none"> • Taxiway centerline marking 		<ul style="list-style-type: none"> • continuous yellow line 0.15 m wide 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Runway holding position markings 		Must be provided on all asphalt, sealed or concrete taxiways wherever these join or intersect with a runway.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Markings for Pattern A 		<ul style="list-style-type: none"> • Only one runway holding position is marked. • See [MAS] Fig. 8.4-2 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Markings for Pattern B 		<ul style="list-style-type: none"> • Two or three runway holding positions are provided at an intersection of a taxiway with precision approach runway. • See [MAS] Fig. 8.4-2 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Intermediate holding position markings 		<ul style="list-style-type: none"> • Must be provided on all asphalt, sealed or concrete taxiway intersections or on any location of a taxiway where air traffic control requires the aircraft to hold. • Single yellow broken line. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		0.15m wide, extending across the full width of the taxiway at right angles to the taxi guideline.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Length of lines and gaps 		1.0m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway edge markings 		<ul style="list-style-type: none"> • Located at the taxiway edge. • Two continuous yellow lines 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Spacing of two yellow lines 		0.15m apart	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Holding bay markings 		The holding position marking must be painted in accordance with the intermediate holding position marking, unless that is also a runway	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				holding position, in which case the Pattern A runway holding position marking applies.	
		<ul style="list-style-type: none"> Taxiway pavement strength limit markings 		<ul style="list-style-type: none"> Used at the entrance of a taxiway of low strength pavement Letters and numbers must be painted yellow 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Height 		2.0m	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		0.75m	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Line width 		0.15m	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Spacing 		0.5m	<input type="checkbox"/> S <input type="checkbox"/> NS
		j) Taxiway shoulders		<ul style="list-style-type: none"> If the taxiway code is C,D,E or F Used by jet propelled aeroplanes 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Width of Taxiway shoulders 		(a) 60 m if the taxiway's code letter is F; or (b) 44 m if the taxiway's code letter is E; or (c) 38 m if the taxiway's code letter is D; or (d) 25 m if the taxiway's code letter is C.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Surface of Taxiway shoulders 		(a) resistant to engine blast erosion and ingestion of the surface material by aeroplane engines if the taxiway is used by jet-propelled aircraft ; and (b) sealed to a width of at least 3 meters on both sides of the taxiway if the taxiway is intended to serve a wide body jet, such as a Boeing 747, Airbus A340 or A380 or similar aeroplane, whose engines overhang the shoulders.	<input type="checkbox"/> S <input type="checkbox"/> NS

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		k) Taxiway strips			<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Width of taxiway strip 		(a) 51 m if the taxiway's code letter is F; or (b) 43.5 m if the taxiway's code letter is E; or (c) 37 m if the taxiway's code letter is D; or (d) 26 m if the taxiway's code letter is C; or (e) 20 m if the taxiway's code letter is B; or (f) 15.5 m if the taxiway's code letter is A.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Width of graded area of taxiway strip 		(a) 30 m if the taxiway's code letter is F; or (b) 22 m if the taxiway's code letter is E; or (c) 19 m if the taxiway's code letter is D; or (d) 12.5 m if the taxiway's code letter is B or C; or (e) 11 m if the taxiway's code letter is A.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Slope of Taxiway Strip 		<ul style="list-style-type: none"> upward transverse slope downward transverse slope Upward slope 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> upward transverse slope 		(a) 2.5% if the taxiway's code letter is C, D, E or F; or (b) 3% if the taxiway's code letter is A or B;	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> downward transverse slope 		must not exceed 5.0%, measured relative to the horizontal.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Upward slope 		Not exceed an upward or downward slope of 5.0% as measured in the	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				direction away from the taxiway.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Objects on taxiway strip 			<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiways on bridges (minimum width) 		<ul style="list-style-type: none"> • Not less than total width of the graded area of the taxiway strip (if measured perpendicular to the taxiway centerline. • May be reduced not less than the width of the associated taxiway. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Taxiway minimum separation distances 		Refer to [MAS] Table 6.7-5	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Rapid exit taxiway 		<p>A rapid exit taxiway shall be designed with a radius of turn-off curve of at least:</p> <p>(a) 550 m where the code number is 3 or 4; and</p> <p>(b) 275 m where the code number is 1 or 2; to enable exit speeds under wet conditions of:</p> <p>(c) 93 km/h where the code number is 3 or 4; and</p> <p>(d) 65 km/h where the code number is 1 or 2.</p>	<input type="checkbox"/> S	<input type="checkbox"/> NS
		l) Holding Bays, Runway-Holding Positions, Intermediate Holding Positions and Roar-Holding Positions.			<input type="checkbox"/> S	<input type="checkbox"/> NS
		Provision of a Holding Bay, Runway-holding Position, Intermediate Holding Position and Road-holding Position		The provision of a holding bay is the prerogative of the aerodrome operator, however if it is provided, it must be located such that any aeroplane on it will not infringe the inner transitional surface.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		Location of Holding Bay, Runway-		A holding bay, intermediate holding	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		holding Position, Intermediate Holding Position or Road-holding Position		position or road-holding position must not be placed where an aircraft or vehicle using it would: (a) infringe the obstacle free zone, approach surface, take-off climb surface or ILS critical or sensitive areas, or, in other cases, the graded area of the runway strip; or (b) interfere with the operation of radio navigation aids.	
		Distance from Runway-holding Position, Intermediate Holding Position or Road-holding Position to Runway Centerline		Refer to [MAS] Table 6.5-1:	<input type="checkbox"/> S <input type="checkbox"/> NS
		m) Aprons			
		<ul style="list-style-type: none"> Location of apron 		Must be located so that aeroplanes parked on it do not infringe an obstacle limitation surface, and in particular, the transitional surface	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Clearance distances on Aircraft stands 		Refer to [MAS] Table 6.9-1	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Slopes on Aprons 		<ul style="list-style-type: none"> 1%= on aircraft parking position 2%= on any other part of an apron 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Apron road 		<ul style="list-style-type: none"> Provided for surface vehicles 	<input type="checkbox"/> S <input type="checkbox"/> NS
		n) Apron markings		Must ensure that all relevant clearance standards are met.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Apron taxi guideline markings 		<ul style="list-style-type: none"> Dependent on whether the aircraft is being directed by a marshaller or the pilot Must be designed using the cockpit position principle at aerobridges. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<ul style="list-style-type: none"> • Must ensure that all required clearances are met. 		
		<ul style="list-style-type: none"> • Apron edge markings 		2 continuous yellow lines	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		0.15m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Spacing 		0.15m apart	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Edge of gravel, grass or other natural surface aprons 		Identified by cones, spaced maximum of 60m, painted yellow except for dedicated helicopter aprons w/c must be light blue.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Apron Safety Line (Parking clearance line) 		Continuous red line with continuous yellow or white line on either side to enhance the parking clearance line.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width of red line 		0.10m, if desired 0.20m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width of yellow or white line 		0.10m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ The word "PARKING CLEARANCE" 		<ul style="list-style-type: none"> • Painted yellow on the side where the light aircraft are parked. • Must be repeated at intervals not exceeding 50m • 0.3m high • Located 0.15m from the line 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Aircraft type limit line 		Broken yellow line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Comprising strip length 		3m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Width 		0.3m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Spacing 		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Distance of designator from the line 		0.15m above the line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Height of letters & numbers 		0.5m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Marking intervals 		Not exceeding 50m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Parking weight limit line 		Broken yellow line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Comprising strip length 		3m long	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		➤ Width	0.3m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Spacing of strips	1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Distance of designator from the line	0.15m above the line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of letters & numbers	0.5m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Marking intervals	Not exceeding 50m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Leased area line	<ul style="list-style-type: none"> • 0.15m solid line • Painted lime green 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Equipment clearance line	Red stripes	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Length of stripe	1m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width of each stripe	0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Gap distance	1m gap	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Designation of "EQUIPMENT CLEARANCE"	<ul style="list-style-type: none"> • painted on the side of the line occupied on the equipment. • Readable from the side • Repeated not more than 30m • Painted red 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of letters & numbers	0.3m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Distance of designator from the line	0.15m from the line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Equipment storage markings	Continuous red painted line, 0.1m wide.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Designation of "EQUIPMENT STORAGE"	<ul style="list-style-type: none"> • Painted red on the side where equipment is stored • Readable from the side 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of letters & numbers	0.3m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Distance of designator from the line	0.15m from the line	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Marking intervals	Not exceeding 50m along the	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				boundary		
		<ul style="list-style-type: none"> Apron service road markings 		<ul style="list-style-type: none"> Continuous white painted line, 0.1m wide Both sides of the road Zipper pattern 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Aircraft parking position markings 		Classified as primary or secondary positions	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> <ul style="list-style-type: none"> Primary positions 		For normal apron demand	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> <ul style="list-style-type: none"> Secondary positions 		Either for use during abnormal circumstances or allow a larger number of smaller aircraft to be parked.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Lead-in line 		Provided on all sealed, concrete and asphalt aprons w/ aircraft parking position markings	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> <ul style="list-style-type: none"> Lead-in lines to primary aircraft parking position 		<ul style="list-style-type: none"> Continuous yellow painted line 0.15m wide Same characteristics as a taxi guideline. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> <ul style="list-style-type: none"> Lead-in lines to secondary parking position 		<ul style="list-style-type: none"> Series of solid yellow circles 0.15m in diameter Spaced 1m intervals Must be solid for a distance of 2m before and after the turn. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Taxi lead-in line designation 		<ul style="list-style-type: none"> Located at the beginning of each diverging taxi guideline or lead-in line Three types (parking position number designation, aircraft type limit designation and aircraft weight limit designation) 	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		➤ parking position number designation		<ul style="list-style-type: none"> • 2m high • Painted yellow • 0.3m from the lead-in line • In accordance with [MAS] Fig. 8.5-8 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ aircraft type limit designation		<ul style="list-style-type: none"> • painted yellow • 2m high • 0.3m spacing from the lead-in line • In accordance with [MAS] Fig. 8.5-9 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ aircraft weight limit designation		<ul style="list-style-type: none"> • specifies maximum weight allowable • painted yellow • 2m high • 0.3m space from the lead-in line with [MAS] Fig. 8.5-10 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Pilot turn line		<ul style="list-style-type: none"> • Placed at right angles to the lead-in line • Located on the left side as viewed by the pilot. • Painted yellow 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line length		6m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width		0.3m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ aircraft type designation		<ul style="list-style-type: none"> • painted in yellow letters • 1m high • Spaced 0.15m below the bar, facing the direction of incoming aircraft 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Offset distance of designation from the lead-in line		Refer to [MAS] Table 8.5-1	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Primary aircraft parking		Straight yellow lines	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		position markings				
		➤ Alignment line width		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Stop line width		0.3m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Marshaller stop line		Located where the aircraft nose wheel is to stop	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ aircraft type designation		<ul style="list-style-type: none"> • painted yellow • 0.3m high • Spaced 0.15m below the stop line • Refer to [MAS] Fig. 8.5-11 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Pilot stop line		Line is immediately on the left of the pilot	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line length		6m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Offset distance from the alignment line		<ul style="list-style-type: none"> • Refer to [MAS] Table 8.5-2 • 1m= code letter C where all aircraft codes are to be accommodated at one parking position 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ aircraft type designation		<ul style="list-style-type: none"> • Yellow letters • 1m high • Spaced 0.15m below the pilot stop line 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Alignment line		<ul style="list-style-type: none"> • Extend backwards at distance X • Extend forward, commencing at a point 3m past the [MAS]t forward nose wheel position & extend at distance Y • Refer to [MAS] Table 8.5-3 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ 1m long section of the alignment line		<ul style="list-style-type: none"> • Placed in the center of the 3m gap • Refer to [MAS] Fig. 8.5-13 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Secondary aircraft parking position markings		<ul style="list-style-type: none"> • Used during abnormal circumstances or to allow a larger number of smaller aircraft • Keyhole or triangle markings 	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				<ul style="list-style-type: none"> • Painted yellow • Painted white if it overlaps the primary position markings 		
		<ul style="list-style-type: none"> • Keyhole marking 		<ul style="list-style-type: none"> • Designed for aircraft with wingspan 15m or greater (secondary position) • With a parking position designator • Painted yellow 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Diameter of the keyhole		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Alignment line length		5m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width		0.15m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Distance of designator from the alignment line		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of letters and numbers		2m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Triangle marking 		<ul style="list-style-type: none"> • Designed for aircraft w/ a wingspan of less than 15m (secondary position) • Painted yellow • With a parking position designator 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Side length of triangle		3m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Alignment line length		5m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Distance of designator from the alignment line		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of letters and numbers		2m high	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Lead-out line 		<ul style="list-style-type: none"> • Broken line • Painted yellow 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Stripe length		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Intervals		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		➤ Distance of 1 st arrow from the alignment line (if arrow indicators are inserted)		15m with subsequent arrows at 30m spacing.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Designation markings		Provide supplementary information on all asphalt, sealed and concrete aprons where there is more than one aircraft parking position.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Aircraft parking position designation		Located adjacent to the parking position, either on the ground or on the aerobridge.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Position designation for fixed wing a/c		<ul style="list-style-type: none"> • Marked on the ground • Placed 4m forward of the nose wheel position and 5m to the left • Painted yellow • Consist of characters 1m high • 2m inside diameter w/ 0.15m line thickness 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Aerobridge position		Same as the associated parking position designation.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Designation characters for taxi and apron markings		<ul style="list-style-type: none"> • Must conform in style and proportion • Grid spacing used is 0.20m • Refer to [MAS] Fig. 8.5-19 to Fig. 8.5-23 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Tug operator guidance marking		Must be provided on aprons where aircraft are being pushed back by tugs.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Aircraft push-back lines		<ul style="list-style-type: none"> • Broken line • Painted white • Used for tug operations • For code letter C,D and E 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Comprising stripe length		1m long	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		➤ Width of stripes		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Intervals of stripes		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Tug parking position lines		<ul style="list-style-type: none"> • Provided at aerobridges & other power-in/push-out aircraft parking positions • Red line 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line width		0.10m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Shape		“U” (3.5m by 1m) commencing 3m from the nose of the critical aircraft.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Height of shape “U”		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width of shape “U”		3.5m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Tow bar disconnect markings		<ul style="list-style-type: none"> • White line • Located at the point of disconnection • Located at the left side of the taxi guideline or push-back line 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line length		1.5m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line width		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Push-back limit markings		<ul style="list-style-type: none"> • Two parallel white lines • At right angles and symmetrical about the push back line. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line Length & gap		1m long	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line width		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Line spacing		0.15m apart	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Push-back alignment Bars		<ul style="list-style-type: none"> • Provided to assist tug operators to align an aircraft correctly at the end of the push-back manoeuver. • Broken white line • Marking must commence 3m past the tow disconnect marking. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Comprising stripe length		1m long	<input type="checkbox"/> S	<input type="checkbox"/> NS

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		➤ Stripe width		0.15m wide	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Intervals		1m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Total Alignment desired direction		30m	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Passenger path markings		• In accordance with the pattern and color of the relevant State Road Authority pedestrian crossing marking standards.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		➤ Width of the passenger pathway		• To be commensurate w/ the expected pedestrian traffic • Typical layout for a pedestrian crossing in accordance with [MAS] Fig. 8.5-28	<input type="checkbox"/> S	<input type="checkbox"/> NS
		• Road holding position marking		• Located across the road at the holding position • Shall be in the form and color in accordance with local road traffic regulations. • If no such regulations apply, it shall be in the form and color acceptable to CAA.	<input type="checkbox"/> S	<input type="checkbox"/> NS
		Information Marking		If information sign is impractical to install, an information marking shall be displayed on the surface of the pavement.	<input type="checkbox"/> S	<input type="checkbox"/> NS
				If operationally required an information sign shall be supplemented by an information marking.	<input type="checkbox"/> S	<input type="checkbox"/> NS
				An information marking shall be displayed on the pavement surface	<input type="checkbox"/> S	<input type="checkbox"/> NS

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				at regular intervals along taxiways of great length.	
		Movement Area Guidance Signs (MAGS)/ Revised [MAS] -Signs			
		<ul style="list-style-type: none"> • Introduction 			
		<ul style="list-style-type: none"> • mandatory instruction signs 	Provided at Twy A & Twy B	<ul style="list-style-type: none"> • must have white lettering on a red background • for environmental or other factors to increase conspicuity of mandatory instruction signs, the outside edge of the inscription shall be supplemented by a black outline 10 mm in width for signs at runways code number 1 or 2, and 20 mm in widths for signs at other runway code numbers 	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • information signs 	Signs are provided for Twy A & Twy B, however, dimensions are not in accordance with the [MAS] Actual measurement: Character Height=71cm Width=76cm No Borders provided	<ul style="list-style-type: none"> • must have either black lettering on a yellow background, or yellow lettering on a black background 	<input type="checkbox"/> S <input type="checkbox"/> NS
			Provided, however are not in accordance with the [MAS]	must be provided at international aerodromes, and at other aerodromes	
			Taxiway intersection departures were observed,	<ul style="list-style-type: none"> • Aerodrome operators consulted with airlines and with Air Traffic 	<input type="checkbox"/> S <input type="checkbox"/> NS

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			however no information signs are provided.	Control, on the need for MAGS with information? • MAGS with information must be provided at aerodromes where taxiway intersection departures are permitted.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Naming of taxiway location signs 	Location sign is provided	<ul style="list-style-type: none"> The following convention must be used in the naming of taxiway location signs: <ol style="list-style-type: none"> a single letter should be used, without numbers, to designate each main taxiway; the same letter must be used throughout the length of taxiway, except where a turn of 90 degrees or more is made to join a runway, a different letter may be assigned to that portion of taxiway after the turn; for each intersecting taxiway, a different single letter must be used; to avoid confusion, letters I, O and X must not be used, letter Q should only be used where unavoidable; at aerodromes where the number of taxiways are or will be large, alphanumeric designators may be used for short intersecting taxiways. Successive intersecting taxiways must use the same 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<p>letter, with sequential numbers. If sequential numbers are not practicable, due to geometry of the taxiway system, all pilot-used taxiway plans (aerodrome charts) must include advice as to the missing designators;</p> <p>(f) the use of letters and numbers must be easily comprehensible. Should it ever be necessary to use double-digit alphanumeric designators, care must be taken to ensure the numbers used in the taxiway designation cannot in any way be confused with the runway designations.</p> <p>Abbreviations of geographic or relative location of taxiways, eg NP 1 (for north parallel taxiway No. 1), WC (for west crossing or west connecting taxiway) should not be used unless with prior approval of the Director General.</p>	
		<ul style="list-style-type: none"> • Dimensions, location and lettering 			
			<ul style="list-style-type: none"> • Actual Perpendicular distance from defined taxiway pavement edge to near side of sign = 23.3m 	<ul style="list-style-type: none"> • Signs must be located to provide adequate clearance to passing aircraft. The depth and width of the signboard is dependent on the location of the sign, the size of the characters and the length of message conveyed 	<input type="checkbox"/> S <input type="checkbox"/> NS

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			<ul style="list-style-type: none"> Perpendicular distance from defined runway pavement edge to near side of sign = 69m Not in accordance with the [MAS] 											
			orientation of information sign is provided, at 75° to the taxi guideline.	<ul style="list-style-type: none"> Where MAGS are provided only on one side of the taxiway, they must be located on the pilots' left side unless this is impracticable. Where MAGS are to be read from both directions, they must be oriented so as to be at right angles to the taxi guideline. Where MAGS are to be read in one direction only, they should be oriented so as to be at 75 degrees to the taxi guideline. 	<input type="checkbox"/> S	<input type="checkbox"/> NS								
		<ul style="list-style-type: none"> Sign size and location distances, incl. runway exit signs 												
			Same as 8.6.3.1	<ul style="list-style-type: none"> Sign size and location distances must be in accordance with Table 8.6-1. 	<input type="checkbox"/> S	<input type="checkbox"/> NS								
			Actual measurement: Character Height=0.71m Width=0.76m Vertical stroke=0.20m Hor. Stroke=0.12m No Borders provided	<ul style="list-style-type: none"> The stroke width of letters and arrows must be: <table style="margin-left: 20px;"> <thead> <tr> <th>Legend height</th> <th>Stroke width</th> </tr> </thead> <tbody> <tr> <td>200 mm</td> <td>32 mm</td> </tr> <tr> <td>300 mm</td> <td>48 mm</td> </tr> <tr> <td>400 mm</td> <td>64 mm</td> </tr> </tbody> </table>	Legend height	Stroke width	200 mm	32 mm	300 mm	48 mm	400 mm	64 mm	<input type="checkbox"/> S	<input type="checkbox"/> NS
Legend height	Stroke width													
200 mm	32 mm													
300 mm	48 mm													
400 mm	64 mm													

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			Same as 8.6.3.1 and 8.6.4.2	<ul style="list-style-type: none"> The form and proportion of the letters, numbers and symbols used on movement area guidance signs must be in accordance with Figure 8.6-1 to Figure 8.6-7. The grid spacing used in the following illustrations is 0.20 m. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
			Not in accordance with the [MAS]	<ul style="list-style-type: none"> The face width of a sign must provide on either side of the legend a minimum width equal to half the height of the legend. In the case of a single letter sign, this width must be increased to the height of the legend. In all cases, the face width of a mandatory instruction sign provided on one side of a taxiway only, must not be less than: <ul style="list-style-type: none"> (a) 1.94 m where the code number is 3 or 4; and (b) 1.46 m where the code number is 1 or 2. 	<input type="checkbox"/> S	<input type="checkbox"/> NS
		<ul style="list-style-type: none"> Structural requirements 				
			Signs are lightweight and frangibly mounted.	<ul style="list-style-type: none"> MAGS must be lightweight and frangibly mounted. They must be constructed so as to withstand a wind velocity of up to 60 m/sec without sustaining damage. Mountings must be constructed so as to fail, for frangibility requirements, under a static load 	<input type="checkbox"/> S	<input type="checkbox"/> NS
					<input type="checkbox"/> S	<input type="checkbox"/> NS

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				not exceeding 8 kPa distributed over the sign face.	
		<ul style="list-style-type: none"> • Illumination 			
			Signs are illuminated but not in accordance with [MAS].	<ul style="list-style-type: none"> • Signs shall be illuminated when they are intended for use: <ul style="list-style-type: none"> (a) in runway visual range conditions of 800m or less; (b) at night in association with instrument runways; or (c) at night in association with non-instrument runways where the code letter is 3 or higher. 	<input type="checkbox"/> S <input type="checkbox"/> NS
			Signs are retroreflective	<ul style="list-style-type: none"> • All signs shall be retroreflective and /or illuminated when intended for use at night in association with non-instrument runways where the code letter is less than 3. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • MAGS with mandatory instructions/ Mandatory Instruction Signs (Revised [MAS]) 			
			Runway designation sign is provided	<ul style="list-style-type: none"> • MAGS with mandatory instructions include runway designation signs, category I, II or III runway holding position signs, runway-holding position signs, NO ENTRY signs, vehicular STOP signs and runway/runway intersection signs. They are installed to identify locations beyond which 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				taxiing aircraft or ground vehicles shall not proceed unless authorized by ATC.	
		<ul style="list-style-type: none"> Runway designation signs 			
			Runway designation sign is provided	<ul style="list-style-type: none"> A runway designation sign, as illustrated in Figure 8.6-8, must be provided at runway/taxiway intersection, where a pattern 'A' runway holding position marking is provided. Only the designation for one end of the runway must be shown where the taxiway intersection is located at or near that end of the runway. Designations for both ends of the runway, properly orientated with respect to the viewing position of the sign, must be shown where the taxiway is located elsewhere. 	<input type="checkbox"/> S <input type="checkbox"/> NS
			Taxiway location sign is provided	<ul style="list-style-type: none"> A taxiway location sign must be provided alongside the runway designation sign, in the outboard (farthest from the taxiway) position. 	
			Runway designation sign is provided	<ul style="list-style-type: none"> A runway designation sign must be provided on each side of a taxiway facing the direction of approach to the runway. 	<input type="checkbox"/> S <input type="checkbox"/> NS

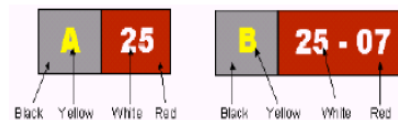





				Figure 8.6-8: Runway designation signs with taxiway location sign	
		<ul style="list-style-type: none"> Category I, II or III Runway designation signs 			
			N/A	<ul style="list-style-type: none"> Where a pattern 'B' taxi-holding position marking is provided, in addition to a pattern A holding position marking and sign, the sign shown below must be provided on each side of the taxiway  <p>Figure 8.6-9: Category I runway-holding position sign</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Runway holding position sign 			
			N/A	<ul style="list-style-type: none"> Runway-holding position signs must be provided at a taxiway location, other than an intersection, where air traffic control has a requirement for aircraft to stop, such as entry to an ILS sensitive area. The sign is a taxiway designation sign, but with white lettering on a red background.  <p>Figure 8.6-10: Mandatory runway-holding position sign</p>	<input type="checkbox"/> S <input type="checkbox"/> NS


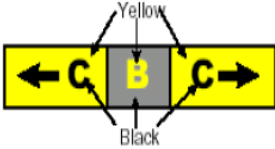
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		Aircraft NO ENTRY sign	N/A	<ul style="list-style-type: none"> A NO ENTRY sign, consisting of a white circle with a horizontal bar in the middle, on a red background, must be provided at the entrance of an area to which entry is prohibited. Where practicable, a NO ENTRY sign must be located on each side of the taxiway.  <p style="text-align: center;">Figure 8.6-11: Aircraft NO ENTRY sign</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Vehicle STOP signs 	N/A	<ul style="list-style-type: none"> Where required, vehicular 'STOP' signs can be provided at road/taxiway intersections, road holding positions, or entrance to ILS sensitive areas. This sign should be the same as a local road traffic sign. In addition, the vehicular holding position should be marked in accordance with local traffic pavement marking. See also Section 6.4 for provision and location of a road-holding position. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Runway/Runway intersection signs 	N/A	<ul style="list-style-type: none"> Must be provided on each side of a runway used in LAHSO to identify the intersecting runway ahead. The 	<input type="checkbox"/> S <input type="checkbox"/> NS


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				<p>sign must show the designation of the intersecting runway, oriented with respect to the viewing position of the sign, and separated by a dash. For example, '15-33' indicates the runway threshold '15' is to the left, and '33' is to the right. Signs are to be located at the Hold Short Line which must be at least 75 m from the centreline of the intersecting runway</p>	
			N/A	<ul style="list-style-type: none"> The overall height of the sign above the ground, and offset from the edge of the runway pavement, must be such as to provide at least 300 mm clearance between the top of the sign and any part of the [MAS]t critical aircraft using the runway when the outer edge of the wheel of the aircraft is at the runway pavement edge. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> MAGS with information / Information Signs(Revised [MAS]) 			
				<ul style="list-style-type: none"> The overall height of the sign above the ground, and offset from the edge of the runway pavement, must be such as to provide at least 300 mm clearance between the top of the sign and any part of the [MAS]t critical aircraft using the runway when the outer edge of 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				the wheel of the aircraft is at the runway pavement edge.	
		<ul style="list-style-type: none"> Taxiway location signs 	Not Provided	<ul style="list-style-type: none"> A location sign is normally provided in conjunction with a direction sign or a runway designation sign. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Direction signs 	Not Provided	<ul style="list-style-type: none"> Each taxiway direction must be indicated by an arrow, as shown below. The sign must have black letters with yellow background. A direction sign must be complemented by a location sign, except where the taxiway designation is adequately displayed by previous location signs along the taxiway. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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		<ul style="list-style-type: none"> Destination signs 	Not Provided	<ul style="list-style-type: none"> Destination signs must have black letters on yellow background, as shown below. They advise pilots of facilities on, or near, the movement area. This sign must not be co-located with a location or direction sign.  <p style="text-align: center;">Figure 8.6-14: Destination sign</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Take-off Run Distance Available sign 	Not Provided	<ul style="list-style-type: none"> The take-off run available sign indicates to pilots the length of take-off run available from a particular taxiway, where intersection departures are available. This sign is provided to pilots to confirm that they are at the correct take-off location: 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Runway exit signs 	Not Provided	<ul style="list-style-type: none"> The sign must consist of black lettering on a yellow background, with a black arrow outboard of the taxiway designator, or to the right of the designator for exits to the right, and to the left for exits to the left. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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		<ul style="list-style-type: none"> Mandatory Instruction markings /Revised [MAS] 			
			N/A	<ul style="list-style-type: none"> Where it is impracticable to install a mandatory instruction sign, a mandatory instruction marking is to be provided on the surface of the pavement. 	<input type="checkbox"/> S <input type="checkbox"/> NS
				<ul style="list-style-type: none"> A mandatory instruction marking on taxiways where the code letter is A, B, C or D shall be located across the taxiway equally placed about the taxiway centreline and on the holding side of the runway holding position marking. The distance from the nearest edge of the marking and the runway holding position marking or centreline marking shall be not less than 1 m. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		a) Wind Direction Indicators		Must be located to be free from the effects of air disturbance caused by buildings or other structures.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Requirements 		At least one wind direction indicator at the aerodrome.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> Characteristics 		<ul style="list-style-type: none"> must consist of a tapering fabric sleeve attached to a pole 6.5 m above the ground. sleeve must be 3.65 m long and taper uniformly from 900 millimetres in diameter to 250 millimetres in diameter. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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		b) Ground Signals		•	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Signal Areas		A signal area must be: (a) 9 meters in diameter; (b) black, (c) bordered by: (i) a white border 1 meter wide; or (ii) 6 equally spaced white markers, each with a base not less than 0.75 m in diameter; and (d) not more than 15 m from the wind direction indicator, or, if applicable, (e) the primary wind direction indicator. The primary wind direction indicator is located closest to the apron of the aerodrome.	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Ground Signals in Signal Area		A 'total unserviceability' signal must consist of 2 white strips not less than 0.9 m wide and 6 m long, bisecting each other at right angles.	<input type="checkbox"/> S <input type="checkbox"/> NS
		c) Visual Aids denoting Restricted Use Areas			<input type="checkbox"/> S <input type="checkbox"/> NS
		• Closed runways and taxiways or parts thereof		Closed marking shall be of the form and proportions as detailed in [MAS] Figure 8.9-1(a), when displayed on a runway, and shall be of the form and proportions as detailed in Figure 8.9-1(b), when displayed on a taxiway. The marking shall be white when displayed on a runway and shall be yellow when displayed on a taxiway.	<input type="checkbox"/> S <input type="checkbox"/> NS
		• Non-load-bearing surfaces		Shoulders for taxiways, runway turn pads, holding bays and aprons and	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<p>other non-load-bearing surfaces which cannot readily be distinguished from load bearing surfaces and which, if used by aircraft, might result in damage to the aircraft shall have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking.</p>	
		<ul style="list-style-type: none"> • Pre-threshold area 		<p>When the surface before a threshold is paved and exceeds 60 m in length and is not suitable for normal use by aircraft, the entire length before the threshold shall be marked with a chevron marking.</p> <p>A chevron marking shall point in the direction of the runway and be placed as shown in Figure 8.9-2. See also [MAS] Figure 8.2–1 for Runway pre-end markings.</p> <p>A chevron marking shall be of conspicuous color and contrast with the color used for the runway markings; it should preferably be yellow. It should have an overall width of at least 0.9 m.</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Unserviceable areas 		<p>Unserviceability markers shall be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area</p>	<input type="checkbox"/> S <input type="checkbox"/> NS

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				used at night, unserviceability lights shall be used.	
		<ul style="list-style-type: none"> • Works Limit markers 		Works limit markers, shown in Figure 8.2-1, where used, must be spaced at intervals marginally less than the smallest track of the plant or vehicles operating within the work area.	<input type="checkbox"/> S <input type="checkbox"/> NS
		d) Obstacle Markings		<ul style="list-style-type: none"> • A structure must be marked when more than 150 m higher than the surrounding terrain. • Surrounding terrain means the area within 400 m of the structure. • Structures above 90 m may need to be marked, and inconspicuous structures 75m above ground level should also be marked. • Fixed objects on the aerodrome movement area, such as ILS buildings, must be marked as obstacles. • Orange, white or red are normally used. • CAA may permit obstacles to remain unmarked; <ul style="list-style-type: none"> a) when obstacles are sufficiently conspicuous by their shape, size or colour; or b) when obstacles are shielded by other obstacles already marked; or c) when obstacles are lighted by high intensity obstacle lights by day. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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		Objects to be marked and/or lighted			<input type="checkbox"/> S	<input type="checkbox"/> NS
		Objects within the lateral boundaries of the obstacle limitation surfaces		<p>(a) Vehicles and other mobile objects, excluding aircraft, on the movement area of an aerodrome are obstacles and shall be marked and, if the vehicles and aerodrome are used at night or in conditions of low visibility, lighted, except that aircraft servicing equipment and vehicles used only on aprons may be exempt.</p> <p>(b) Elevated aeronautical ground lights within the movement area shall be marked so as to be conspicuous by day. Obstacle lights shall not be installed on elevated ground lights or signs in the movement area.</p> <p>(c) All obstacles within the distance specified in Table 6.4-5, Table 6.4-5(E) or Table 6.4-5(F), from the center line of a taxiway, an apron taxiway or aircraft stand taxilane shall be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.</p> <p>(d) A fixed obstacle that extends above a take-off climb surface within 3000 m of the inner edge of the take-off climb surface shall be marked and, if the runway is</p>	<input type="checkbox"/> S	<input type="checkbox"/> NS

				<p>used at night, lighted, except that:</p> <ul style="list-style-type: none">(i) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;(ii) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;(iii) the marking may be omitted when the obstacle is lighted by high intensity obstacle lights by day; and(iv) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient. <p>(e) A fixed object, other than an obstacle, adjacent to a take-off climb surface shall be marked and, if the runway is used at night, lighted if such marking and lighting is considered necessary to ensure its avoidance, except that the marking may be omitted when:</p> <ul style="list-style-type: none">(i) the object is lighted by medium-intensity obstacle lights, Type A, by day and its	
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				<p>height above the level of the surrounding ground does not exceed 150 m; or</p> <p>(ii) the object is lighted by high-intensity obstacle lights by day.</p> <p>(f) A fixed obstacle that extends above an approach surface within 3000 m of the inner edge or above a transitional surface shall be marked and, if the runway is used at night, lighted, except that:</p> <p>(i) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;</p> <p>(ii) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;</p> <p>(iii) the marking may be omitted when the obstacle is lighted by high intensity obstacle lights by day; and</p> <p>(iv) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.</p> <p>(g) A fixed obstacle that extends</p>	
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				<p>above a horizontal surface shall be marked and, if the aerodrome is used at night, lighted, except that:</p> <p>(i) such marking and lighting may be omitted when:</p> <ul style="list-style-type: none">• the obstacle is shielded by another fixed obstacle; or• for a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or• an aeronautical study shows the obstacle not to be of operational significance; <p>(ii) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;</p> <p>(iii) the marking may be omitted when the obstacle is lighted by high intensity obstacle lights by day; and</p> <p>(iv) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates</p>	
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				<p>the lighthouse light to be sufficient.</p> <p>(h) A fixed object that extends above an obstacle protection surface shall be marked and, if the runway is used at night, lighted.</p> <p><i>Note: - See [MAS] 9.8.2 for information on the obstacle protection surface.</i></p> <p>(i) Other objects inside the obstacle limitation surfaces shall be marked and/or lighted if an aeronautical study indicates that the object can constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway or highway).</p> <p><i>Note: - In certain circumstances, objects that do not project above any of the surfaces enumerated in [MAS] 7.3 may constitute a hazard to aeroplanes as, for example, where there are one or more isolated objects in the vicinity of an aerodrome.</i></p> <p>(j) Overhead wires, cables, etc., crossing a river, waterway, valley or highway shall be marked and their supporting towers marked and lighted</p>	
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				if an aeronautical study indicated that the wires or cables can constitute a hazard to aircraft.	
		Objects outside the lateral boundaries of the obstacle limitation surfaces		<p>(a) Obstacles in accordance with [MAS] 7.1.5.2 shall be marked and lighted, except that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day.</p> <p>(b) Other objects outside the obstacle limitation surfaces shall be marked and/or lighted if an aeronautical study indicates that the object can constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway, highway).</p> <p>(c) Overhead wires, cables, etc., crossing a river, waterway, valley or highway shall be marked and their supporting towers marked and lighted if an aeronautical study indicates that the wires or cables could constitute a hazard to aircraft.</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
				Obstacles other than wires and cables, must be painted in a pattern of contrasting colors which also contrast with the background. Orange and white or red and white are normally used.	<input type="checkbox"/> S <input type="checkbox"/> NS
				Obstacles with any dimension less than 1.5 m, except for masts,	<input type="checkbox"/> S <input type="checkbox"/> NS

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				poles and towers described in Paragraph 8.10.2.5, must be painted in a solid contrasting color.	
				Masts, poles and towers must be marked in contrasting bands with the darker color at the top, as shown in Figure 8.10-2. The bands must be perpendicular to the longest dimension and have a width approximately 1/7 of the longest dimension or 30 m, whichever is less.	<input type="checkbox"/> S <input type="checkbox"/> NS
		e) Marking of temporary and transient obstacles		<ul style="list-style-type: none"> • Same as the permanent • Or unserviceability cone markers and/or flags • Orange • Or orange and white • Size not less than 0.6m square 	<input type="checkbox"/> S <input type="checkbox"/> NS
		f) Marking of Vehicles		<ul style="list-style-type: none"> • Painted a single conspicuous color (yellow or orange) • Using vehicle warning light and flag if not painted yellow or orange. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		g) Aerodrome Beacons		<ul style="list-style-type: none"> • located on or adjacent to the aerodrome in an area of low ambient background lighting. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		h) Precision approach path indicator (PAPI) system		<ul style="list-style-type: none"> • Consist of a row, also termed "wing bar" • 4 equally spaced sharp transition multi-lamp (or paired single lamp) units. • Located on the left side of the runway, unless it is impracticable. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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2.)	Aerodrome Facilities			
	a) Power Supply			
	<ul style="list-style-type: none"> • Primary Source 		Must be an electrically connected installation, supplied by the local electricity supply authority.	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> • Secondary Power Supply 		May be derived by either of the ff: <ul style="list-style-type: none"> • independent public power, which is a source of power supplying the aerodrome service from a substation other than the normal substation through a transmission line following a route different from the normal power supply route and such that the possibility of a simultaneous failure of the normal and independent public power supplies is extremely remote; or • generators, batteries etc. from which electric power can be obtained. 	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> • Switch-over time limits 		Time interval bet. failure of the normal source of power to secondary power is not to exceed: <ul style="list-style-type: none"> • Precision Approach Cat I visual aids – 15 seconds. • Precision Approach Cat II and III visual aids; <ul style="list-style-type: none"> (i) essential obstacle lights - 15 seconds. (ii) essential taxiway lights - 15 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<p>seconds.</p> <p>(iii) all other visual aids - 1 second.</p> <ul style="list-style-type: none"> • Runways meant for take-off in RVR conditions less 800 m; <ul style="list-style-type: none"> (i) essential obstacle lights - 15 seconds. (ii) essential taxiway lights - 15 seconds. (iii) runway edge lights, where runway center line lights are provided - 15 seconds. (iv) runway edge lights, where runway center line lights are not provided - 1 second. (v) runway end lights - 1 second. (vi) runway center line lights - 1 second. (vii) all stop bars - 1 second. 	
		<ul style="list-style-type: none"> • Standby power supply 		<ul style="list-style-type: none"> • may be either secondary power or standby generators which are manually activated. • Where the activation of the standby power is not automatic, procedures must be established to facilitate the introduction of standby power as soon as possible when the need arises. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		b) Aerodrome Lighting			
		<ul style="list-style-type: none"> • Portable Lighting 		<ul style="list-style-type: none"> • may comprise liquid fuel-burning flares or lamps, or battery powered electric lights. • must be kept in a state of 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<p>readiness and serviceable condition with clean glasses.</p> <ul style="list-style-type: none"> • appropriate persons must be trained such that the lights can be deployed and put into operation without delay, when the need arises. • The portable lights must be placed at the same spacing as installed lights. 	
		<ul style="list-style-type: none"> • Light fixtures and supporting structures 		<ul style="list-style-type: none"> • All aerodrome light fixtures and supporting structures must be of minimum weight while being fit for the function, and frangible. • Supporting structures for approach lights also need to be of minimum weight and frangible, except that, in that portion of the approach lighting system beyond 300 m from the runway threshold. <ul style="list-style-type: none"> ➤ where the height of a supporting structure exceeds 12 m, the frangibility requirement need apply to the top 12 m only; and ➤ where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects need be frangible. • approach light fixture or supporting structure is not in itself 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				sufficiently conspicuous, it is to be suitably marked.	
		<ul style="list-style-type: none"> • Elevated and inset lights 			
		<ul style="list-style-type: none"> ➤ Elevated lights 		<ul style="list-style-type: none"> • Elevated lights must be frangible and sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft. • They should not be more than 360 mm above the ground. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Inset lights (pavement lights) 		<ul style="list-style-type: none"> • be constructed with sharp edges; • project more than 25 mm above the surrounding surface at locations where the lights will not normally come into contact with aircraft wheels, such as threshold lights, runway end lights and runway edge lights; • project more than 13 mm above the surrounding surface at locations which will normally come into contact with aircraft wheels, such as runway centerline lights, touch down zone lights and taxiway centerline lights. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Light intensity and control 			
		<ul style="list-style-type: none"> ➤ Lighting Systems if Provided 		<ul style="list-style-type: none"> • approach lighting system; • approach slope guidance system; • runway edge, threshold and end lights; • runway centerline lights; • runway touchdown zone lights; 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<ul style="list-style-type: none"> • taxiway lights. 	
		➤ Intensity		Refer to [MAS] Table 9.1-1	
		<ul style="list-style-type: none"> • Maintenance performance of aerodrome lighting 		<ul style="list-style-type: none"> • A system of preventive maintenance of visual aids shall be employed to ensure lighting and marking system reliability. • In order to provide continuity of guidance an unserviceable light shall not be permitted adjacent to another unserviceable light. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Obstacle Lighting 		<ul style="list-style-type: none"> • Low Intensity • Medium intensity • High intensity, or a combination of such light 	<input type="checkbox"/> S <input type="checkbox"/> NS
		➤ Low intensity		Steady red lights and are to be used on non-extensive object whose height above the surrounding ground is less than 45 m.	<input type="checkbox"/> S <input type="checkbox"/> NS
		➤ Medium intensity		<ul style="list-style-type: none"> • Flashing white light- use in environmentally sensitive locations, and near built-up areas. • Flashing red light- hazard beacon, suitable for all applications, used to mark terrain obstacles such as high ground. • Steady red light- used where there is opposition to the use of a flashing red light. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		➤ High intensity obstacle lights		<ul style="list-style-type: none"> • Flashing white lights used on obstacles that are in excess of 150m in height. 	<input type="checkbox"/> S <input type="checkbox"/> NS

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		<ul style="list-style-type: none"> • Illuminated Wind Direction Indicator 		<ul style="list-style-type: none"> • At an aerodrome intended for night use, at least one wind direction indicator (WDI) is to be lit. • The illumination of a wind direction indicator is to be achieved by providing floodlighting from above. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> • Approach lighting systems 		<ul style="list-style-type: none"> • Simple approach lighting system • Precision approach Category I lighting system • Precision Approach Category II and III Lighting System 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Simple approach lighting system 		A simple approach lighting system is intended for a non-instrument or a nonprecision approach runway.	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Precision approach Category I lighting system 		<ul style="list-style-type: none"> • To be provided to serve a Category I precision approach runway. • Consist of a row of lights on the extended centerline of the runway extending, wherever possible, over a distance of 900 m prior to the threshold, with a row of lights forming a crossbar 30 m in length and at a distance of 300 m from the threshold. 	<input type="checkbox"/> S <input type="checkbox"/> NS
		<ul style="list-style-type: none"> ➤ Precision Approach Category II and III Lighting System 		<ul style="list-style-type: none"> • To be provided to serve a Category II or III precision approach runway. • Consist of a row of lights on the extended centerline of the runway extending, wherever possible, 	<input type="checkbox"/> S <input type="checkbox"/> NS

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				<p>over a distance of 900 m from the runway threshold.</p> <ul style="list-style-type: none"> The system is to have two side rows of lights, extending 270 m from the threshold, and 2 crossbars, at 150 m and one at 300 m from the threshold. 	
		Surface Movement Guidance Control System (SMGCS)		<p>Is the design of SMGCS takes into account the ff:</p> <ul style="list-style-type: none"> Density of air traffic; Visibility condition; Pilot disorientation; Complexity of the aerodrome layout; and, Movement of vehicles <p>Is the SMGCS designed to prevent inadvertent incursion of aircraft and vehicles into an active runway or taxiway?</p> <p>Is the SMGCS designed to assist in the prevention of collision between aircraft and vehicles or objects, on any part of the movement area?</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

Appendix 7B-3: RESCUE AND FIRE-FIGHTING FORM AGA-ATI-0003

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	GENERAL		
	1. Is there a rescue and firefighting service provided at certified and registered aerodromes?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are there sufficient trained and competent personnel designated to be readily available to ride the rescue and fire fighting vehicles and to operate the equipment at maximum capacity?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	LEVEL OF PROTECTION		
	3. Is the level of protection provided at an aerodrome for rescue and firefighting determined from [MAS] Table 14-1 and based on the longest aeroplane normally using the aerodrome and its maximum fuselage width?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the changes in the level of protection normally available at an aerodrome for rescue and firefighting notified to the appropriate Air Traffic Service (ATS) unit and Aeronautical Information Service (AIS) unit to enable those units to provide the necessary information to arriving and departing aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	EXTINGUISHING AGENTS		
	5. Are both principal and complementary agents provided at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>6. Is the principal extinguishing agent meet either of the following?</p> <p>(a) a foam meeting the minimum performance Level A; or</p> <p>(b) a foam meeting the minimum performance Level B; or</p> <p>(c) a foam meeting the minimum performance Level C; or</p> <p>(d) a combination of these agents;</p> <p>except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet a performance Level B or C foam.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>7. Does the RFFS using dry chemical powder as complementary extinguishing agent suitable for extinguishing hydrocarbon fires?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>8. Is the quantity of foam concentrates separately provided on vehicles for foam production in proportion to the quantity of water provided and the foam concentrate selected?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>9. Is the amount of foam concentrate provided on a vehicle sufficient to produce at least two loads of foam solution?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>10. Is the discharge rate of the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	foam solution and complementary agent not less than the rates shown in [MAS] Table 14-2?	[] N/A	
	<p>11. Does the complementary agents comply with the appropriate specifications of the International Organization for Standardization (ISO)?</p> <p>Note: - Guidance on complementary agents is given in ISO Publication 7202 (Powder)</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	RESPONSE		
	12. Are the RFF service provided with an up-to-date map of its response area, including the access roads?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	13. Does the rescue and firefighting service able to achieve a response time not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	14. Is there a system of preventive maintenance of rescue and fire fighting vehicles employed to ensure the effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	EMERGENCY ACCESS ROADS		
	15. Is there an emergency access roads provided on	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	an aerodrome where terrain conditions permit their construction so as to facilitate achieving minimum response times?		
	16. Was the need for convenient access to outside areas taken into account where fencing is established?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Are the emergency access roads capable of supporting the heaviest vehicles which will use them and be usable in all weather conditions?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Are roads within 90 m of a runway designed, constructed and maintained to prevent surface erosion and to prevent transfer of debris to an aircraft pavement surface?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Are there edge markers placed at intervals of about 10 m when the surface of the road is indistinguishable from the surrounding area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	FIRE STATIONS		
	20. Are all rescue and firefighting vehicles housed in a fire station?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	21. Is the fire station located so that the access for rescue and firefighting vehicles into the runway area is direct and clear, requiring a minimum number of turns?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	COMMUNICATIONS AND ALERTING SYSTEM		
	22. Is there a discrete communication system provided linking a fire station with the control tower, any other fire station on the aerodrome and rescue and firefighting vehicles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Is there an alerting system for rescue and firefighting personnel provided at all fire stations on the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Is the alerting system capable of being operated from any fire station on the aerodrome and the aerodrome control tower?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	RESCUE AND FIREFIGHTING VEHICLES		
	25. Are the minimum number of rescue and firefighting vehicles provided at an aerodrome in accordance with [MAS] Table 14-3?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	PERSONNEL		
	26. Are there sufficient trained and competent personnel	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	designated readily available to ride the rescue and firefighting vehicles and to operate the equipment at maximum capacity?		
	27. Are all RFFS personnel trained to properly perform their duties in an efficient manner and participate in live fire drills commensurate with the type of aircraft type of rescue and firefighting equipment in use at the aerodrome, including pressure fed fuel fires?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. Is there a task resource analysis completed in determining the minimum number of rescue and firefighting personnel required and the level of staffing documented in the Aerodrome Manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Are all responding RFFS personnel provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	30. Is there a grid map of the aerodrome and its immediate vicinity provided for the use of the aerodrome services concerned?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	31. Is the grid map conspicuously posted in the control tower and fire station, and available on	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	the rescue and fire fighting vehicles and such other supporting vehicles required to respond to an aircraft accident or incident?		
	32. Are there suitable rescue equipment and services available at an aerodrome where the area to be covered by the service includes water, swampy areas or other difficult environment that cannot be fully served by conventional wheeled vehicles?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Are the authorities responsible for the operation of vehicles on the movement area ensure that the operators are properly qualified? This includes, as appropriate to the driver's function, knowledge of: a) the geography of the aerodrome; b) aerodrome signs, markings and lights; c) radiotelephone operating procedures; d) terms and phrases used in aerodrome control including the ICAO spelling alphabet; e) rules of air traffic services as they relate to ground operations; f) airport rules and procedures; and g) specialist functions as required, for example, in rescue and firefighting.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7B-4: WILDLIFE HAZARD MANAGEMENT FORM AGA-ATI-0004

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
1. 4 WILDLIFE HAZARD MANAGEMENT			
	1. Does the aerodrome operator have a problem of wildlife/bird strikes?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are there any measures taken for reducing wildlife/bird strikes?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does a serviceability inspection include:		<input type="checkbox"/> S <input type="checkbox"/> NS
	a) The condition of aerodrome fencing, particular in critical areas;	[] Yes [] No [] N/A	
	b) Climatic or seasonal considerations, such as the presence of birds at certain times of the year, or related to the depth of water in drainage ponding areas;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	c) Possible shelter provided by aerodrome infrastructure such as buildings, equipment and gable markers;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	d) Wildlife hazard mitigating procedures incorporated in the environmental management procedures for the aerodrome;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	e) Off-airport attractors like animal sale yards, picnic areas, aeration facilities and waste disposal or landfill area, and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	f) Use of harassment procedures where appropriate?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the serviceability inspection check damaged fences, open gates, and signs of attempted entry by either animals or humans?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>Does the aerodrome operator has a procedure describing the actions taken for discouraging the presence of wildlife, including:</p> <ul style="list-style-type: none"> Who is in charge of those actions and what their training is; 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> How and when these actions are carried out, including reporting and filing of these actions; 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> What equipment is used to conduct these actions; 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> Analyzes of the aerodrome vicinity and the preventive actions to be taken subsequently to discourage wildlife; 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> Monitoring of these actions, including, where applicable, the conduct of appropriate wildlife assessments; and 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<ul style="list-style-type: none"> Coordination with ATS. 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Does the aerodrome operator has a procedure to:</p> <p>a. Record and analyze the incidents involving animals;</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>b. Collect the animals' remains;</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>c. Monitor the corrective actions to be taken subsequently; and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	d. Report to CAA incidents involving wildlife	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does the aerodrome operator monitor and record, on a regular basis, the presence of birds or animals on or in the vicinity of the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are the monitoring personnel suitably trained for this purpose?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Where regular monitoring confirms existence of a bird or animal hazard to aircraft operations, or when CAA so directs, is the aerodrome operator produce a bird or animal hazard management plan, which would be included as part of the Aerodrome Manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does a comprehensive wildlife management plan including coordination among the aviation regulatory authority, airport operator, aircraft operators and the surrounding communities implemented to successfully deal with land-use issues?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. If directed by the CAA, is the WHMP prepared by a suitably qualified person such as an ornithologist or a biologist, etc.?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the WHMP address:	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	a) hazard assessment, including monitoring action and analysis;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	b) pilot notification;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	c) liaison and working relationships with land use planning authorities;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	d) on-airport bird and animal attractors which provide food, water or shelter;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	e) suitable harassment methods; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	f) an ongoing strategy for bird and animal hazard reduction, including provision of appropriate fencing?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Does the bird and animal hazard management plan reviewed for effectiveness, on a regular basis, at least as part of each technical inspection?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Where the presence of birds or animals is assessed as constituting an ongoing hazard to aircraft, does the aerodrome operator notify the CAA in writing, and include a warning notice for publication in the AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Where a bird or animal hazard is assessed as acute, of short term or seasonal nature, are additional warning given to pilots by NOTAM?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Do airport operators, local government units (LGUs), and other stakeholders assist in identifying and managing wildlife issues at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Does the wildlife strike hazard on, or in the vicinity of, an aerodrome assessed through:		<input type="checkbox"/> S <input type="checkbox"/> NS
	(a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;	[] Yes [] No [] N/A	
	(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	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	(c) an ongoing evaluation of the wildlife hazard by competent personnel?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are wildlife strike reports collected and forwarded to	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database?	[] No [] N/A	
	17. Is an action taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Does a bird/wildlife strike control program describe a process for liaison with non-airport agencies and local landowners, etc., to ensure that airport operator is aware of developments that may contribute to creating additional bird hazards in the infrastructure, vegetation, land use and activities in the airport vicinity (e.g. crop harvesting, seed planting, ploughing, establishment of land or water features, hunting, etc., that might attract birds/wildlife)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Does the appropriate authority 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?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Invite relevant external stakeholders to quarterly Runway Safety meetings to assist with wildlife management at off airport sites?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Is the operator maintaining records?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Is the staff aware of safety requirements related to bird and animals hazards?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Are bird and animal hazard related incidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>24. List of documents checked. If yes, what are the documents checked?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

Appendix 7C: On-site Verification Checklist

Appendix 7C-1: AERODROME REPORTING

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
4.1 AERODROME REPORTING			
	1. Are aerodrome-related aeronautical data determined and reported in accordance with the accuracy and integrity requirements set forth in the Manual of Standards for Aerodromes?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is there an established quality system procedure to maintain the data quality?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is there a procedure for monitoring the conditions of the movement area and operational status of related facilities such as: (a) construction or maintenance work; (b) rough or broken surfaces on a runway, a taxiway or an apron; (c) water on a runway, a taxiway or an apron; (d) other contaminants on a runway, taxiway or apron; (e) other temporary hazards, including parked aircraft; (f) failure or irregular operation of part or all of the aerodrome visual aids; and (g) failure of the normal or secondary power supply?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4. Is there an arrangement to provide the appropriate aeronautical information service unit information regarding condition of the movement area and the operational status of related facilities?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Is there an arrangement to provide the appropriate air traffic service unit information regarding the condition of the movement area and the operational status of related facilities that has significance to aircraft operation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the arrangement ensure timely provision of such information to arriving and departing aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does the arrangement ensure that the above-mentioned information is kept up to date?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does the arrangement ensure any changes on the above information are reported immediately to the appropriate authority?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Whenever a change to the aerodrome physical characteristics, facilities or equipment is proposed, does the aerodrome operator has a procedure for evaluating the impact of this change on the safety of the existing operation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the aerodrome operator have means or arrangement to ensure that the personnel assessing and reporting	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	runway surface conditions are trained and competent to meet criteria set by CAA?		
	11. Is the runway surface condition reported through a runway condition code (RWYCC) and described using the following terms? DRY STANDING WATER WET	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Is there a procedure or arrangement to notify the relevant aerodrome users when the friction level of a paved runway or portion thereof is less than the minimum friction level?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Does the procedure or arrangement ensure that the notification specifies the location or portion of the runway with which the friction level is below the minimum?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is there a procedure or arrangement to report to CAA infringements or potential infringements of the OLS?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Does the procedure or arrangement ensure that information on new obstacles is passed on to pilots through NOTAM?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>16. Does the procedure or arrangement ensure that the following information is included when reporting new obstacle?</p> <p>(a) the nature of the obstacle (for instance structure or machinery);</p> <p>(b) distance and bearing of the obstacle from the start of the take-off end of the runway if the obstacle is within the take-off area, or else from the ARP;</p> <p>(c) height of the obstacle in relation to the aerodrome elevation; and if it is a temporary obstacle, the time it exists as an obstacle.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>17. Are the particulars of the procedures for reporting any changes to aerodrome information or for requesting the issuance of a NOTAM included in the aerodrome manual?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>18. Is there an arrangement or means to report significant objects found during inspection, such as parts which may have fallen from aircraft, or the remains of birds which may have been struck by an aircraft, immediately to Air Traffic Control, where appropriate, and to the CAA?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>19. Does the arrangement include details of coordination with ATC during normal and outside the normal hours of operations?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	20. Is there an arrangement to report changes (temporary or permanent) in the published aerodrome information including additional changes to current permanent NOTAMs to NOTAM Office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Is there an arrangement to report changes (temporary or permanent) in the published runway information including further changes to information contained in current permanent NOTAMs to ATC or the NOTAM office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Is there an arrangement to report changes in the level of protection that is normally available at the aerodrome for rescue and firefighting to NOTAM Office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Is there an arrangement to report aerodrome works, including time-limited works that require more than 10 minutes to re-instate to serviceable order, affecting runways or the obstacle limitation surfaces to ATC or the NOTAM Office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Is there an arrangement to report to the NOTAM office information regarding unserviceable portions of the runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	25. Is there an arrangement to report to ATC or the NOTAM office outages or failures beyond the specified limits in aerodrome lighting?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Is there an arrangement to report to ATC or the NOTAM office outages or failures beyond the specified limits in obstacle lighting?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	27. In the event of an obstacle light outage, does the arrangement ensure that the notification or reporting is done immediately if such obstacle light has been determined by CAA as being a requirement for aircraft operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. Does the arrangement ensure that a NOTAM action is initiated to advise pilots of such light outage?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Does the arrangement ensure that the aerodrome operator liaise with the owner of the obstacle light to effect a speedy repair?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	30. For obstacles located outside the obstacle limitation surface area of the aerodrome, is there coordination arrangement to ensure that the owners of the lights establish a program monitor and report to CAA or ATC obstacle light failures?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	31. Is there an arrangement to report temporary obstacles to aircraft operations to NOTAM office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	32. Is there an arrangement to report temporary obstacles to aircraft operations to ATC?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Is there an arrangement to ensure that the aerodrome operator report to ATC or the NOTAM office any significant increase in, or concentration of birds or animals on or in the vicinity of the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	34. Is there an arrangement to report changes in excess of 0.05% of the published gradient data to NOTAM office?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	35. Is there an arrangement to report to the ATC or the NOTAM office any emergence of new obstacles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	36. Is there a procedure or arrangement to report to the ATC or the NOTAM office the unserviceability and return to service of a radio navigation aid or landing aid owned by the aerodrome operator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	37. Is there a procedure or arrangement to report to NOTAM office or ATC any other significant event which affects the safety of aircraft using the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	38. Is there a procedure or arrangement to report to ATC changes resulting in obstruction of the OLS?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	39. Is there an arrangement to ensure reports are carried out	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	as expeditiously as possible to ATC and subsequent NOTAM issued as appropriate?	[] N/A	
	40. Is there a procedure for reporting time-limited NOTAM?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	41. Is there a procedure for reporting permanent NOTAM?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	42. Is there a procedure for making changes to aerodrome information published in AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	43. Is there an arrangement or procedure to report in writing to CAA-AIS changes to AIP information which does not have an immediate impact on the safety of aircraft operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	44. Is there an arrangement to ensure information regarding certification status of the aerodrome is reported directly to CAA-AIS by the aerodrome operator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Does the arrangement ensure that reports when reporting changes for NOTAM action includes the following: (a) aerodrome name; (b) the aerodrome facility affected and details of unserviceability; (c) reason for change; (d) start time and expected end time of the unserviceability; and (e) daily duration or time schedule of the unserviceability, where applicable?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	46. Is there a process or procedure for checking the accuracy of NOTAM?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	47. Are there procedures or arrangements for keeping records of reports made for NOTAM action or for changes in the AIP information?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	48. Does the record/logbook shows details of all reports and subsequent NOTAM or changes to AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	49. Are copies of reports and NOTAMS kept with the logbook?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	50. Are the names of persons making the reports and his contact details included in the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	51. Are the names of the reporting officers responsible for reporting changes and his contact details during and after working hours included in the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	52. Did the aerodrome operator appoint a suitably trained person/s as the nominated reporting officer/s?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	53. Is the nomination/s of the reporting officer notified in writing to the NOTAM office and CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	54. Are persons other than employees of the aerodrome operator appointed as aerodrome reporting officers	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	have appropriate training and experience?		
	<p>55. Does the reporting officer possess the following attributes?</p> <p>(a) a sound knowledge of the physical characteristics of the aerodrome movement area, the aerodrome obstacle limitation surfaces, aerodrome markings, lighting and ground signals and essential aerodrome safety equipment;</p> <p>(b) an understanding of the aerodrome information included in AIP;</p> <p>(c) the ability to carry out a serviceability inspection of</p> <p>(d) procedures the aerodrome;</p> <p>(e) a knowledge of the aerodrome emergency procedures; and</p> <p>(f) a knowledge of the NOTAM system and the ability to carry out aerodrome reporting.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

Appendix 7C-2: ACCESS TO THE AERODROME MOVEMENT AREA

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.2 ACCESS TO THE AERODROME MOVEMENT AREA		
<i>Particulars of the procedures that have been developed and are to be followed in coordination with the agency responsible for preventing unlawful interference in civil aviation at the aerodrome and for preventing unauthorized entry of persons, vehicles, equipment, animals or other things into the movement area, including the following:</i>			
	1. the roles of the aerodrome operator, the aircraft operator, aerodrome fixed-base operators, the aerodrome security entity and other government departments, as applicable.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. the names and roles of the persons who are responsible for controlling access to the movement area and the telephone numbers for contacting them during and after working hours.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. particulars of information about preventing the unauthorized entry of persons, vehicles, equipment, plant or animals, or other things that may endanger aircraft safety, into the movement area.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does it include details of the arrangements for controlling airside access?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. aerodromes catering for air transport operations, a fence or other suitable barrier are provided around the movement area of the aerodrome.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Facilities		
	6. Does aerodrome operators comply with regulations for providing a fence or suitable barriers to aerodromes and off-aerodrome ground installations and facilities, including sewers, ducts and tunnels as well as the requirements for the lighting of security fences and barriers?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does the physical control measures in place in accordance with the aerodrome manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are adequate and suitable staff and resources available?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Procedures		<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are the arrangements for controlling airside access in accordance with the aerodrome manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Is the staff aware of safety requirements related to unauthorized entry?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	12. Are any conditions or exemptions complied with?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Product Check		<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Was airside control observed to be effective and in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Feedback		<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Are unauthorized entry incidents noted, reported and followed up?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	List of documents checked. If yes, what are the documents checked?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-3: AERODROME EMERGENCY PLAN (AEP)

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.3 AERODROME EMERGENCY PLAN		
<i>Particulars of the aerodrome emergency plan, including the following:</i>			
	<p>1. Is there an Aerodrome Emergency Plan (AEP) in place that commensurate to an aircraft operating in the aerodrome?</p> <p>[] Yes [] No [] N/A</p>		<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>2. Does the AEP contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness? The currency and adequacy of the AEP must be reviewed at least once every twelve (12) months.</p> <p>[] Yes [] No [] N/A</p>		<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>3. Is the plan tested by conducting:</p> <p>(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</p> <p>(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 (3) years? and</p> <p>(c) reviewed thereafter, or after an actual</p> <p>[] Yes [] No [] N/A</p>		<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	emergency, so as to correct any deficiency found during such exercises or actual emergency?		
	4. Has the aerodrome operator established and chaired an Aerodrome Emergency Committee (AEC)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does the AEC includes representatives of agencies on and off the aerodrome that would be likely to be asked to assist in an emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the manual contain details of the members of the aerodrome emergency committee and contact details for each member?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does it contain a description of the role of each emergency service organization involved in the plan?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is the AEC responsible for the development of the AEP which includes procedures for coordinating the responses of assisting agencies?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Does the plan ensure that a full scale emergency exercise must be carried out at least once every two years, commensurate with the size and scale of operations at the airport, unless the emergency plan was activated for a major emergency within the two	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	(2) year period?		
	10. Does the manual include that a partial exercise is to be conducted in the intervening year?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Does the AEP include organizational and procedural arrangements for responding to at least the following situations: <ul style="list-style-type: none"> • aircraft emergencies; • local standby and full emergency; • sabotage including bomb threats; • unlawfully seized aircraft; • disabled aircraft; • hazardous material incident; • building fire and natural disaster; • public health emergencies; or • medical emergency. 	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Does the manual clearly define the activation sequence including call out arrangements for Local Standby and Full Emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Is a grid map of the aerodrome and its vicinity provided with detailed location of primary and secondary access gates?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Are the grid maps made	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	available to all responding agencies?	[] No [] N/A	
	15. Does the plan includes the responsibility of the AEC to ensure that the level and availability of emergency equipment and services are adequate for the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Does the plan includes ready availability and coordination of appropriate specialist agencies able to respond to an emergency 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 those areas?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Does the plan include the establishment, testing and assessment at regular intervals of a predetermined response for the specialist rescue services at those aerodromes located close to water and/or swampy areas, or difficult terrain?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Does the plan include an assessment of the approach and departure areas within 1000 m of the runway threshold to determine the options available for intervention?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Does the plan coordinate	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	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?	[] No [] N/A	
	20. Does the plan ensure that records and reviews of exercises including real emergencies are kept and retained for at least three (3) years?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Does the Disabled Aircraft Removal Plan (DARP) prepared by aerodrome operators ensure continuity of airport operation as part of AEP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Is a DARP plan for the removal of an aircraft disabled on, or adjacent to, the movement area established at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Does the DARP designate a coordinator to implement the plan, when necessary?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Is the plan based on the characteristics of the aircraft that normally operates 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) an arrangement for the	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	rapid receipt of aircraft recovery equipment kits available from other aerodromes.		
	25. Does the plan ensure that the information concerning the capability to remove an aircraft disabled on or adjacent to the movement area is published in the AIP?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Is the aerodrome emergency plan commensurate with the scale and type of aircraft operations, the surrounding geography and other activities conducted at the aerodrome?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	27. With the assistance of the AEC, does the aerodrome certificate holder planned for the worse type of emergency situations that might conceivably occur with respect to size, location, timing and weather?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. The off-aerodrome responding agencies will have been established to deal with [MAS]t, if not all, emergency situations occurring in the community. Therefore, does the aerodrome emergency procedures have the highest degree of similarity with the procedures used in the community generally?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Does the plan observe Human Factors principles to ensure optimum response by all existing agencies participating in emergency operations?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	30. On a larger aerodrome, is	<input type="checkbox"/> Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	there Medical Subcommittee established to delegate the preparation of the medical plan?	[] No [] N/A	
	31. Does the medical sub-committee plan the deployment of medical personnel called to an aircraft emergency;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	32. Does the medical sub-committee develop procedures for triage, emergency treatment and movement of casualties; and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Does the medical sub-committee nominate a coordinator of crash site medical resources?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	34. Are the facilities used in the responses by the various agencies including communications systems tested at intervals not exceeding one year?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	35. Is there a fixed emergency operation center and a forward mobile command post available for use in an emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	36. Is there a establishment and manning of emergency operations centres and mobile command posts, and for communication between them?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	37. Is the fixed emergency operations center (EOC) part of the aerodrome facilities and be used to co-ordinate and direct the overall response to the emergency.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	38. The location and staffing of	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	the emergency operations center clearly identified in the plan.	[] No [] N/A	
	39. Is the forward mobile command post easily recognizable structure capable of being moved rapidly to the scene of an emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	40. Is the aerodrome emergency plan clearly set out the discrete roles of the emergency operations center (EOC) and the forward command post, highlighting the physical location of the emergency coordinator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	41. Is there a person to assume control of the emergency operations center (<i>Responsible Official</i>) and, when appropriate, another person (<i>Incident Commander</i>) the command post (<i>Incident/Mobile Command Post</i>).?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	42. Is there an adequate communication systems linking the command post and the emergency operations center with each other and with the participating agencies in accordance with the plan and consistent with the particular requirements of the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	43. Area the details of the command, control and coordination of the emergency service organizations observed during an emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	44. As soon as any police presence is established at the scene of an aerodrome emergency or exercise, is the senior police officer required to assume overall coordination of the agencies responding to the emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Is the person who initially assumes coordination of the situation hand over to police when they arrive?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	46. Is the police responsible for guarding any aircraft wreckage on behalf of Aircraft Accident Investigation and Inquiry Board (AAIIB)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	47. And the arrangements to return the aerodrome to operational status after an emergency?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	48. And arrangements for reviewing actual emergencies or exercises as soon as practicable to assess the plan's adequacy and take corrective action?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	49. And keeping records of each review for at least 3 years?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	50. And arrangements to ensure that the exercise tests the coordination of the emergency services and the adequacy of	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	the procedures and facilities provided for in the plan?		
	51. Does the manual observe human factor principles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	52. Are the current membership and contact arrangements for the Aerodrome Emergency committee updated?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	53. Is the frequency of meetings in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	54. Are all of the necessary participating/responding agencies adequately represented?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	55. Are copies of the AEP distributed in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	56. Is the staff aware of safety requirements for emergency planning?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	57. CAA staff may/may not attend AEP exercises. If it is considered necessary to attend, the check should be done as an observation exercise. In other cases, the following product check can be conducted from records kept by the operator.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	58. Was the exercise planned in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	59. Date of last exercise?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	60. Did the appropriate agencies attend?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	61. Was an appropriate objective tested?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	62. Were appropriate amendments made to the AEP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	63. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-4: RESCUE AND FIRE-FIGHTING

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.4 RESCUE AND FIRE-FIGHTING		
<i>Particulars of the facilities, equipment, personnel and procedures for meeting the rescue and fire-fighting requirements, including the names and roles of the persons responsible for dealing with the rescue and fire-fighting services at the aerodrome.</i>			
	1. Are all aerodromes provided with rescue and fire fighting service taking into account the aerodrome location and surrounding terrain?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. When an aerodrome is located close to water or swampy areas, or difficult terrain, are there any special rescue services and firefighting equipment appropriate to the hazard and risk available?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. During flight operations, are there sufficient trained and competent personnel designated to be readily available to ride the rescue and fire fighting vehicles and to operate the equipment at maximum capacity?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are these personnel deployed in a way that ensures minimum response times is achieved and continuous agent application at the appropriate rate is fully maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are there considerations given for personnel to use hand lines, ladders and other rescue and firefighting equipment normally associated with aircraft	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	rescue and firefighting operations?		
	6. Is the level of protection provided at the aerodrome for RFFS categorized appropriately based on the longest aeroplane normally using the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. During periods of reduced activity, is there a provision that the level of protection for RFFS available at the aerodrome will 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?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are changes in the level of protection normally available at an aerodrome for rescue and firefighting notified to the appropriate Air Traffic Service (ATS) unit and Aeronautical Information Service (AIS) unit to enable those units to provide the necessary information to arriving and departing aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are the changes expressed in terms of the new category of level of protection available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Are both principal and complementary agent provided at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	11. Is the RFFS using dry chemical powders as complementary extinguishing agent suitable for extinguishing hydrocarbon fires?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Are the amounts of water for foam production and complementary agents on the RFFS vehicles in accordance with the aerodrome category in table 14-2?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Is the quantity of foam concentrates separately provided on vehicles for foam production in proportion to the quantity of water provided and the foam concentrate selected?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is the amount of foam concentrate provided on a vehicle sufficient to produce at least two loads of foam solution?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. At aerodromes where operations by aeroplanes larger than the average size in a given category are planned, are the quantities of water recalculated and the amount of water for foam production and the discharge rates for foam solution increased accordingly?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are the complementary agents provided comply with the appropriate specifications of the International Organization for	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	Standardization (ISO)?		
	17. Are there provision for supplementary water supplies for the expeditious replenishment of rescue and fire fighting vehicles at the scene of an aircraft accident?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Are the rescue equipment commensurate with the level of aircraft operations shall be provided on the rescue and fire fighting vehicle(s)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Was the operational objective of the rescue and firefighting service achieved a response time not exceeding three minutes to any point of each operational runway, in optimum visibility and surface conditions?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Does any vehicles, other than the first responding vehicles, required to deliver the amounts of extinguishing agents ensuring continuous agent application arrives no more than four minutes from the initial call?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Is there a preventive maintenance system of RFFS vehicles to ensure effectiveness and compliance with the specified response time throughout the life of the vehicle?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Are there adequate emergency access roads provided on the aerodrome	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	where terrain conditions permit their construction so as to facilitate achieving minimum response times?	[] N/A	
	23. Is there a provision of ready access to approach areas up to 1,000 meters from the threshold, or at least within the aerodrome boundary?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Where fencing is established, is the need for convenient access to outside areas were taken into account?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	25. Is the emergency access road capable of supporting the heaviest vehicles in all weather conditions?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Are the emergency access roads within 90 m of a runway designed, constructed and maintained to prevent surface erosion and to prevent transfer of debris to an aircraft pavement surface?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	27. Are sufficient vertical clearance provided from overhead obstructions for the largest vehicles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. Are there edge markers in place at intervals of about 10 m when the surface of the road is indistinguishable from the surrounding area?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Can the fire station house all the vehicles?	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S																							
		STATUS	REMARKS																						
		[] N/A																							
	30. Is the fire station located with direct and clear access into the runway area requiring minimum number of turns?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS																						
	31. Is there a discrete communication system provided linking the fire station with the control tower, any other fire station on the aerodrome and rescue and firefighting vehicles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS																						
	32. Is there an alerting system for rescue and firefighting personnel provided at all fire stations on the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS																						
	33. Is the alerting system capable of being operated from any fire station on the aerodrome and the aerodrome control tower?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS																						
	34. Is the number of vehicles meets the requirements in <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Aerodrome category</th> <th style="text-align: left;">Number of RFFS vehicles</th> </tr> </thead> <tbody> <tr><td>1</td><td>1</td></tr> <tr><td>2</td><td>1</td></tr> <tr><td>3</td><td>1</td></tr> <tr><td>4</td><td>1</td></tr> <tr><td>5</td><td>1</td></tr> <tr><td>6</td><td>2</td></tr> <tr><td>7</td><td>2</td></tr> <tr><td>8</td><td>3</td></tr> <tr><td>9</td><td>3</td></tr> <tr><td>10</td><td>3</td></tr> </tbody> </table> <p style="text-align: center;">Table 14-3 Number of RFFS vehicles</p> <p style="text-align: center;">accordance with table 14-3?</p>	Aerodrome category	Number of RFFS vehicles	1	1	2	1	3	1	4	1	5	1	6	2	7	2	8	3	9	3	10	3	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Aerodrome category	Number of RFFS vehicles																								
1	1																								
2	1																								
3	1																								
4	1																								
5	1																								
6	2																								
7	2																								
8	3																								
9	3																								
10	3																								
	35. Are all RFFS personnel appropriately trained and have participated in live fire drills?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS																						

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<ul style="list-style-type: none"> • Initial fire-fighter requirements? • Continuing training? • Pressure fed fuel fires? 		
	36. Was a Task Resource Analysis (TRA) conducted to determine the minimum number of firefighting personnel?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	37. Are the RFFS personnel training program include training in human performance, including team coordination?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	38. Are all RFFS personnel provided with proper personal protective clothing and respiratory equipment to enable them to perform their duties in an effective manner?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	39. Does the manual include the names and roles of the persons responsible for dealing with the rescue and fire-fighting services at the aerodrome?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	40. Does the manual include procedures for meeting the needs of a RFFS, including the information on facilities, equipment, personnel and vehicles?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	41. Is the operator maintaining records in accordance with the aerodrome manual and/or Fire Service Manual SOPs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	42. Are adequate and suitable staff and resources available including grid map in each vehicle?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	43. Are the current procedures specified in the manual able to be verified?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	44. Procedures for testing equipment provided?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Is the communication system tested in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	46. Do field inspections of RFFS facilities and records confirm on-going compliance with existing procedures?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	47. Are RFFS-related hazards, incidents and accidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	48. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-5: INSPECTION OF THE MOVEMENT AREA BY THE AERODROME OPERATOR

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.5 INSPECTION OF THE MOVEMENT AREA BY THE AERODROME OPERATOR		
<i>Particulars of the procedures for the inspection of the aerodrome movement area, including the following:</i>			
	<p>1. Does the operator of a certified aerodrome require an arrangement for aerodrome serviceability inspections to be carried out at least 2 times each day including one inspection during hours of darkness, and additionally after a natural phenomena such as severe wind or rain storm, earthquake, or when requested by air traffic control or by CAA?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Is serviceability inspections which are subject to CAA agreement and the frequency of inspections may be reduced to not less than 2 per week at aerodromes with low numbers of traffic movements?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. At aerodromes restricted to VFR operations, is the serviceability inspection conducted before the first aircraft movement during daylight hours?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Does the notification of changes in the published aerodrome information or any other occurrence or emergency affecting the availability of the aerodrome and safety of aircraft using the</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	aerodrome are being reported?		
	5. When carrying out serviceability inspections, are checklists used for reporting any changes in the aerodrome information or for request of issuance of NOTAMs included in the aerodrome manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. During an inspection, are there arrangements and means of communication with ATC regarding significant objects found in the movement areas?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does the serviceability inspection include the following surface conditions: (a) ponding of water; (b) pavement cracking or spalling; (c) rubber build up; (d) surface irregularities; (e) damage caused by spillage of corrosive fluids; (f) pipe drain faults particularly in fine grain non cohesive sub grades, in high rainfall areas; (g) scour or erosion ditches; (h) termite mounds or other ground obstacles obscured by long grass; (i) soft ground, particularly in combination with surface roughness	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	and slipperiness; and (j) any other sign of pavement distress which has the potential to develop quickly into a hazardous situation.		
	<p>8. Does the serviceability inspection include checking the following conditions of aerodrome markings, lightings, WDIs, and ground signals?</p> <p>(a) loss of visibility of markers and markings;</p> <p>(b) use of incorrect markers and markings;</p> <p>(c) any disturbance to level and alignment of lights;</p> <p>(d) visual light intensity consistency check (does a light stand out less bright than others in the same system?)</p> <p>(e) discolored or dirty lenses;</p> <p>(f) outage lamps, incorrect lamps fitted, or lamps fitted wrongly;</p> <p>(g) the condition of the frangibility of light bases;</p> <p>(h) exposed edges around footings and other aerodrome installations;</p> <p>(i) damage to wind indicator assembly or mounting; and</p> <p>(j) damage to wind indicator sleeve fabric, or loss of</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	conspicuous color.		
	<p>9. Does the serviceability inspection also include the following?</p> <p>(a) foreign objects, such as aircraft fastening devices and other parts;</p> <p>(b) mechanics tools, small items of equipment and personal items;</p> <p>(c) debris, such as sand, loose rocks, concrete, wood, plastic, pieces of tire and mud; and</p> <p>(d) with particular vigilance during and after construction activity, any debris or material which may have been generated by vehicle movement, spillage, storage other extraneous activity.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
<p>Guidance for Review of Evidence</p> <p>1) Evaluate mechanism to ensure effective implementation.</p> <p>2) Review evidence to confirm.</p>			
	Wildlife on, or in the vicinity of, the movement area		<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>10. Does a serviceability inspection checklist include wildlife on or in the vicinity of the movement area?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Does a serviceability inspection checklist for wildlife include the following?</p> <p>(a) the condition of aerodrome fencing, particularly in critical areas;</p> <p>(b) climatic or seasonal considerations, such as</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>the presence of birds at certain times of the year, or related to the depth of water in drainage ponding areas;</p> <p>(c) possible shelter provided by aerodrome infrastructure such as buildings, equipment and gable markers;</p> <p>(d) wildlife hazard mitigating procedures incorporated in the environmental management procedures for the aerodrome;</p> <p>(e) off-airport attractors like animal sale yards, picnic areas, aeration facilities and waste disposal or landfill areas, and</p> <p>(f) use of harassment procedures where appropriate</p>		
	Currency of NOTAMs		
	12. Does a serviceability inspection checklist include any outstanding NOTAMs which are current?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Aerodrome Fencing		<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Does a serviceability inspection include checking of damaged fences, open gates and signs of attempted entry by either animals or humans?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is there a fence or other suitable barrier provided in the aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	and to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome?		
	15. Are there means of protection 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?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Is the fence or barrier 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?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. When greater security is thought necessary, is there a cleared area provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Is there a consideration given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Security Lighting 19. Where it is deemed desirable for security reasons, is a fence or other barrier provided for the protection of international and domestic aerodromes and	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	its facilities illuminated at a minimum essential level?		
	20. Is there a Consideration given by the aerodrome operator in locating the lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Does the aerodrome operator maintain aerodrome inspection records in the form of logbooks or similar for recording the date and time of each aerodrome serviceability inspection?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Are records retained for at least 2 years and kept in a secured location?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Are there arrangements for reporting the results of each inspection and any action taken to ensure correction of unsafe conditions? and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Are the names and roles of persons responsible for carrying out inspections, and their telephone numbers during and after working hours provided?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Obstacles Infringing the take-off, approach and transitional surfaces 25. Does the aerodrome operator have procedures in place and equipment available to enable inspection personnel to identify objects protruding through the OLS? Equipment should	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	include appropriate instrumentation, such as: a) a hand held clinometer; b) 'sighting plane' installations; or c) formal survey equipment.		

Appendix 7C-6: VISUAL AIDS AND AERODROME ELECTRICAL SYSTEMS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.6 VISUAL AIDS AND AERODROME ELECTRICAL SYSTEMS		
	<p><i>Lights which may endanger the safety of aircraft</i></p> <p>1. Are non-aeronautical ground light near an aerodrome which might endanger the safety of aircraft extinguished, screened or otherwise modified so as to eliminate the source of danger.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are there Laser emissions which may endanger the safety of an aircraft ?</p> <p>3. Are the following protected zones established around the aerodrome, to protect the safety of aircraft against the hazardous effects of laser emitters?</p> <p>— a laser-beam free flight zone (LFFZ) — a laser-beam critical flight zone (LCFZ) — a laser-beam sensitive flight zone (LSFZ).</p>	<p>[] Yes [] No [] N/A</p>	
	<p>4. Lights which may cause confusion</p> <p>(a) Does a non-aeronautical ground light which, by reason of its intensity, configuration or color, might prevent, or cause confusion in, the clear interpretation of aeronautical ground lights must be extinguished, screened or otherwise modified so as to eliminate such a possibility.</p> <p>In particular, attention must be directed to a non-aeronautical ground light visible from the air within the areas described hereunder:</p> <p>i.) Instrument runway — code number 4: within the areas before the threshold and beyond the end of the runway extending at least 4 500 m in length from the threshold and runway end and 750 m either side of the extended runway center line in width.</p> <p>ii.) Instrument runway — code number 2 or 3: as in a), except that the length</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p style="text-align: center;">should be at least 3000 m.</p> <p>iii) Instrument runway — code number 1; and non-instrument runway: within the approach area.</p>		
	5. Are existing or proposed non-aeronautical ground light in the vicinity of an aerodrome, notified to the relevant CAA office for a safety assessment?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Light fixtures and supporting structures</p> <p>1. Are all aerodrome light fixtures and supporting structures of minimum weight?</p> <p>2. If yes to question no.1, are they frangible?</p> <p>3. Does it follow the standards for visual aids stipulated while being fit for the function, and frangible and are made in accordance with the provisions of [MAS] 9.1.11 and the Aerodrome Design Manual, Part 6 (in preparation).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Elevated approach lights</p> <p>4. Are elevated approach lights and the supporting structures frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold:</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are the height of a supporting structure exceeds 12 m, the frangibility requirement shall apply to the top 12 m only; and	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does supporting structure surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects is frangible.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does approach light fixture or supporting structure not in itself sufficiently conspicuous were appropriately marked.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Elevated lights</p> <p>8. Does elevated runway, stopway and taxiway lights must be frangible and sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft. In general, they shall not be more than 360 mm above the ground.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are elevated lights, in general, are preferable to inset lights, because they provide a larger aperture from which light signals can be seen is used in all cases	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>except:</p> <p>a) where the use of inset lights is specified in this Chapter, or</p> <p>b) where it is not practicable to use elevated lights.</p> <p>Note:- Elevated lights are not practicable on pavements where aircraft or vehicles travel or in areas subject to significant jet blast.</p>		
	<p>Surface lights or Inset lights</p> <p>10. Does inset lights, also known as in-pavement lights must not:</p> <p>a.) Be constructed with sharp edges;</p> <p>b.) project more than 25 mm above the surrounding surface at locations where the lights will not normally come into contact with aircraft wheels, such as threshold lights, runway end lights and runway edge lights; and</p> <p>c.) project more than 13 mm above the surrounding surface at locations which will normally come into contact with aircraft wheels, such as runway centerline lights, touch down zone lights and taxiway centerline lights.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Are Light fixtures inset in the surface of runways, stop ways, taxiways and aprons designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>12. Does the maximum surface temperature attained by an inset lights exceeded the 160°C during a 10-minute period of exposure. Note. — Guidance on measuring the temperature of inset lights is given in the Aerodrome Design Manual, Part 4.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>13. Does the color for elevated light units casing in accordance with the standard color.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	<p>Light intensity and control Note.— In dusk or poor visibility conditions by day, lighting can be more effective than marking. For lights to be effective in such conditions or in poor visibility by night, they must be of adequate intensity. To obtain the required intensity, it will usually be necessary to make the light directional, in which case the arcs over which the light shows will have to be adequate and so orientated as to meet the operational requirements. The runway lighting system will have to be considered as a whole, to ensure that the relative light intensities are suitably matched to the same end. (See Attachment A, Section 16, and the Aerodrome Design Manual (Doc 9157), Part 4).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>1. Are the following lighting system provided and equipped with an intensity control for aerodromes with ATS:</p> <p style="margin-left: 40px;">a) approach lighting system; b) approach slope guidance system; c) runway edge, threshold and end lights; d) runway centerline lights; e) runway touchdown zone lights; f) taxiway centerline lights.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>2. Are the following systems capable of being varied for intensity 5 or 6 stages intensity:</p> <p style="margin-left: 40px;">(a) approach lighting systems (b) visual approach slope indicator (c) high intensity runway edge, threshold and end lights; (d) runway centerline lights; (e) runway touchdown zone lights.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>3. Does the intensity capable of being varied in at least 3 stages for medium intensity runway edge, threshold and end lights</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>4. Is the runway equipped with both high and medium intensity runway edge lighting?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>5. Is the medium intensity system provided with 3 the lowest intensity stages?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	<p>6. Does the intensity of runway lighting adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided?</p> <p>NOTE.— While the lights of an approach lighting system may be of higher intensity than the runway lighting, it is good practice to avoid abrupt changes in intensity as these could give a pilot a false impression that the visibility is changing during approach.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>7. Does high-intensity lighting system provided and suitable intensity control incorporated to allow for adjustment of the light intensity to meet the prevailing conditions?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>8. Is there a separate intensity controls or other suitable methods provided to ensure that the following systems, when installed, can be operated at compatible intensities for?</p> <p>a) <i>approach lighting system;</i> b) <i>runway edge lights;</i> c) <i>runway threshold lights;</i> d) <i>runway end lights;</i> e) <i>runway centerline lights;</i> f) <i>runway touchdown zone lights; and</i> g) <i>taxiway centerline lights.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>TAXIWAY LIGHTS:</p> <p>1. Are the Taxiway centerline lights provided with a main beam average intensity of the order of 50 cd or less and 3 stages of intensity control to be normally sufficient?</p> <p>2. Are the Taxiway centerline lights provided with a main beam average intensity of the order of 100 cd or greater will normally require more than 3 stages of intensity control?</p> <p>3. Are Taxiway edge lights provided with a separate intensity control and installed on the same electrical circuit as the low or medium intensity runway edge lights, and</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS

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	<p>to be controlled by the runway light control.</p> <p>4. Is the Intensity control reduced from each successive stage to an order of 25- 33% based on the fact that a change of the magnitude is required for the human eye to detect that a change has occurred?</p> <p>5. Is the 6 stages of intensities have the following order of: 100%, 30%, 10%, 3%, 1% and 0.3%?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Are lightings provided at an aerodrome with intensity setting but ATS does not provide 24 hour coverage and the operator leaves the lights turned on all night.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does lighting systems operated by ATS monitored automatically so as to provide an immediate indication of: (a) those lighting systems that are on; (b) the intensity of each lighting system; (c) any fault in a lighting system; and (d) such information is to be automatically relayed to the operator position.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Does runway lighting intensity adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Maintenance performance of aerodrome lighting (Visual aids)</p>		
	<p>1 Is the aerodrome has a system of preventive maintenance level objective for aerodrome lightings detailed in their manual?</p> <p>2 Are there lights in the aerodrome where its main beam average intensity is less than 50% of value specified in the appropriate figure in [MAS] Section 9.7, which is considered to be unserviceable?</p> <p>3 Are there light units where the designed main beam average intensity is above the value shown in [MAS] Section 9.7, and the 50% value is related to the design value?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	<p>3. Does a system of preventive maintenance of visual aids employed to ensure lighting and marking system reliability?</p> <p><i>Note: Guidance on preventive maintenance of visual aids is given in the Airport Services Manual (Doc 9137), Part</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>4. Does the system of preventive maintenance employed for a precision approach category II or III and must include at least the following checks?</p> <p>(a) visual inspection and in-field measurement of the intensity, beam spread and orientation of lights included in the approach and runway lighting systems;</p> <p>(b) control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and</p> <p>(c) control of the correct functioning of light intensity settings used by air traffic control.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	<p>5. Does in-field measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III and must be undertaken by measuring all lights, as far as practicable, to ensure conformance with the applicable specification of [MAS] 9.7-1 to 9.7-2; 9.10-3 to- 9.10-10 & 9.10-12; [MAS] 9.13-1 to 9.13-13, [MAS] 9.8-4 and 9.8-9A & 9.8-9B (Aeronautical Ground Light Characteristics)</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>6. Does measurement of intensity, beam spread and orientation of lights included in approach and runway lighting systems for a precision approach runway category II or III be undertaken using a mobile measuring unit of sufficient accuracy to analyze the characteristics of the individual lights.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>7. Is the frequency on the measurements of lights for a precision approach runway category II or III based on traffic density, the local pollution level, the reliability of the installed lighting equipment and the</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	<p>continuous assessment of the results of the in-field measurements?</p> <p>8. Does measurements of lights intensity in accordance with [MAS] 9.1.15.7 for in-pavement lights and other lights.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	
	<p>9. Is the system of preventative maintenance employed for a precision approach runway category II or III and have its objective that, during any period of category II or III operations?</p> <p>10. Are all approach and runway lights serviceable and in any event at least?</p> <p>(a) 95% of the lights are serviceable in each of the following particular significant elements:</p> <p style="padding-left: 20px;">i. precision approach category II and III lighting system, the inner 450 m;</p> <p style="padding-left: 20px;">ii. the runway centerline lights;</p> <p style="padding-left: 20px;">iii. the runway threshold lights;</p> <p style="padding-left: 20px;">iv. the runway edge lights;</p> <p>(b) 90% of the lights are serviceable in the touchdown zone lights;</p> <p>(c) 85% of the lights are serviceable in the approach lighting system beyond 450 m;</p> <p>(d) 75% of the lights are serviceable in the runway end lights.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p> <p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input checked="" type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Are unserviceable lights permitted in such a way as to alter the basic pattern of the lighting system adjacent to another unserviceable light except in a barrette or crossbar where two adjacent unserviceable lights may be permitted.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>12. Is there a system of preventative maintenance employed for a stop bar which is provided at a runway holding position used in conjunction with a runway intended for operations in runway visual range conditions less than a value of 350</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>, and must have the following objectives:</p> <p>(a) no more than two lights will remain unserviceable; and</p> <p>(b) two adjacent lights will not remain unserviceable unless the light spacing is significantly less than that specified</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>13. Is there a system of preventative maintenance employed for a taxiway</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	intended for use in runway visual range conditions less than a value of 350m and have its objective that no two adjacent taxiway centerline lights are unserviceable?	[] No [] N/A	
	14. Is there a system of preventative maintenance employed for a precision approach runway category I have its objective during any period of category I operations all approach and runway lights are serviceable, and that in any event at least 85% of the lights are serviceable in each of the following: (a) precision approach category I lighting system; (b) the runway threshold lights; (c) the runway edge lights; and (d) the runway end lights.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Are unserviceable lights permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Is there a system of preventative maintenance employed for a takeoff in runway visual range conditions of less than a value of 550m and have its objective that during any period of operations all runway lights are serviceable and that in any event? (a) at least 95% of the lights are serviceable in the runway centerline lights (where provided) and in the runway edge lights; and (b) at least 75% of the lights are serviceable in the runway end lights.	[] Yes [] No [] N/A [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	17. Are unserviceable lights permitted adjacent to another unserviceable light.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Is there a system of preventative maintenance employed for a runway meant for takeoff in runway visual range conditions value of 550m or greater and have its objective that during any period of operations all runway lights are serviceable and that in any event at least 85% of the	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	lights are serviceable in the runway edge lights and runway end lights. 19. Are unserviceable lights permitted adjacent to another unserviceable light	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Is there an arrangement from the appropriate authority to restricts construction or maintenance activities in the proximity of aerodrome electrical systems during low visibility procedures?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Commissioning of lighting systems 1. Is there a formal process by which the performance of the lighting system is confirmed which includes series of procedures designed to determine the suitable performance and accuracy of information provided by any visual aid in conformity with specifications and CAA standards?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the commissioning process confirmed by a qualified person? (a) For ground check of compliance with electrical specifications and CAA standards: engineer or airfield power technician with qualifications, training and experience satisfactory to CAA. (b) For flight checking of compliance with operational specifications: a person or organization approved by CAA i.e. Flight Inspection and Calibration Group (FIGG) as having the competency to conduct commissioning flight checks.	[] Yes [] No [] N/A [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are all aerodrome lighting systems commissioned before they are notified as available for normal operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the verification of vertical and horizontal angles of light signals changes included in the ground check for a visual approach slope indicator system and performed by a person having civil engineering or surveying qualification and experience?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	<p>5. Does commissioning of the following lighting systems, in addition to the ground check includes flight checks of:</p> <p>(a) approach lighting system;</p> <p>(b) runway lighting system for instrument runways;</p> <p>(c) visual approach slope indicator system (e.g. VASI / PAPI)</p> <p>(i) used by jet propelled aeroplanes engaged in air transport operations; or</p> <p>(ii) installed on CAA direction, in accordance with 9.8.1.1(b);</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Is there a requirement for a flight check test that may be waived by CAA, for a visual approach slope indicator system specified in [MAS] 9.1.15.4, that is provided for temporary use only, for example due to a temporary displaced threshold, or during works in progress?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does the aerodrome operator submitted a duly certified ground check and flight check reports to CAA.?</p> <p>Note: If satisfied with the reports, CAA will approve the issue of a permanent NOTAM. Information for a visual approach slope indicator system to be included in the permanent NOTAM includes:</p> <p>a. runway designation;</p> <p>b. type of system, and for AT-VASIS and PAPI systems, the side of runway, as seen by approaching pilot, that the aid is installed;</p> <p>c. where the axis of the system is not parallel to the runway centerline, the angle of displacement and the direction of displacement, i.e. left or right;</p> <p>d. approach slope; and</p> <p>e. minimum eye height over threshold, for the on-slope signal.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Does the aerodrome operator utilized a duly certified ground check as sufficient evidence of compliance with standards to initiate a permanent NOTAM.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>9. Does ground checking and/or the flight checking of a lighting system specified in Paragraph 9.1.15.4, conducted after commissioning following substantial changes to the system or on receipt of</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	<p>adverse reports on the performance of the system from pilots or aircraft operators. substantial changes to the system include:</p> <p>a) removal and replacement of 50% or more of the light fittings, at the same time, of an approach or runway lighting system;</p> <p>b) removal and replacement of one or more light units of a PAPI system; and</p> <p>c) removal and replacement of two or more light units, at the same time, of an AT-VASIS system.</p> <p><i>Note: Before a runway is opened for night use, the status of obstacles need to be assessed for obstacle lighting purposes, particularly if the obstacles are within 3 km of the aerodrome.</i></p>		
	<p>Emergency lighting</p> <p>1. Are there sufficient emergency lights conveniently available for installation on at least the primary runway in the event of failure of the normal lighting system, at an aerodrome provided with runway lighting and without a secondary power supply.</p> <p><i>Note: Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas.</i></p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are the emergency lights installed on a runway conform to the configuration required for a non-instrument runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Is the color of the emergency lights conformed to the color requirements for runway lighting, except that, where the provision of colored lights at the threshold and the runway end is not practicable, all lights may be variable white or as close to variable white as practicable.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p style="text-align: center;">Section 9.3 Obstacle Lighting</p>		
	<p>1. Does lighting of obstacles intended to reduce hazards to aircraft by indicating the presence of the obstacles and necessary to reduce operating limitations which may be imposed by an obstacle.?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	<p>2. For obstacles, within the limits of the obstacle limitation surfaces of an aerodrome, Does the aerodrome operator has a sole responsibility for the provision and maintenance procedure for obstacle lighting on natural terrain or vegetation, where determined necessary for aircraft operations at the aerodrome</p> <p>3. For object or a proposed object in which, CAA determines that intrudes into navigable airspace requires, or will be required to be provided with obstacle lighting, Does the owner of the building or structure responsible for the provision and maintenance of obstacle lighting on a building or structure?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Are obstacle lights provided for?</p> <p>(a) a runway intended to be used at night:</p> <p>(i) if the object extends above the take-off climb surface within 3000 m of the inner edge of the take-off climb surface;</p> <p>(ii) if the object extends above the approach or transitional surface within 3000 m of the inner edge of the approach surface;</p> <p>(iii) if the object extends above the applicable inner, conical or outer horizontal surfaces;</p> <p>(iv) if the object extends above the obstacle protection surface of the T-VASIS or PAPI installed at the aerodrome;</p> <p>(v) a vehicle or other mobile objects, excluding aircraft, on the movement area, except aircraft service equipment and vehicles used only on aprons;</p> <p>(vi) obstacles in the vicinity of taxiways, apron taxiways or taxilanes, except that obstacle lights are not to be installed on elevated ground lights or signs in the movement area</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Are obstacle lights provided for objects outside the obstacle limitation surfaces of an aerodrome, if the object is or will be more than 110 m above ground level?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	6. Does the owner of a tall buildings or structures below the obstacle limitation surfaces, or less than 110 m above ground level, may, of their own volition, provide obstacle lighting to indicate the presence of such buildings or structures at night	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Is obstacle lighting used during the day in lieu of obstacle marking, where provision of obstacle marking is impracticable	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Types of obstacle lighting and usage		
	<p>1. The types of obstacle lights are the following:</p> <p>1) Low-intensity - Types A, B, C , D and E; 2) Medium-intensity -Types A, B and C; and 3) High-intensity - Type A and B.</p> <p>Note: - For guidance on the specifications of the types of obstacle lights is given in [MAS] Appendix 6,Table 6-3.</p>	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Location of obstacle lights		
	1. Is obstacle lights (for one or more low-, medium- or high-intensity) located as close as practicable to the top of the object to be lighted?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. For the case of Chimney or other structure of like function: a) Are the combination of low-, medium-, and/or high-intensity obstacle lights (top lights) located below the top (nominally 1.5 m to 3 m), so as to minimize contamination by smoke, etc.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is tower or antenna structure provided with high intensity obstacle lights by day? 4. Is high intensity obstacle light provided on a structure that has an appurtenance such as a rod or antenna extending greater than 12 m above the structure? 5. If practicable, Is high intensity obstacle light located on the top of the appurtenance? 6. If not practicable, Is high intensity obstacle light located at the highest practicable point?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are extensive object or a group of closely spaced objects to be lighted: a) <i>penetrating a horizontal OLS or located</i>	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

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	<p><i>outside an OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle limitation surface or above the ground, and so as to indicate the general definition and the extent of the objects; and</i></p> <p>b) <i>penetrating a sloping OLS, the top lights shall be so arranged as to at least indicate the points or edges of the object highest in relation to the obstacle limitation surface, and so as to indicate the general definition and the extent of the objects. If two or more edges are of the same height, the edge nearest the landing area shall be marked.</i></p>	<input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>for an extensive object or a group of closely spaced objects</p> <p>8. Are low-intensity obstacle lights used and spaced at longitudinal intervals not exceeding 45 m?</p> <p>9. Are medium-intensity lights used and spaced at longitudinal intervals not exceeding 900 m?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>10. Are additional obstacle lights placed on the highest part of the object, When the obstacle limitation surface is sloping and the highest point above the obstacle limitation surface is not the highest point of the object?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>When the top of the obstacle is more than 45 m above the level of the surrounding ground or the elevation of the tops of nearby buildings (when the obstacle is surrounded by buildings),</p> <p>11. Is the top light provided with a medium intensity lights?</p> <p>12. Are additional low intensity lights provided at lower levels to indicate the full height of the structure and additional lights are to be spaced as equally as possible, between the top lights and ground level or the level of tops of nearby buildings, as appropriate. The spacing between the lights is not to exceed 45 m?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS

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	13. Does high-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object that will flash simultaneously.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	NATURAL OBSTACLES 1. Are there any natural obstacles at the airport?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. As assessed by CAA where obstacle lights are to be provided, Is the installation in accordance with the standards when the obstacle is located within the approach area? Or outside the approach area?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the airport have pictures of these obstacles or records of its location for proper assessment during the inspection?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Since terrain and vegetation are considered natural obstacles and extensive, is there any corrective action done by the airport for its resolution?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Natural Obstacles 5. Does natural obstacles such as terrain and vegetation that are normally extensive and assessed by CAA on an individual case basis provided with an obstacle lights on the ff conditions: (a) if the obstacle is located within the approach area, the portion of the obstacle which is within the approach area is to be treated in the same manner as man-made obstacles for the provision of obstacle lights; (b) if the obstacle is located outside the approach area, it is to be marked by sufficient number of lights on the highest and [MAS]t prominent features, so placed that the obstacle can be readily identified.	[] Yes [] No [] N/A [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	TEMPORARY OBSTACLES 1. If the aerodrome has night operations or during poor visibility conditions and	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

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	temporary obstacles are present in the approach area or movement area, are these obstacles marked with permanent or temporary red obstacle lights?	[] N/A	
	2. If installed are these lights properly arranged to clearly mark the height, limits and extent of the obstacle?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of low intensity obstacle lights		
	1. Are the low intensity obstacle lights complying all the characteristics? (a) fixed lights showing red; (b) a horizontal beam spread that results in 360° coverage around obstacle; (c) a peak intensity of 100 cd minimum; (d) a vertical beam spread (to 50% of peak intensity) of 10°; (e) a vertical distribution with 100 cd minimum at +6° and +10° above the horizontal; and (f) not less than 10 cd at all elevation angles between -3° and +90° above the horizontal.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are low intensity obstacle lights use to indicate taxiway obstacles or unserviceable area in the movement area meeting the requirements of [MAS] provision 9.3.6.2 in terms of 10 cd minimum (peak intensity)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of medium intensity obstacle lights		
	1. Are the medium intensity obstacle lights meeting all the characteristics mentioned in [MAS] provision 9.3.7.1?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are medium intensity obstacle lights in the correct standard frequency of flashes which is between 20 and 60 flashes per minute as stipulated in [MAS] provision 9.3.7.2?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are medium intensity obstacle lights meeting the peak effective intensity of 2,000 ±25% cd?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	<p>4. Are medium intensity obstacle lights complying with the following vertical distribution?</p> <p>a.) vertical beam spread is to be 3° minimum (beam spread is defined as the angle between two directions in a plane for which the intensity is equal to 50% of the lower tolerance value of the peak intensity);</p> <p>(b) at -1° elevation, the intensity is to be 50% minimum and 75% maximum of lower tolerance value of the peak intensity; and</p> <p>(c) at 0° elevation, the intensity is to be 100% minimum of the lower tolerance value of the peak intensity.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. If this flashing white light is used in day time in lieu of obstacle marking and to indicate temporary obstacles in the vicinity of the aerodrome, does it meeting the correct peak effective intensity in accordance with 9.3.7.4 of the [MAS]?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Characteristics of high intensity obstacle lights		
	<p>1. Are high intensity obstacle lights flashing white lights?</p> <p>2. Does the effective intensity of a high intensity obstacle lights located on an object other than a tower supporting overhead wires or cables varies dependently on the following background luminance:</p> <p>(a) 200,000 ±25% cd effective intensity at a background luminance of above 500 cd/m² (day);</p> <p>(b) 20,000 ±25% cd effective intensity at a background</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	<p>luminance of between 50-500 cd/m² (dusk or dawn);</p> <p>(c) 2,000 ±25% cd effective intensity at a background luminance of below 50 cd/m² (night).</p> <p>3. Does the effective intensity of a high intensity obstacle lights located on a tower supporting overhead wires or cables varies dependently on the following background luminance:</p> <p>(a) 100,000 ±25% cd effective intensity at a background luminance of above 500 cd/m² (day); (b) 20,000 ±25% cd effective intensity at a background luminance of between 50-500 cd/m² (dusk or dawn); and (c) 2,000 ±25% cd effective intensity at a background luminance of below 50 cd/m² (night).</p> <p>4. Are high intensity obstacle lights Type A, Medium-intensity obstacle lights, Types A and B, located on an object other than a tower supporting overhead wires or cables flashes simultaneously at a rate between 40-60 flashes per minute.?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Floodlighting of Obstacles		

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	<p>1. Where installation of normal obstacle lights is deemed impracticable or undesirable for aesthetic or other reasons, Is the floodlighting of obstacles used at the airport?</p> <p>2. Is there a document from CAA to show for the non-installation of floodlighting of obstacles?</p> <p>3. Does floodlighting of obstacles used a.) in the structure that is skeletal as a substantially solid surface or cladding with satisfactory reflectance properties are required; or b.) there is high background lighting level?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	4. Does floodlighting of obstacles in accordance with the standards set forth in 9.3.9.3 of the [MAS]?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	5. If floodlighting of obstacles is used, is it reflecting the minimum level of luminance as indicated in [MAS] provision 9.3.9.4?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	6. Are light fittings in accordance with the standards set forth in 9.3.9.5 of the [MAS]?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	On-going availability of obstacle light		<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	1. Does the aerodrome operator ensure that all obstacle lights provided are in working condition when they are required to be on?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	2. Does the airport have a pro-active maintenance program for obstacle lights to minimize light outages?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	3. Does the aerodrome operator established a monitoring program for obstacle lights located within the obstacle limitation surface area of the aerodrome that is in accordance with the standards set forth in [MAS] 9.3.10.2 (a) and (b)?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

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	4. Does the aerodrome operator established a procedure specified in [MAS] 9.3.10.3 (a),(b) and (c) that in the event obstacle light outage, where obstacles located within the obstacle limitation surface area of the aerodrome	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	For obstacles located outside the obstacle limitation surface area of an aerodrome 5. Does the owners of the lights need to establish a program to monitor the lights and report light failure?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are obstacle light failure reported immediately to CAA or ATC and appropriate NOTAM to warn pilots of light outages in this regard properly issued?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Aerodrome Beacons		
	1. Is the airport provided with an aerodrome beacon? 2. If yes, Are the criteria in determining operational necessity for the provision of aerodrome beacon in accordance with the standards set forth in [MAS] provision 9.4.1.2?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is the aerodrome beacon located on or adjacent to the aerodrome in an area of low ambient background lighting?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the aerodrome beacon is shielded by obstacles nor dazzling to a pilot making an approach to land.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	At international aerodromes or aerodromes in built-up areas, 5. Does the Aerodrome beacon complied with the requirements stipulated in [MAS] 9.4.1.4?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	At other locations 6. Does the Aerodrome beacon show white flashes or other colors?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does the Aerodrome beacon light frequency of total flashes comply with the requirements specified in [MAS] 9.4.1.6?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does the Aerodrome beacon complied with the requirements stipulated in [MAS] provision 9.4.1.7?	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

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		[] N/A	
	9. Does the Aerodrome beacon light intensity distribution in accordance with [MAS] Table 9.5-1 ?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the Aerodrome beacon light effective intensity of color flashes in accordance with [MAS] Table 9.4.1.9?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Is the facility published in AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Illuminated Wind Direction		
	1. If the aerodrome has night operation, is there a lighted wind direction indicator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If a WDI is provided in the vicinity of a runway threshold specifically to provide surface wind information for pilots engaged in instrument straight-in approach and landing operations, Is the Aerodrome beacon light provided appropriately lighted?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is the floodlighting of the WDI in accordance with the standards set forth in 9.5.1.3 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the floodlighting of the WDI aimed and shielded in accordance with the standards set forth in 9.5.1.4 (a) and (b) of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. If maintaining more than one WDI, are all lighted especially when there are night Operations? 6. Is the control of lighting for these WDIs in accordance with the standards set forth in [MAS] 9.5.1.5?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Is the WDI lighting control incorporated in the runway lighting system to automatically energize the lighting of the wind direction indicator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does WDI provided with a uniform intensity setting irrespective of the intensity setting of the runway lighting, where the electricity supply is provided from a runway lighting circuit?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	Approach Lighting System		
	<i>Simple approach lighting system</i>		
	1 Does the airport provided with a simple approach lighting system?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2 If yes, is it properly coordinated with CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3 Is simple approach lighting system (SALS) complied with the requirements set forth in 9.6.1.1 of the [MAS]? a) distance of not less than 420 m from the threshold; and b) row of lights forming a crossbar 18 m or 30 m in length at a distance of 300 m from the threshold.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4 Does crossbar lights forming in a horizontal straight line at right angles to, and bisected by, the line of the centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5 Are crossbar lights properly spaced so as to produce a linear effect except that, when a crossbar of 30 m is used, gaps may be left on each side of the centerline?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6 Do crossbar gaps kept to a minimum to meet local requirements and each shall not exceed 6 m?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7 Are the lights forming the centerline placed at longitudinal intervals of 60 m, except that, when it is desired to improve the guidance, an interval of 30 m may be used.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8 Does the inner[MAS]t light located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9 Does the aerodrome capable of providing centerline lights extending for a distance of 420 meters from the threshold? If it is not possible: 10 Does the aerodrome complied with the requirements set forth in 9.6.1.4 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	11 Does the system (SALS) complied with the requirements set forth in 9.6.1.5 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12 Is there an ILS Antenna protruding through the plane of the lights treated as an obstacle properly marked and lighted?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13 Does a simple approach lighting system show fixed lights and the color of the lights is readily distinguishable from other aeronautical ground lights	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14 Are centerline lights consists of: (a) a single source; or (b) a barrette at least 3 m in length. Note: - 1. When the barrette as in b) is composed of lights approximating to point sources, a spacing of 1.5 m between adjacent lights in the barrette has been found satisfactory. Note: - 2. It may be advisable to use barrettes 4 m in length if it is anticipated that the simple approach lighting system will be developed into a precision approach lighting system. Note: - 3. At locations where identification of the simple approach lighting system is difficult at night due to surrounding lights, sequence flashing lights installed in the outer portion of the system may resolve this problem	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15 Does the lights show at all angles in azimuth to a pilot on base leg and final approach for a non-instrument runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16 Does the intensity of the lights adequate for all conditions of visibility and ambient light for which the system was provided?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17 Does a simple approach lighting system as specified in [MAS] 9.6.1.1 to [MAS] 9.6.1.8 provided to serve a non-instrument runway where the code number is 3 or 4 and intended for use at night, except when the runway is used only in conditions of good visibility and sufficient guidance is provided by other visual aids?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18 Does a simple approach lighting system as specified in [MAS] 9.6.1.1 to [MAS] 9.6.1.8 provided to serve a non-precision	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

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	approach runway where the code number is 3 or 4 and intended for use at night, except when the runway is used only in conditions of good visibility and sufficient guidance is provided by other visual aids?	[] No [] N/A	
	Precision approach Category I lighting system		
	1. Does a precision approach Category I lighting system provided to serve a Category I precision approach runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If provided, does it conform to all the standards set forth in provisions 9.6.2 .2 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are the lights forming the centerline placed at longitudinal intervals of 30 m with the inner [MAS] light located 30 m from the threshold?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are the lights uniformly spaced at intervals not exceeding 1.5 meter and the Barrettes lights have at least 4 meters in length?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does the lights forming the crossbar in a horizontal straight line at right angles to, and bisected by, the line of the centerline lights.?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the lights of the crossbar properly spaced to produce a linear effect, except that gaps may be left on each side of the centerline?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does These gaps kept to a minimum to meet local requirements and each shall not exceed 6 m.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does the system (PALS CAT I) complied with the requirements set forth in 9.6.2.6 (a) and (b) of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are there ILS Antenna protruding through the plane of the lights (PALS CAT I) treated as an obstacle properly marked and lighted?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the centerline lights for a precision approach category I approach lighting system composed of barrettes in lieu of the point source lights ?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Does the centerline lights for a precision approach category I approach lighting	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

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	system consist of barrettes as described in [MAS] 9.6.2.12 (b) and 9.6.2.13 (b) is supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions?	[] No [] N/A	
	12. Does the flashing light characteristics and electrical circuit of these lighting system complied with the requirements set forth in 9.6.2.9 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Does the centerline lights for a precision approach category I approach lighting system complied with the requirements set forth in 9.6.2.10 of the [MAS]?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	If additional crossbars of lights are used 14. Is the outer ends of crossbar lights lie on two straight lines parallel to the line of the centerline lights or converge to meet the runway centerline 300 m from the threshold.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Are the centerline and crossbar lights of a precision approach Category I lighting system are installed with a fixed lights showing variable white. Is the centerline light position consist of either? (a) a single light source in the inner [MAS]t 300 m of the centerline, two light sources in the central 300 m of the centerline and three light sources in the outer 300 m of the centerline to provide distance information; or (b) a barrette.	[] Yes [] No [] N/A [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	16. Does the serviceability level of the approach lights specified as a maintenance objective in [MAS] 9.1.15.6 can be demonstrated?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Is the centerline light position consist of either? (a) a single light source ; (b) a barrette.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Precision Approach Category II and III Lighting System		
	1. Does a precision approach Category II and III lighting system provided to serve a Category II or III precision approach runway.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	2. If it is implicit for the provision of PALS CAT II and CAT III, Is the airport provided with a touchdown zone lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does a precision approach Category II and III lighting system comply with the requirements specified in [MAS] 9.6.3.3?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the serviceability level for approach lights comply with the requirements specified in [MAS] 9.6.3.4?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are the lights forming the centerline lights for Category II and III lighting system placed at longitudinal intervals of 30 m with the inner [MAS] light located 30 m from the threshold.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the provision for precision approach Category II and III lighting system comply with the requirements specified in [MAS] 9.6.3.6?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are crossbar lights provided with a distance of 150 m from the threshold to fill in the gaps between the centerline and side row lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are crossbar lights provided at distance of 300 m from the threshold and primarily to extend on both sides of the centerline lights to a distance of 15 m from the centerline.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Does the provision in [MAS] 9.6.3.9 comply with the requirements for precision approach Category II and III lighting system?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the provision in [MAS] 9.6.3.10 (a) and (b) comply with the requirements for precision approach Category II and III lighting system?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. If an ILS antenna is present and protruding through the plane of the lights, it is to be treated as an obstacle. Being such is it marked and lighted accordingly? ([MAS] provision 9.6.3.10)	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Does the provision specified in [MAS] 9.6.3.10 (a),(b) and (c) comply with the requirements for precision approach	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

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	Category II and III lighting system?	[] N/A	
	<p>13. Does a precision approach Category II and III center lighting system which is beyond 300 m from the threshold consist of the following?</p> <p>(a) a barrette as used on the inner 300 m: or</p> <p>(b) two light sources in the central 300 m of the centerline and three light sources in the outer 300 m of the centerline; and</p> <p>all of which shall show variable white.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>14. Does PALS CAT II and CAT III center light located beyond 300 m from the threshold consist of either of the following:</p> <p>(a) a barrette; or</p> <p>(b) a single light source: and</p> <p>all of which shall show variable white.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>15. Are the Barrettes lights uniformly spaced at intervals not exceeding 1.5 meters and have a length of 4 meters long?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>16. Are barrette lights beyond 300 m supplemented by a flashing light If the centerline is beyond 300 m from the threshold and consists of barrettes lights as described in 9.6.3.12 (a) or 9.6.3.13 (a), except where such lighting is considered unnecessary by CAA taking into account the characteristics of the system and the nature of the meteorological conditions</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>17. Does each flashing light as described in 9.6.3.13 flash twice a second in sequence beginning with the outer[MAS]t light and progressing to the inner[MAS]t light?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>18. Does the design of these lights electrical circuitry operated independently of the other lights in the approach lighting system?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>19. Are side row barrettes lights fixed lights showing red?</p> <p>20. Does the length of a side row barrette and spacing between its lights equal to those of the touchdown zone light barrettes. (See [MAS] 9.9.20.4).</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>21. Does the centerline and crossbar lights of a precision approach Category II and III lighting system are installed to</p>	<p>[] Yes</p> <p>[] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	be fixed lights showing variable white? 22. Are the lights forming the crossbars are to be uniformly spaced at intervals of not more than 2.7 m?	[] N/A	
	23. Does the intensity of the red light compatible with the intensity of the white light?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Visual Approach Slope Indicator Systems		
	1. Does the airport provided with a Visual Approach Indicator System (VASI)?	[] Yes [] No [] N/A	
	2. Does the provision specified in [MAS] 9.8.1.1 (a) and (b) comply with the requirements for precision approach visual approach slope indicator system? (a) The runway is used by jet-propelled airplanes engaged in air transport operations. (b) CAA directs that visual approach slope guidance be provided, because it has determined that such a visual aid is required for the safe operation of aircraft.	[] Yes [] No [] N/A	
	In making a determination of a visual approach slope guidance. 3. Does the airport provided with a Visual Approach Indicator System (VASI) taking into account the following CAA requirement stipulated in [MAS] 9.8.1.2 (a),(b),(c) and (d) ?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the airport provided with other visual or non-visual aids?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does the airport install a visual approach slope indicator, when serious hazards exist and/or a substantial number of aeroplanes not equipped for ILS use?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the airport provided with a visual approach slope indicator, for temporary use only, for example due to a temporary displaced threshold, or during works in progress?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Is the aerodrome provided with a standard visual approach slope indicator that consist of the following?		<input type="checkbox"/> S <input type="checkbox"/> NS

	(a) T-VASIS and AT-VASIS conforming to the specifications contained in [MAS] 9.8.3.2 to 9.8.3.6 inclusive; and	[] Yes [] No [] N/A		
	(b) PAPI and APAPI systems conforming to the specifications contained in [MAS] 9.8.3.7 to 9.8.4.9 inclusive as shown in [MAS] Figure 9.8-5.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	8. Is the aerodrome provided with a PAPI, T-VASIS or AT-VASIS, where the code number is 3 or 4 when one or more of the conditions specified in [MAS] 9.8.1.2 exist.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	9. Is the aerodrome provided with a PAPI or APAPI where the code number is 1 or 2 when one or more of the conditions specified in [MAS] 9.8.1.2 exist.	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	10. Is the aerodrome provided with a PAPI, where the runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in [MAS] 9.8.1.2 exist?	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	11. Is the aerodrome provided with a APAPI system, where the code number is 1 or 2 and the runway threshold is temporarily displaced from the normal position with one or more of the conditions specified in [MAS] 9.8.1.2?	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	12. Does the standard installation for Visual Approach Indicator System (VASI) in accordance with the provisions stipulated in [MAS] 9.8.1.10 (a),(b),(c) and (d) ?	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	13. Does the aerodrome provided with a double-sided PAPI, where a T-VASIS is to be replaced by a PAPI?	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	14. Does the aerodrome provide with more than one visual approach slope indicator system?	[] Yes [] No [] N/A	<input type="checkbox"/> S	<input type="checkbox"/> NS
	15. For the purpose, to avoid confusion, Does the aerodrome provide the same type of approach slope indicator system used on all runways of similar reference code number?	[] Yes [] No [] N/A		

	16. Is the determination for the installation of T-VASIS or PAPI in accordance with the choice between the aerodrome operator and airline operators using the runway?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Is the use of the VASI into service of the airport appropriately commissioned and approved by CAA?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Obstacle protection surface		
	1. Is the aerodrome established the obstacle protection surface, when it is intended to provide a visual approach slope indicator system?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are new objects or extensions of existing objects permitted above an obstacle protection surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are there any existing objects above an obstacle protection surface?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. If yes to Q no. 3, Does this objects properly removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety of operations of aeroplanes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does one or more following measures specified in [MAS] 9.8.2.5 (a),(b),(c),(d) and (e) properly employed, where an aeronautical study indicates that an existing object extending above an obstacle protection surface (OPS) adversely affect the safety of operations of aeroplanes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	T-VASIS and AT-VASIS		
	1. Does the airport provided with a T-Visual Approach Slope Indicator System (T-VASIS)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are they arranged in a pattern seen by the pilot varies according to his position (up or down, left or right) relative to the desired approach path?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	3. Does it provides the pilot with visual cues about his or her actual descent path relative to the desired descent path, when installed in the aerodrome runway strip?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are T-VASIS consist of twenty light units symmetrically disposed about the runway centerline in the form of two wing bars of four light units each, with bisecting longitudinal lines of six lights, and laid out as shown in [MAS] Figure 9.8-2.?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does AT-VASIS consist of ten light units arranged on one side of the runway in the form of a single wing bar of four light units with a bisecting longitudinal line of six lights?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are the following conditions in [MAS] 9.8.3.4 (a), (b) and (c) present for light units when constructed and arranged in such a manner for the pilot of an aeroplane during approach ?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are there no lights units visible from the fly-up light units, when on or above the approach slope?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are there no lights units visible from the fly-down light units, when on or above the approach slope?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Siting a T-VASIS or AT-VASIS		<input type="checkbox"/> S <input type="checkbox"/> NS
	1. Does the siting of a T-VASIS or AT-VASIS complied with the requirements stipulated in [MAS] provision 9.8.3.5 (a) and (b)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the characteristics of the TVASIS light units in accordance with the [MAS] provision 9.8.3.6 (a),(b),(c),(d),(e),(f),(g),(h) and (i) ?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the approach slope and elevation settings of light beams of the TVASIS light units in accordance with the [MAS] provision 9.8.3.7 (a),(b),(c),(d),(e),(f) ? and must be such that:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the light unit sited not closer than 15 m from the edge of the runway?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>5. Does the airport have light unit sited closer than 15 m from the edge of the taxiway?</p> <p>6. If yes, is it properly coordinated with CAA?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does the aerodrome operator ensure that the immediate surround of each unit is kept free of grass?</p> <p>8. Are tall grasses in front of the light unit immediately removed which could provide conflicting light signals?</p> <p>9. Does power mowing operations being conducted for grasses growing near the box on any side of light units which could result damages of lights?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Precision Approach Path Indicator (PAPI) / Abbreviated PAPI (APAPI) System		
	<p>10. Are PAPI lighting system consist of a row, also termed 'wing bar', of 4 equally spaced sharp transition multi-lamp (or paired single lamp) units?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Is the system located on the left side of the runway, as viewed by an aircraft approaching to land, unless it is impracticable to do so?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>12. Is the APAPI system consist of a wing bar of two sharp transition multi-lamp (or paired single lamp) units?</p> <p>13. Is the system located on the left side of the runway unless it is physically impracticable to do so?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>14. Does the PAPI system sited and adjusted so that a pilot making an approach complied with the requirements specified in [MAS] 9.8.4.3 (a), (b) and (c)?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>15. Does the wing bar of an APAPI constructed and arranged in such a manner that a pilot making an approach with the requirements specified in [MAS] 9.8.4.4 (a), (b) and (c)?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>16. Does the aerodrome provided a PAPI and installed on the right side, where it is impracticable to install the PAPI on the left side of the runway?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>17. Is the order of the light units arranged in the reversed form and the on-slope indication is still given by the two units nearest the runway showing red?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>18. Does the aerodrome provide with a double-sided PAPI? If provided, does the indications light to be seen by the pilot symmetrical?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>19. Are the following requirements specified in [MAS] provision 9.8.4.7 (a) and (b) applicable to the siting of a PAPI?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>20. Are the following characteristics of the PAPI light units in accordance with the requirements specified in [MAS] provision 9.8.4.8 (a), (b), (c), (d), (e), (f) and (g).</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>21. Are the requirements for the approach slope and elevation setting of light units in accordance With the requirements specified in [MAS] provision 9.8.4.8 (a) (b) , (c), (d) , (e), and (f)</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>22. Does the optimum distance of a PAPI wing bar from the runway threshold is determined in accordance with the requirements specified in [MAS] provision 9.8.4.10 (a),(b) and (c).</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>23. Is the distance of the PAPI units from the threshold modified from the optimum after consideration of the following:? (a) the remaining length of runway available for stopping the aircraft; and, (b) obstacle clearance.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>24. Is the final location of the PAPI units determined by the relationship between the approach angle, the difference in levels between threshold and the units, and the minimum eye height over the threshold (MEHT)?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>25. Is the angle M used to establish the MEHT of arc less than the setting angle of the unit which defines the lower boundary of the on-slope indication, i.e. unit B, the third unit from the runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>26. Does the aerodrome has installed a PAPI on a runway not equipped with an ILS?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>27. Is distance D1 determined to ensure that the lowest height at which a pilot will see a correct approach path indication provides the wheel clearance over the threshold in accordance with the [MAS] table 9.8-5?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>28. Does the aerodrome has installed a PAPI on a runway equipped with an ILS?</p> <p>29. Does the calculation of distance D1 provide the optimum compatibility between the visual and non-visual aids for the range of eye-to-antenna heights of the airplanes regularly using the runway and in accordance [MAS] 9.8.4.8(f)?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>30. Are PAPI units installed with the minimum practicable height above ground, and not normally more than 0.9 m?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>31. Are all units of a wing bar ideally lie in the same horizontal plane to allow for any transverse slope, small height differences of no more than 50 mm between light units are acceptable?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>32. A lateral gradient not greater than 1.25% can be accepted provided it is uniformly applied across the units?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>33. Does the procedure for establishing the distance of the PAPI wing bar from the runway threshold conform in [MAS] 9.8.4.18?</p> <p>(a) Decide on the required approach slope. The standard approach slope is 3°.</p> <p>(b) On runways where no ILS is installed, refer to [MAS] Table 9.8-5 to determine the aeroplane eye-to-wheel group and the wheel clearance to be provided at the threshold. The MEHT, which provides the appropriate wheel clearance over the threshold, is established by adding the approach configuration eye-to-wheel height of the [MAS]t demanding amongst the aircraft regularly using the runway to the required threshold wheel clearance.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(c) The calculation of the nominal position of the PAPI is made on the assumption that the PAPI units are at the same level as the runway centerline adjacent to them, and this level, in turn, is the same as that of the runway threshold. The nominal distance of the PAPI is derived by multiplying the required MEHT by the cotangent of the angle M in [MAS] Figure 9.8-6.</p> <p>(d) Where there is a difference in excess of 0.3 m between the elevation of the runway threshold and the elevation of unit B at the nominal distance from the threshold, it will be necessary to displace the PAPI from its nominal position. The distance will be increased if the proposed site is lower than the threshold and will be decreased if it is higher. The required displacement is determined by multiplying the difference in level by the cotangent of the angle M.</p> <p>e.) Where a PAPI is installed on a runway equipped with an ILS, the distance D1 must be equal to that between the threshold and the effective origin of the ILS glide path, plus a correction factor for the variation of eye-to-antenna heights of the aeroplanes concerned. The correction factor is obtained by multiplying the average eye-to-antenna height of those aeroplanes by the cotangent of the approach angle. The PAPI is then aimed at the same angle as the ILS glide slope. Harmonization of the PAPI signal and the ILS glide path to a point closer to the threshold may be achieved by increasing the width of the PAPI on course sector from 20' to 30'. However, the distance D1 must be such that in no case will the wheel clearance over the threshold be lower than specified in column (3) of [MAS] Table 9.8-5.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Runway Lightings		
	<p>1. Is the airport runway edge lighting system of the following type complied with the requirements specified of [MAS] 9.9.1.1?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Is the airport provided with a Runway edge lights for a runway intended for use at night or for a precision approach</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	runway intended for use by day or night. Unless otherwise determined by CAA, edge lights shall also be installed on a runway intended to be used for take-off by day with an RVR of 800 meters or less?	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	<p>3. Is the airport provision for Runway edge lighting meets the following operational requirements:</p> <p>(a) for every runway intended for use at night, omnidirectional lights meeting the characteristics requirements of [MAS] 9.9.6 shall be provided to cater for both visual circling after an instrument approach to circling minima, and circuits in VMC;</p> <p>(b) for a precision approach runway, in addition to (a) above, unidirectional lights meeting the characteristics requirements of [MAS] 9.9.7 and 9.9.8, if applicable, shall also be provided.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS <input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the airport Runway edge lights placed along both sides of the runway, in two parallel straight rows equidistant from the centerline of the runway, commencing one-light spacing from the threshold and continuing to one-light spacing from the runway end.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>5. Is the airport Runway edge lights longitudinal spacing complied with the requirements stipulated in [MAS] 9.9.4.1?</p> <p>(a) for an instrument runway, intervals of not greater than 60 m (+0 / -5 m);</p> <p>(b) for a non-instrument runway, intervals not greater than 100m (+0/ - 10m) m , or 60 m +0 / -5 m if there is an intention to upgrade the runway to an instrument runway at some time in the future.</p> <p>(c) for non-precision instrument runways intended to be used in visibility conditions of 1.5 km or greater, where existing edge lights are spaced at 90 m ±10 m, it is acceptable to retain this spacing until the next replacement or improvement of the edge lighting system. (This situation typically arises from an existing non-instrument runway being upgraded to a non-precision instrument runway, but without re-installing the runway edge lights to the 60 m +0 / -5 m standard.)</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Does the provision of runway edge lights complied with the requirements stipulated in [MAS] 9.9.4.2?</p> <p>(a) within 600 m of the threshold, lights may be spaced irregularly, but not omitted, and</p> <p>(b) more than 600 m from the threshold, lights may be spaced irregularly or omitted, but no two consecutive lights may be omitted; provided that such irregular spacing or omission does not significantly alter the visual guidance available to a pilot using the runway.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Are runway edge lights omitted for precision approach runway?</p> <p>8. Are inset runway edge lights provided in place of elevated lights, where a runway edge light cannot be omitted?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p> <p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>9. Does runway edge light aligned with a light on the opposite side of the runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>10. Does runway edge lights placed along the edges of the area declared for use as the runway or outside the edges of the area at a distance of not more than 3 m.</p> <p><i>Note: - Existing edge lights located beyond 3 m from the edge of runway as a result of a reduction in the declared runway width do not need to be relocated until they are being replaced.</i></p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Is the runway edge lights placed as if the runway is 30 m in width, if the width of a runway is less than 30 m in width, and in accordance with Paragraph 9.9.5.1?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>12. Does the row of high intensity light units place closer to the runway centerline, if a runway is provided with both low or medium intensity and high intensity runway light units?</p> <p>13. Are the two rows of light unit's parallel, separated by a distance of at least 0.5 m.?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>14. Are low intensity and medium intensity runway edge lights fixed omnidirectional lights and show variable white?</p> <p>15. Are Elevated omni-directional lights have light distribution that is uniform for the full 360° horizontal coverage?</p> <p>16. Does the photometric characteristics of the inset lights are to be as close as practicable to those of the elevated lights, where elevated lights are impracticable and inset lights are used?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>17. Does the minimum light intensity for low intensity runway edge lights in accordance with [MAS] 9.10.2, Figure 9.10-13?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>18. Does the main beam, between 0° and 7° above the horizontal, have a minimum average intensity of not less than 100 cd, and a maximum average intensity of not more than 200 cd.?</p> <p>19. Are low intensity runway edge lights have a single intensity for all lights in the same runway lighting system?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	
	<p>20. Does the minimum light intensity for medium intensity runway edge lights in accordance with 9.10.2, Figure 9.10-14?</p> <p>21. Does the main beam, between 0° and 7° above the horizontal, have a minimum average intensity of not less than 200 cd, and a maximum average intensity of not more than 600 cd?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>22. Are high intensity runway edge lights fixed unidirectional lights with the main beam directed towards the threshold?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>23. Are high intensity runway edge light beam coverage toed in towards the runway as follows:</p> <p>(a) 3.5° in the case of a 30-45 m wide runway</p> <p>(b) (b) 4.5° in the case of a 60 m wide runway.</p> <p>24. Are runway edge lights fixed lights showing variable white except for those located within 600 m from the runway end?</p> <p>25. Do runway edge lights between the beginning of the runway and the displaced threshold show red in the approach direction?</p> <p>26. Is the section of lights 600m or one third of the runway length, whichever is the</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>lesser, at the remote end of the runway from which take-off is started yellow, unless otherwise directed by CAA?</p>	<p>[] No [] N/A</p>	
	<p>27. Does the minimum light intensity for high intensity runway edge lights show variable white and in accordance with [MAS] 9.10.2</p> <p>(a) Figure 9.10-15 for 30 m to 45 m wide runways; and</p> <p>(b) Figure 9.10-16 for 60 m wide runways. The minimum light intensity for high intensity runway edge lights that show yellow is the standard set out in Figure 9.10-15 or Figure 9.10-16, whichever is applicable, multiplied by 0.4?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>28. Is the minimum light intensity for high intensity runway edge lights show yellow is the standard set out in Figure 9.10-15 or Figure 9.10-16, whichever is applicable, multiplied by 0.4?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>29. Is separate high intensity runway edge light fittings provided with back-to-back, or bi-directional light fittings and must be used with the correct toe-in angle built in, on a runway where high intensity edge lights are intended to be used from either direction?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>30. Are runway threshold lights provided on a runway that is equipped with runway edge lights, except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided. (See [MAS] Figure 9.9-1)</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>31. Are runway threshold lights located in a straight line at right angles to the centerline of the runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>32. Does the provision for the location of runway threshold lights include the following conditions:</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(a) when the threshold is at the extremity of a runway, as near to the extremity as possible and not more than 3 m outside; or</p> <p>(b) when the threshold is a displaced threshold, at the displaced threshold with a tolerance of ± 1 m.</p>		
	<p>33. Are threshold lighting consist of:</p> <p>(a) on a non-instrument or non-precision approach runway, at least 6 lights;</p> <p>(b) on a precision approach runway category I, at least the number of lights that would be required if the lights were spaced at intervals of 3 m between the rows of runway edge lights; and</p> <p>(c) on a precision approach runway category II or III, lights uniformly spaced at intervals of 3 m between the runway edge lights.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>34. Are the lights prescribed in [MAS] 9.9.10.2 (a) and (b) shall be either:</p> <p>(a) equally spaced between the rows of runway edge lights; or</p> <p>(b) symmetrically disposed about the runway centerline in two groups, with the lights uniformly spaced in each group and with a gap between the groups equal to the gauge of the touchdown zone marking or lighting, where such is provided, or otherwise not more than half the distance between the rows of runway edge lights.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>35. Is the aerodrome provided with wing bar lights on a non-instrument or non-precision approach runway where the threshold is displaced and threshold lights are required, but not provided?</p> <p>36. If directed by CAA due to a need for increased conspicuity, Does the</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	aerodrome provided a wing bar lights for a precision approach runway? (See [MAS] Figure 9.9-1)	[] N/A	
	<p>37. Are wing bar lights installed symmetrically disposed about the runway centerline at the threshold in two groups? and</p> <p>38. Does each wing bar formed by a group of at least five lights extending at least 10m outward from, and at right angles to, the runway centerline with the inner[MAS]t light of each wing bar in the line of the runway edge lights?</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>39. Does runway threshold and wing bar lights have the following characteristics:</p> <p>(a) the lights must be fixed unidirectional lights showing green in the direction of approach over not less than 38° or more than 180° of azimuth;</p> <p>(b) the light distribution in the direction of approach must be as close as practicable to that of the runway edge lights;</p> <p>(c) the intensity of the green lights must be in the range of 1 to 1.5 times the intensity of the runway edge lights.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	40. Does runway threshold lights on a precision approach runway in accordance with the specifications of [MAS] Figure 9.10-5.?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	41. Does threshold wing bar lights on a precision approach runway in accordance with the specifications of [MAS] Figure 9.10-6?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	42. Does runway threshold lights on a precision approach runway fixed lights showing green in the direction of	<p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	approach and in accordance with the specifications of [MAS] 9.10.2, Figure 9.10-17?	[] N/A	
	43. Does wing bar lights on a precision approach runway must be fixed lights showing green in the direction of approach and in accordance with the specifications of [MAS] 9.10.2, Figure 9.10-18?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	44. Does the aerodrome provided with Runway Threshold Identification Lights (RTIL) ?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Is the aerodrome provided with an Runway Threshold Identification Lights (RTIL, where a runway threshold is difficult to locate from the air such as in the case of a displaced threshold or an aerodrome with complex runway/taxiway layout in the vicinity of the threshold?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	46. Does the aerodrome provided with a runway threshold identification lights , during the day, to mark a temporarily displaced threshold of a runway serving international jet propelled aeroplanes conducting air transport operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	47. If an aerodrome is provided with a Runway threshold identification lights:		<input type="checkbox"/> S <input type="checkbox"/> NS
	48. Does one light unit positioned on each side of the runway, equidistant from the runway centerline, on a line perpendicular to the runway centerline.?	[] Yes [] No [] N/A	
	49. Does the location of the light units have a distance from 10 m to 15 m outside each line of runway edge lights, and in line with the threshold?	[] Yes [] No [] N/A	
	50. Are each light unit have a minimum of 10 m from the edge of taxiways?	[] Yes [] No	

	<p>51. Does the elevation of both light units within 1 m of a horizontal plane through the runway centerline, with the maximum height above ground not exceeding 1 m?</p>	<p>[] N/A [] Yes [] No [] N/A</p>	
	<p>52. Does Runway threshold identification lights have the ff characteristics?</p> <p>(a) be white flashing lights;</p> <p>(b) be synchronized, with a normal flash rate of 60-120 per minute;</p> <p>(c) have a minimum range in bright sunlight of approximately 7 km; and</p> <p>(d) the beam axis of each light unit shall be aimed 15° outward from a line parallel to the runway centerline and inclined at an angle of 10° above the horizontal.</p> <p>(e) the light shall be visible only in the direction of approach to the runway.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>53. Does Runway threshold identification lights installed on the following conditions?</p> <p>(a) at the threshold of a non-precision approach runway when additional threshold conspicuity is necessary or where it is not practicable to provide other approach lighting aids; and</p> <p>(b) where a runway threshold is permanently displaced from the runway extremity or temporarily displaced from the normal position and additional threshold conspicuity is necessary</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>For temporarily displaced threshold lights for use at night:</p> <p>54. Does the aerodrome provided with a temporarily displaced threshold lights for use at night to identify the new threshold location when the threshold of a runway is temporarily displaced?</p> <p>55. Does the location for Temporarily displaced threshold lights provided on each side of the runway and must consider the ff. ?</p> <p>(a) in line with the displaced threshold:</p> <p>(b) at right angles to the runway centerline; and</p> <p>(c) with the inner[MAS]t light on each side aligned with the row of runway edge lights on that side of the threshold.</p>	<p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p> <p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>56. Does the aerodrome contain the following characteristics for temporarily displaced threshold lights:</p>		
	<p>(a) each side must consist of 5 lights except that 3 lights per side is sufficient if the runway width is 30 m or less;</p> <p>(b) the lights must be spaced at 2.5 m apart;</p> <p>(c) the inner[MAS]t light of each side must be a fixed omnidirectional light showing green in all angles of azimuth;</p> <p>(d) the outer 4 or 2 lights, as appropriate, of each side must be fixed unidirectional lights showing green in the direction of approach, over not less than 38° or more than 180° of azimuth;</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(e) the light distribution in the direction of approach must be as close as practicable to that of the runway edge lights;</p> <p>(f) the light intensity must be as close as practicable to 1.5 times, and not less than, that of the runway edge lights.</p>		
	57. Does Runway lighting with a displaced threshold take into account the following:		<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>(a) If the part of runway located before a displaced threshold is available for aircraft use, i.e. for take-offs toward and through the displaced threshold, and landings from the opposite direction, runway edge lights in this part of runway must:</p> <p style="padding-left: 40px;">(i) show red in the direction of approach to the displaced threshold; and</p> <p style="padding-left: 40px;">(ii) show white in the opposite direction, or yellow as appropriate for a precision approach runway.</p> <p>(b) The intensity of the red runway edge lights required under paragraph 9.9.15.8 (a) (i) must not be less than one-quarter, and not more than one half, that of the white runway edge lights.</p> <p>(c) Runway edge lights may be bi-directional light fittings or separate light fittings installed back to back.</p> <p>(d) If the portion of runway before a displaced threshold is closed to aircraft operations, all the runway lights thereon must be extinguished.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	58. Are the lights visible only in the direction of approach to the runway	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	59. Are Runway end lights provided on a runway equipped with runway edge	<input type="checkbox"/> Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

	lights?	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	60. Is the airport provided with a Runway end lights that is located in a straight line at right angles to the runway centerline?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	61. Does the aerodrome complied with the provision of runway end lights as specified in [MAS] 9.9.16.2 (a),(b) and (c)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	62. Are runway end lights installed in fixed unidirectional lights showing red towards the runway? 63. Are the Runway end lights consisting of six lights? Are the lights installed either: (a) spaced at equal intervals between the rows of runway edge lights; or (b) symmetrically disposed about the runway centerline in two groups with the lights uniformly spaced in each group and with a gap between the groups not more than half the distance between the rows of runway edge lights.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	For a precision approach runway category III: 64. Does the spacing between runway end lights exceed 6 m, except between the two inner[MAS]t lights if a gap is used?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	65. Are Low intensity and medium intensity runway end lights have the following characteristics: (a) the lights must be fixed unidirectional showing red in the direction of the runway over not less than 38° or more than 180° of azimuth; (b) the intensity of the red light must not be less than one-quarter, and not more than one-half, that of the runway edge lights;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	(c) the light distribution in the direction of the runway must be as close as practicable to that of the runway edge lights.		
	<p>66. Does the following conditions present for Low intensity and medium intensity runway end lights to be installed as inset lights:</p> <p>(a) the runway is also equipped with high intensity runway end lights; or</p> <p>(b) it is impracticable for elevated lights to be installed.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	67. Is the airport installed with a bidirectional light fittings may be used or separate light fittings installed back to back, If the runway end coincides with the runway threshold?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	68. Does Runway end lights installed on a precision approach runway category III have the following characteristics:	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>(a) the lights must be inset, fixed unidirectional showing red in the direction of the runway;</p> <p>(b) the minimum light intensity must be in accordance with [MAS] 9.10, Figure 9.10-7: and</p> <p>(c) the spacing between runway end lights, except between the two inner[MAS]t lights if a gap is used, shall not exceed 6m.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	69. Are Runway end lights on a precision approach runway in accordance with the specifications of [MAS] Figure 9.10-7.?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Runway turning area edge lights / turn pad light		<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>1. Is the edge of the turning area provided with blue edge lights if the runway is provided with edge lights, Where an aircraft turning area is provided on a runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are Runway turning area edge located not less than 0.6 m, and not more than 1.8 m, outside the edge of the turning area.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Is the blue edge light located where the turning area commences, If the beginning of the splay into a runway turning area is more than 10 m from the previous runway edge light</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Does turning area edge lights provided to mark any change of direction along the side of the turning area.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Does an equally spaced blue edge lights provided along a side with spacing not exceeding 30 m, when a side of the turning area is longer than 30 m?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Does a Runway turning area edge lights have the same characteristics as taxiway edge lights and in accordance with provision of [MAS] 9.12.15?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Are Runway turn pad lights have been:</p> <p>(a) be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions less than a value of 350 m, to enable an aeroplane to complete a 180-degree turn and align with the runway centerline.</p> <p>(b) be provided on a runway turn pad intended for use at night;</p> <p>(c) normally be located on the runway turn pad marking, except that they may be offset</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>by not more than 30 cm where it is not practicable to locate them on the marking;</p> <p>(d) on a straight section of the runway turn pad marking, be spaced at longitudinal intervals of not more than 15 m;</p> <p>(e) on a curved section of the runway turn pad marking, not exceed a spacing of 7.5 m;</p> <p>(f) be unidirectional fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or approaching the runway turn pad; and</p> <p>(g) be in accordance with the specifications of [MAS] Figures 9.13-3, 9.13-4 or 9.13-1, as appropriate</p>		
	Stopway lights		
	<p>1. Are Stopway lights provided on a stopway that is intended for use at night?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are stopway lights uniformly spaced and not more than that of the runway edge lights, with the last pair of lights located at the stopway end.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are stopway lights placed along the full length of the stopway and in two parallel rows that are equidistant from the centerline and coincident with the rows of the runway edge lights?</p> <p>4. Are stopway lights provided across the end of a stopway on a line at right angles to the stopway axis as near to the end of the stopway as possible and, in any case, not more than 3 m outside the end?</p> <p>5. Does stopway lights contain the following characteristics?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	(a) the lights must be fixed and unidirectional showing red in the direction of the runway, and not visible to a pilot approaching to land over the stopway; and (b) the light distribution in the direction of the runway must be as close as possible to that of the runway edge lights;	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Runway Centerline Lights		
	1. If the aerodrome uses the 30 m spacing option for the provision of runway centerline lights, does the implementation of requirements which specify related maintenance objectives and which call for a demonstration of conformance with them?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are Runway centerline lights provided on a precision approach runway Category II or III, and on a runway intended to be used for take-off with an operating minimum RVR lower than 400 m? Note: - Provision of runway centerline lights on a precision approach runway Category I where the width between the runway edge lights is greater than 50 m is recommended.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are Runway centerline lights located along the centerline of the runway, except that the lights may be uniformly offset to the same side of the runway centerline by not more than 60 cm, where it is not practicable to locate them along the centerline?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are Runway centerline lights located from the threshold to the end at longitudinal spacing of approximately 15 m. Where the serviceability level of the runway centerline lights specified as maintenance objectives in [MAS] 9.1.15.3 or 9.1.15.11, as appropriate, can be demonstrated, and the runway is intended for use in RVR conditions exceeding 350 m, the longitudinal spacing may be increased to approximately 30 m.? Note: - Existing centerline lighting where lights are spaced at 7.5 m need not be replaced.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>For maintenance of runway marking purposes:</p> <p>5. Are runway centerline lights have been offset of not more than 0.6 m from the true runway centerline?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Does offsetting of runway center line lights in accordance with the provision stipulated in [MAS] 9.9.19.4?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Are Runway centerline lights of inset type, fixed lights showing variable white from the threshold to a point 900 m from the runway end. From 900 m to 300 m from the runway end, the light pattern is to be alternate red and variable white lights?</p> <p>8. Are lights for the last 300 m before the runway end, show red?</p> <p>9. Is the color of the lights show alternate red and white lights extend from the midpoint of the runway length to 300 m from the runway end, For runways less than 1800 meters in length?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>10. Does the light intensity and distribution of runway centerline lights in accordance with:</p> <p>(a) [MAS] 9.11, Figure 9.11-8 for 30 m spacing;</p> <p>(b) [MAS] 9.11, Figure 9.11-9 for 15 m spacing.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>11. Does Centerline guidance for take-off from the beginning of a runway to a displaced threshold provided by:</p> <p>(a) an approach lighting system if its characteristics and intensity settings afford the</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>guidance required during take-off and it does not dazzle the pilot of an aircraft taking off; or</p> <p>(b) runway centerline lights; or</p> <p>(c) barrettes of at least 3 m in length and spaced at uniform intervals of 30 m, as shown in [MAS] Figure 9.9-2, designed so that their photometric characteristics and intensity setting afford the guidance required during take-off without dazzling the pilot of an aircraft taking off.</p>		
Runway touchdown zone lights			
	<p>1. Are Runway touchdown zone lights provided in the touchdown zone of a runway intended for precision approach Category II or III operations?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Does Runway touchdown zone lights extend from the threshold for a distance of 900 m, except that for runways less than 1800 m in length and the system shall be shortened so that it does not extend beyond the mid-point of the runway?</p> <p>3. Are the lightings is to consist of a series of transverse rows of lights, or barrettes symmetrically located on each side of the runway centerline?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Is each barrette of Runway touchdown zone lights consisting of three light units at 1.5 m apart?</p> <p>5. Does the inner[MAS]t light of each barrette located equal to the lateral spacing of the touchdown zone marking?</p> <p>6. Do the barrette lights dimensions comply with the requirement of [MAS] 9.9.20.3?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>7. Is the first pair of barrettes located at 60 m from the threshold and subsequent barrettes are spaced longitudinally either 30 m or 60 m apart?</p> <p>Note: - To allow for operations at lower visibility minima, it may be advisable to use a 30 m longitudinal spacing between barrettes.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Are Runway touchdown zone lights installed in inset form, fixed unidirectional lights showing variable white?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>9. Does Runway touchdown zone lights in accordance with [MAS] 9.11, Figure 9.11-10.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
Simple Touchdown Zone Lights			
	<p>1. Is a Simple Touchdown Zone Lights provided at the aerodrome, where the approach angle is greater than 3.5° and/or the Landing Distance Available combined with other factors increases the risk of an overrun, Except for [MAS] 9.9.20?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Does Simple Touchdown Zone Lights installed with a pair of lights located on each side of the runway centerline 0.3 meters beyond the upwind edge of the final Touchdown Zone Marking/</p> <p>3. Is the lateral spacing between the inner lights of the two pairs of lights equal to the lateral spacing selected for the Touchdown Zone Marking?</p> <p>4. Does the spacing between the lights of the same pair not more than 1.5 m or half the width of the touchdown zone marking, whichever is greater? (See Figure 9.9-3).</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Are Simple Touchdown Zone lights installed on a runway without TDZ markings in which such position</p>	<p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	provides the equivalent TDZ information.	[] N/A	
	6. Does a Simple Touchdown Zone Lights installed in a fixed unidirectional lights showing variable white, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does a Simple Touchdown Zone Lights are supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Rapid exit taxiway indicator lights		
	1. Is the aerodrome provided with a Rapid exit taxiway indicator lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, Does RETIL installed on a runway intended for use in runway visual range conditions less than 350 meters and/or where traffic density is heavy, unless directed otherwise by CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are set of rapid exit taxiway indicator lights installed on the same side of the runway as the associated rapid exit taxiway? 4. Does each set of lights is located 2 meters apart and the light nearest to the runway centerline is displaced 2 meters from the centerline?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are set of rapid exit taxiway indicator lights for each exit when displayed not to overlap, where more than one rapid exit taxiway exists on a runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>6. Are Rapid exit taxiway indicator lights show fixed unidirectional yellow lights, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does the light intensity and distribution of rapid exit taxiway indicator lights in accordance with:</p> <p>(a) [MAS] 9.10, Figure 9.10-8 for runways with 30 m centerline light spacing; or</p> <p>(b) [MAS] 9.10, Figure 9.10-9 for runways with 15 m centerline light spacing, as appropriate.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Does Rapid exit taxiway indicator lights is supplied with a power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Installation and Aiming of Light Fittings</p>		
	<p>1. Are the following points in the installation and aiming of light fittings followed;</p> <p>(a) the lights are aimed so that there are no deviations in the main beam pattern, to within 1/2° from the applicable standard specified in this chapter;</p> <p>(b) horizontal angles are measured with respect to the vertical plane through the runway centerline;</p> <p>(c) when measuring horizontal angles for lights other than runway centerline lights, the direction towards the runway centerline is to be taken to be positive;</p> <p>(d) vertical angles specified are to be measured with respect to the horizontal plane.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Runway lead-in lighting systems</p>		

	1. Is the aerodrome provided with a Runway lead-in lighting system?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, Does the provision of Runway lead-in lighting system is desired to provide visual guidance along a specific approach path, for reasons such as avoiding hazardous terrain or for purposes of noise abatement?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does runway lead-in lighting system consist of groups of lights positioned so as to define the desired approach path and so that one group must be sighted from the preceding group?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the interval between adjacent groups not to exceed approximately 1600 m? Note: - Runway lead-in lighting systems may be curved, straight or a combination thereof.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does a runway lead-in lighting system extend from a point as determined by the appropriate authority, up to a point where the approach lighting system, if provided, or the runway or the runway lighting system is in view?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are each group of lights for a runway lead-in lighting system consist of at least three flashing lights in a linear or cluster configuration? 7. Does the system is augmented by steady burning lights where such lights would assist in identifying the system?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is the flashing lights and the steady burning lights showing a white color?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Does the flashing lights in each group flash in sequence towards the runway.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Runway status lights		

	<p>1. Is the aerodrome provided with a Runway status lights?</p> <p>2. If yes, Does the provision of RELs and THLs in accordance with provision stipulated in [MAS] 9.11.2.1 and [MAS] 9.11.2.3?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Does RELs consist of at least five light units and spaced at a minimum of 3.8 m and a maximum of 15.2 m longitudinally, depending upon the taxiway length involved, except for a single light installed near the runway centerline?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Does an RELs illuminate as an array at each taxiway/runway intersection where they are installed less than 2 seconds after the system determines a warning is needed.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Do RELs illuminate as an array at each taxiway/runway intersection where they are installed less than 2 seconds after the system determines a warning is needed?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Does the intensity and beam spread of RELs in accordance with the specifications of [MAS] Figure 9.13-3: and Figure 9.13-5.</p> <p>Note: - Consideration for reduced beam width may be required for some REL lights at acute angled runway/taxiway intersections to ensure the RELs are not visible to aircraft on the runway.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does a THLs consist of two rows of fixed in pavement lights showing red facing the aircraft taking off?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Do THLs illuminate as an array on the runway less than 2 seconds after the system determines a warning is needed?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>9. Does RELs and THLs installed to be</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	automated to the extent that the only control over each system will be to disable one or both systems?	[] No [] N/A	
	Taxiway Lighting		
	1. Is the aerodrome provided with a taxiway centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does Taxiway centerline lights provided on a taxiway and apron intended for use in runway visual range conditions less than a value of 350 m (precision approach Category II or III) in such a manner to provide continuous guidance between the runway centerline and aircraft stands?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is taxiway centerline lights used on a rapid exit taxiway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is taxiway centerline lights provided on an exit taxiway, taxiway and apron in all visibility conditions where specified as components of an advanced surface movement guidance and control system in such a manner as to provide continuous guidance between the runway centerline and aircraft stands?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Provision of taxiway edge lights		
	1. Are taxiway edge lights provided at the edges of runway turn pads, taxiways, aprons and holding bays intended for use at night and not provided with centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are taxiway edge lights provided at apron edges especially during night time and are these following requirements may occur include, but are not limited to: (a) aprons where taxi guidelines and aircraft parking position marking are not provided;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	(b) aprons where apron floodlighting provides inadequate illumination at the edge of the apron; and (c) where the edge of the apron is difficult to distinguish from the surrounding area at night.		
	Taxiway markers		
	1. Is the aerodrome used reflective taxiway edge markers instead of taxiway centerline or edge lights, or to supplement taxiway lights ,for code letter A or B taxiways?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the aerodrome apron taxiway provided with a taxiway lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are taxiway lights provided for taxiing aircraft which do not need to alternate between taxiway centerline and edge lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are taxiway edge lights used to supplement taxiway centerline lights and where additional guidance is required to delineate taxiway edges?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Control of lights on taxiways		
	1. Is intensity control provided for taxiway lights, at an aerodrome with Air Traffic Service and taxiway lights with an average intensity within the main beam of more than 20 candela, to allow adjustment of the lighting to suit ambient conditions?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are taxiway lights designed to allow taxiways in use to be lit and those not in use to be unlit and If it is desired to illuminate only standard taxi routes during certain period of operations, for example during low visibility operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is there an interlocked provided for runway forming part of a standard taxi-	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

	route with runway lighting and taxiway lighting, the lighting systems in order to preclude the possibility of simultaneous operation ?	[] N/A	
	Location of taxiway centerline lights		
	1. Are taxiway centerline lights located on the taxiway centerline marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Spacing of taxiway centerline lights		
	1. Is the longitudinal spacing of taxiway centerline lights on a straight section of taxiway complied with the requirements of the values specified in Table 9.12-1 below?		
	Type General Last 60 m before a runway or apron Taxiways used in conjunction with a non-instrument, non-precision, or a precision approach Category I runway 60 m 15 m Taxiways used in conjunction with a precision approach Category II runway 30 m 15 m Taxiways used in conjunction with a precision approach Category III runway 15 m 7.5 m	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the last light of taxiway center line lights more than 1 m outside the line of runway edge lights, for the case of entry taxiway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are the taxiway centerline lights continuing on from the preceding straight section at a uniform distance from the outside edge of the taxiway? 4. Are the lights spaced at intervals such that a clear indication of the curve is?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Location of taxiway centerline lights on other exit taxiway		
	1. Are taxiway centerline lights on exit taxiways, other than rapid exit taxiways		

	have the ff;		<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>(a) start at the tangent point on the runway;</p> <p>(b) have the first light offset 1.2 m from the runway centerline on the taxiway side; and</p> <p>(c) be spaced at uniform longitudinal intervals of not more than 7.5 m.</p> <p>Note: - See [MAS] Figure 9.12-4 for offset runway and taxiway centerline lights</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	
	Location of taxiway centerline lights on rapid exit taxiway		
	1. Does the location of taxiway centerline lights on a rapid exit taxiway must have the ff:		
	<p>(a) start at least 60 m before the tangent point;</p> <p>(b) on that part of taxiway marking parallel to the runway centerline, be offset 1.2 m from the runway centerline on the taxiway side; and</p> <p>©continue at the same spacing to a point on the centerline of the taxiway at which an aeroplane can be expected to have decelerated to normal taxiing speed.</p> <p>Note: - See [MAS] Figure 9.12-4 for offset runway and taxiway centerline lights.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is taxiway centerline lights for a rapid exit taxiway spaced at uniform longitudinal intervals of not more than 15 m if the runway has centerline lighting installed, otherwise the spacing may be up to a maximum of 30 m?		<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of taxiway centerline lights		

	<p>1. Are taxiway centerline lights have an inset fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or in the vicinity of the taxiway on:</p> <p>(a) a taxiway other than an exit taxiway; and</p> <p>(b) a runway forming part of a standard taxi-route.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Does taxiway centerline lights on exit taxiways, including rapid exit taxiways inset fixed lights (See Figure 9.12-1):</p> <p>(a) showing green and yellow alternately, from the point where they begin to the perimeter of the ILS critical area or the lower edge of the inner transitional surface, whichever is farther from the runway; and</p> <p>(b) showing green from that point onwards; and</p> <p>(c) The first light in the exit centerline shall always show green and the light nearest to the perimeter shall always show yellow.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Where it is necessary to denote the proximity to a runway</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Does taxiway centerline lights have a fixed lights showing alternating green and yellow from the perimeter of the ILS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway, to the runway and continue alternating green and yellow until?</p> <p>(a) their end point near the runway centerline; or</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	(b) in the case of the taxiway centerline lights crossing the runway, to the opposite perimeter of the ILS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway.		
	<p>5. Where the taxiway centerline lights are used for both runway exit and entry purposes:</p> <p>6. Does the color of the lights viewed by a pilot of an aircraft entering the runway is to be green?</p> <p>7. Does the color of the lights viewed by a pilot of an aircraft exiting the runway is to be green and yellow alternately?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	8. Where higher intensities are required, from an operational point of view:	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>9. Are the taxiway centerline lights on rapid exit taxiways intended for use in runway visual range conditions less than a value of 350 m in accordance with the specifications of [MAS] Figure 9.13-3.?</p> <p>10. Is the number of levels of brilliancy settings for these lights the same as that for the runway centerline lights?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	11. Does taxiway centerline lights in accordance with the specifications of [MAS] Figures 9.13-6, 9.13-7 or 9.13-8, where taxiway centerline lights are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Beam dimensions and light distribution of taxiway centerline lights		
	1. Does the beam dimensions and light distribution of taxiway centerline lights	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	be such that the lights are visible only to pilots of aircraft on, or in the vicinity of, the taxiway?	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	2. Is care necessary to limit the light distribution of the green taxiway centerline lights on or near a runway, or in the vicinity of a threshold so as to avoid possible confusion with the runway threshold lights?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does taxiway centerline lights comply with the specifications set out in [MAS] 9.13, Figure 9.13-1 or, whichever is applicable, On a taxiway intended for use in conjunction with a non-instrument, non-precision or a precision approach Category I or II runway?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does taxiway centerline lights comply with the specifications set out in [MAS] 9.13, Figures 9.13-3, 9.13-4, 9.13-5 or 9.13-6, whichever is applicable, on a taxiway that is intended for use in conjunction with a precision approach Category III runway?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Location of Taxiway Edge Lights		
	1. Are taxiway edge lights provided at the edges of a runway turn pad, holding bay or apron intended for use at night and on a taxiway not provided with taxiway centerline lighting and intended for use at night.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are Taxiway edge lights located outside the edge of the taxiway, being: (a) equidistance from the centerline except where asymmetric fillets are provided; and (b) as close as practicable to 1.2 m from the taxiway edge, but no further than 1.8 m, or nearer than 0.6 m.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Where a taxiway intersects a runway, are the last taxiway edge lights aligned with the line of runway edge lights, and must not encroach beyond the line of runway edge lights into the area	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	outlined by the runway edge lights?		
	4. Are taxiway edge lights provided on a runway forming part of a standard taxi route and intended for taxiing at night if the runway is not provided with taxiway centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of Taxiway Edge Lights		
	1. Are taxiway edge lights fixed omnidirectional lights showing blue and the lights must be visible: (a) up to at least 75° above the horizontal; and (b) at all angles in azimuth necessary to provide guidance to the pilot of an aircraft on the taxiway.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. At an intersection, exit or curve, 3. Are the lights shielded, as far as is practicable, so they cannot be seen where they may be confused with other lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the intensity of blue taxiway edge lights at least 2 cd from 0° to 6° vertical and 0.2 cd at any vertical angle from 6° to 75°?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Provision of runway guard lights		
	1. Is the aerodrome provided with a runway guard lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does a runway guard lights Configuration A provided at each runway/taxiway intersection when the runway is intended for use in:	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>(a) runway visual range conditions less than a value of 550m where a stop bar is not installed; and</p> <p>(b) runway visual range conditions of values between 550m and 1200m where the traffic density is heavy.</p>		
	<p>3. If directed by CAA, are runway guard lights Configuration A used at each runway/taxiway intersection associated with a runway intended for use in :</p> <p>(a) runway visual range conditions between 550m and 1200m where the traffic density is medium or light.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
Pattern and location of runway guard lights			
	<p>1. Which are the two standard configurations of runway guard lights the aerodrome use:</p> <p>(a) Configuration A (or Elevated Runway Guard Lights) has lights on each side of the taxiway, and</p> <p>(b) Configuration B (or In-pavement Runway Guard Lights) has lights across the taxiway.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. As part of runway incursion prevention measures: Are runway guard lights, Configuration A or B, provided at each taxiway/runway intersection where runway incursion hot spots have been identified, and used under all weather conditions during day and night.?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Is configuration A runway guard lights located on both sides of the taxiway, at the runway holding position closest to the runway, with the lighting on both sides:</p> <p>(a) equidistant from the taxiway centerline;</p> <p>(b) not less than 3 m, and not more than 5 m, outside the edge of the taxiway; and</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	(c) at a distance from the runway centerline not less than that specified for a take-off runway in [MAS] Table 6.5-1.		
	<p>4. Is configuration B runway guard lights located across the entire taxiway, including fillets, holding bays, etc. at the runway holding position closest to the runway:</p> <p>(a) with the lights spaced at uniform intervals of 3 m; and</p> <p>(b) at a distance from the runway centerline not less than that specified for a take-off runway in [MAS] Table 6.5-1.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	5. Is configuration B runway guard lights not colocated with a stop bar installation?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Characteristics of runway guard lights		
	1. Are configuration A runway guard lights consist of two pairs of elevated lights showing yellow, one pair on each side of the taxiway?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	2. Does the requirements for runway guard lights characteristics contain the following:		
	<p>(a) the centerline of lights in each pair shall be separated by a horizontal distance that is not less than 2.5 times, and not more than 4 times, the radius of the individual lantern lens;</p> <p>(b) each light shall be provided with a visor to minimize extraneous reflection from the optical surfaces of the lanterns;</p> <p>(c) the visors and the face of the light fitting surrounding the lantern lens shall be black to minimize reflection and provide enhanced contrast;</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(d) where additional isolation of the signal is required from the background, a black target board must be provided around the sides and top of the face of the light fitting.</p> <p>(e) Some other device or design, e.g. specially designed optics, must be used in lieu of the visor.</p>		
	<p>3. Are configuration B runway guard lights consist of inset lights showing yellow spaced at intervals of 3 m across the taxiway?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Is the light beam has a unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Does the performance of Configuration A runway guard lights complied with the following:</p> <p>(a) the lights in each pair are to be illuminated alternately at between 30 and 60 cycles per minute;</p> <p>(b) the light suppression and illumination periods of each light in a pair are to be of equal and opposite duration;</p> <p>(c) the light beams are to be unidirectional and aimed so that the beam centers cross the taxiway centerline at a point 60 m prior to the runway holding position;</p> <p>(d) the effective intensity of the yellow light and beam spread are to be in accordance with the specifications in [MAS] Figure 9.13-11. Where runway guard lights are intended for use during the day, the</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(e) intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in [MAS] Figure 9.13-12.</p> <p><i>Note: - The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp.</i></p>		
	<p>6. Is the intensity in yellow light and beam spreads of lights of Configuration A in accordance with the specifications in [MAS] Figure 9.13-12, where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does the performance of Configuration B runway guard lights complied with the following:</p> <p>(a) adjacent lights are to be alternately illuminated and alternate lights are to illuminate in unison;</p> <p>(b) the lights are to be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods are to be equal and opposite in each light;</p> <p><i>Note: - The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.</i></p> <p>(c) the light beam is to be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>(d) the effective intensity of the yellow beam and beam spread are to be in accordance with the specifications in [MAS] Figure 9.13-3.</p> <p>(e) Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in [MAS] Figure 9.13-9.</p> <p><i>Note: - The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.</i></p>		
	<p>8. Is the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in [MAS] Figure 9.13-9, where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Control of runway guard lights		
	<p>1. Are runway guard lights electrically connected such that all runway guard lights protecting a runway can be turned on when the runway is active, day or night?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Provision of Intermediate Holding Position Lights		
	<p>1. Is the airport provided with an Intermediate holding position lights at each intermediate holding position marking?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are intermediate holding position lights provided at an intermediate holding position intended for use in runway visual range conditions less than a value of 350 m, except where a stop bar has been installed.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are intermediate holding position lights provided at an intermediate holding position where there is no need for stop-</p>	<p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	and-go signals as provided by a stop bar?	[] N/A	
	Pattern and Location of Intermediate Holding Position Lights		
	1. Are intermediate holding position lights consist of 3 inset lights, spaced 1.5 m apart, disposed symmetrically about, and at right angles to, the taxiway centerline, located not more than 0.3 m before the intermediate holding position marking or the taxiway intersection marking, on a taxiway equipped with centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are the intermediate holding position lights consisting of 1 elevated light on each side of the taxiway, located in line with the taxiway edge lights and the intermediate holding position, with prior CAA approval, on a taxiway equipped with edge lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of Intermediate Holding Position Lights		
	1. Are Inset intermediate holding position lights have the following characteristics: (a) be fixed, unidirectional lights showing yellow; (b) be aligned so as to be visible to the pilot of an aircraft approaching the holding position; and (c) have light distribution as close as practicable to that of the taxiway centerline lights.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are elevated intermediate holding position lights have the following characteristics: (a) be fixed, unidirectional lights showing yellow; and (b) have light distribution as close as practicable to that of the taxiway edge lights	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Stop bars		

	<p>1. Is the aerodrome provided with a stop bar?</p> <p>2. Does a stop bar provided at every runway holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350m, unless:</p> <p>(a) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or</p> <p>(b) operational procedures exists to limit, in runway visual range conditions less than a value of 550m, the number of:</p> <p style="padding-left: 40px;">(i) aircraft on the maneuvering area on one at a time; and</p> <p style="padding-left: 40px;">(ii) vehicles on the maneuvering area to the essential minimum.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are stop bar provided at every runway holding position serving a runway when it is intended that the runway will be used in runway visual range conditions between values of 350 m and 550 m, unless:</p> <p>(a) appropriate aids and procedures are available to assist in preventing inadvertent incursions by aircraft and vehicles onto the runway; and</p> <p>(b) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of:</p> <p style="padding-left: 40px;">(i) aircraft on the maneuvering area to one at a time; and</p> <p style="padding-left: 40px;">(ii) vehicles on the maneuvering area to the essential minimum. Where there is more than one stop bar associated with a taxiway/runway intersection, only one shall be illuminated at any given time.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	4. Is the control mechanism for stop bars meets the operational requirements of the Air Traffic Service at that aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are stop bars provided at an intermediate holding position to supplement markings with lights and to provide traffic control by visual means?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Location of stop bars		
	1. Are stop bars provided at every runway holding position serving a runway and: (a) be located across the taxiway on, or not more than 3 m before, the point at which it is intended that traffic approaching the runway stop; (b) consist of inset lights spaced at uniform intervals of no more than 3 m apart across the taxiway; (c) be disposed symmetrically about, and at right angles to, the taxiway centerline	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does a pair of elevated lights, with the same characteristics as the stop bar lights, provided abeam the stop bar, located at a distance of at least 3 m from the taxiway edge sufficient to overcome the visibility problem and where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of Stop Bars		
	1. Are stop bar lights unidirectional and show red in the direction of approach to the intersection or runway holding position?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Where the additional lights specified in [MAS] 9.12.24.2 are provided: 3. Are these lights have the same characteristics as the lights in the stop bar, and visible to approaching aircraft up to the stop bar position?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the intensity and beam spread of the stop bar lights in accordance with	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

	the applicable specifications in [MAS] 9.13, Figure 9.13-1 to Figure 9.13-5?	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	5. Does a selectively switchable stop bars installed in conjunction with at least three taxiway centerline lights (extending for a distance of at least 90 m from the stop bar) in the direction that it is intended for an aircraft to proceed from the stop bar?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>6. Does the lighting circuit for stop bars designed so that:</p> <p>(a) stop bars located across entrance taxiways are selectively switchable;</p> <p>(b) stop bars located across taxiways used as exit taxiways only are switchable selectively or in groups;</p> <p>(c) when a stop bar is illuminated, any taxiway centerline lights immediately beyond the stop bar are to be extinguished for a distance of at least 90 m; and</p> <p>(d) stop bars are interlocked with the taxiway centerline lights so that when the centerline lights beyond the stop bar are illuminated the stop bar lights are extinguished and vice versa.</p> <p><i>Note: - Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will not fail at the same time. Guidance on this issue is given in the Aerodrome Design Manual (Doc 9157), Part 5.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Where stop bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does a higher intensity settings for stop		

	bars required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions?		
	9. Are the intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications of [MAS] 9.13?		
	No - entry Bars		
	1. Is the aerodrome provided with a No – entry bar?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, Does a No – entry bar provided across a taxiway which is intended to be used as an exit only taxiway to assist in preventing inadvertent access of traffic to that taxiway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are no-entry bars located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are no-entry bars consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does a pair of elevated lights added to each end of the no-entry bar where the in-pavement no entry bar lights might be obscured from a pilot's view, for example, by rain or any climatic conditions, or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the intensity in red light and beam spreads of no-entry bar lights in accordance with the specifications in [MAS] 9.13?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Where no-entry bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view:	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>8. Does a higher intensity settings for stop bars required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions?</p> <p>9. Are the intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications of [MAS] 9.13?</p>		
	<p>10. Does the lighting circuit for stop bars designed so that:</p> <p>(a) no-entry bars are switchable selectively or in groups;</p> <p>(b) when a no-entry bar is illuminated, any taxiway centerline lights installed beyond the no-entry bar, when viewed towards the runway, shall be extinguished for a distance of at least 90 m; and</p> <p>(c) when a no-entry bar is illuminated, any stop bar installed between the no-entry bar and the runway shall be extinguished.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Taxiway edge markers		
	<p>1. Are taxiway edge markers provided on a taxiway where the code number is 1 or 2 and taxiway centerline or edge lights or taxiway centerline markers are not provided?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Are taxiway edge markers installed at least at the same locations as would the taxiway edge lights had they been used?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are taxiway edge markers show retro-reflective blue color?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Is the surface of a taxiway edge marker as viewed by the pilot must be a rectangle with a height to width ratio of approximately 3:1 and a minimum viewing area of 150 cm²?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. Is taxiway edge markers of lightweight, frangible and low enough to preserve</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	adequate clearance for propellers and for the engine pods of jet aircraft?	[] No [] N/A	
	Taxiway centerline markers		
	1. Are taxiway centerline markers used on sections of the taxiway as a supplement to taxiway edge markers or taxiway edge lights, e.g. on curves or intersections? 2. If yes, are taxiway centerline markers spaced greater than the spacing for centerline lights?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does taxiway centerline markers provided on a taxiway where the code number is 1 or 2 and taxiway centerline or edge lights or taxiway edge markers are not provided.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does taxiway centerline markers provided on a taxiway where the code number is 3 or 4 and taxiway centerline lights are not provided if there is a need to improve the guidance provided by the taxiway centerline marking?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are taxiway centerline markers installed at least at the same location as would taxiway centerline lights had they been used?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are taxiway centerline markers located on the taxiway centerline marking except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of taxiway centerline markers		
	1. Does taxiway centerline markers show retro-reflective green?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the marked surface of taxiway centerline markers as viewed by the pilot rectangular shape and have a minimum viewing surface of 20 cm ² ?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are taxiway centerline markers able to	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

	withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	Photometric characteristics of taxiway lights		
	<p>1. Does the average intensity of the main beam of a taxiway light is calculated by:</p> <p>(a) establishing the grid points in accordance with the method shown in [MAS] 9.13, Figure 9.13-7;</p> <p>(b) measuring the light intensity values at all grid points located within and on the perimeter of the rectangle representing the main beam;</p> <p>(c) calculating the arithmetic average of the light intensity values as measured at those grid points.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the maximum light intensity value measured on or within the perimeter of the main beam more than three times the minimum light intensity values so measured?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Installation and aiming of light fitting		
	<p>1. Does the following points followed in the installation and aiming of light fittings:</p> <p>(a) the lights are aimed so that there are no deviations in the main beam pattern, to within ½° from the applicable standard specified in this Chapter;</p> <p>(b) horizontal angles are measured with respect to the vertical plane through the taxiway centerline;</p> <p>(c) when measuring horizontal angles for lights other than taxiway centerline lights, the direction towards the taxiway centerline is to be taken to be positive.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	(d) vertical angles specified are to be measured with respect to the horizontal plane.		
	Apron Floodlighting		
	1. Is the aerodrome provided with apron flood lighting in accordance with ICAO apron floodlighting standard??	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the aerodrome have an existing floodlighting system on an apron currently used by larger aeroplanes which does not meet the specifications?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Provision of apron floodlighting		
	1. Are apron floodlighting provided on an apron, or part of an apron and on a designated isolated aircraft parking position intended for use at night.?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Location of apron floodlighting		
	1. Are apron floodlighting located so as to provide adequate illumination on all the apron service areas that are intended for use at night?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does apron flood lighting provided to an apron taxiway that is not provided with taxiway lighting? 3. 4. Does the provision of apron flood lighting in accordance with either 9.15.4.3(b) or 9.15.4.4(b)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are apron floodlights located and shielded so that there is a minimum of direct or reflected glare to pilots of aircraft in flight and on the ground, air traffic controllers, and personnel on the apron?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does an aircraft parking position receive, as far as practicable, apron floodlighting from two or more directions to minimize shadows? <i>Note: For apron floodlighting purpose, an aircraft parking position means a rectangular area subtended by the wing span and overall</i>	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<i>length of the largest aircraft that is intended to occupy that position.</i>		
	Does apron floodlighting poles or pylons penetrate the obstacle limitation surfaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of apron floodlighting		
	1. Does the apron floodlighting distributed across the phases of a three-phase power supply system to avoid a stroboscopic effect and to minimize the chance of an illuminated rotating object such as a propeller appearing stationary, at major aerodromes?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the spectral distribution of apron floodlights colors used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified? 3. Are Monochromatic lights must use?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the average illuminance of an apron intended for larger aeroplanes be (a) at an aircraft parking position: (aircraft stand) (i) for horizontal illuminance – 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and (ii) for vertical illuminance – 20 lux at a height of 2 m above the apron in the relevant parking direction, parallel to the aeroplane centerline; (b) at other apron areas: (i) horizontal illuminance at 50 per cent of the average illuminance on the aircraft parking position with a uniformity ratio (average to minimum) of not more than 4 to 1.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does the average illuminance of an apron intended to be used only by smaller aeroplanes be at least as follows:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>(a) at an aircraft parking position: (aircraft stand)</p> <p>(i) for horizontal illuminance – 5 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and</p> <p>(ii) for vertical illuminance – 5 lux at a height of 2 m above the apron in the relevant parking direction, parallel to the aeroplane centerline;</p> <p>(b) at other apron areas:</p> <p>(i) horizontal illuminance graded to a minimum of 1 lux at the apron extremities or 2 lux for apron edge taxiways which do not have taxiway lights.</p>		
	<p>6. Is a dimming control provided to allow the illuminance of an aircraft parking position on an active apron that is not required for aircraft use to be reduced to not less than 50 per cent of its normal values?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Does apron floodlighting for aprons used by larger aeroplanes have the following:</p> <p>(a) be included in the aerodrome secondary power supply system; and</p> <p>(b) be capable, following a power interruption of up to 30 seconds, of being re-lit and achieving not less than 50 per cent of normal illuminance within 60 seconds.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Does auxiliary floodlighting provided to immediately provide at least 2 lux of horizontal illuminance of aircraft parking positions If existing floodlights cannot meet the requirement of paragraph 9.15.4.6?</p> <p>9. Does auxiliary floodlighting remain on until the main lighting has achieved 80 per cent of normal illuminance?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Provision of visual docking guidance systems</p>		
	<p>1. Is the aerodrome provided visual</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	docking guidance system?	[] No [] N/A	
	2. Does a visual docking guidance system provided at an apron aircraft parking position equipped with a passenger loading bridge, where the characteristics of the passenger loading bridge require precise positioning of an aircraft./ and other alternative means, such as marshallers, are not practicable?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Do the provisions of all new and/or replacement visual docking guidance system comply with this Section, when existing installations are to be replaced due to obsolescence, facility upgrade, change of apron layout, change of passenger loading bridge, change of aircraft category, change of operational requirements, or similar reasons?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Characteristics of visual docking guidance systems		
	1. Is the system provide both azimuth and stopping guidance?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the azimuth guidance unit and the stopping position indicator adequate for use in all weather, visibility, background lighting, and pavement conditions for which the system is intended, both by day and night, and must not dazzle the pilot.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the azimuth guidance unit and the stopping position indicator be design such that? (a) a clear indication of malfunction of either or both is available to the pilot; and (b) they can be turned off.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the azimuth guidance unit and the stopping position indicator located in such a way that there is continuity of	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

	guidance between the aircraft parking position markings, the aircraft stand Maneuvering guidance lights, if present, and the visual docking guidance system?	[] N/A	
	5. Does the accuracy of the system adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Is the system usable by all types of aircraft for which the aircraft parking position is intended, preferably without selective operation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Does the system provide an identification of the selected aircraft type to both the pilot and the system operator as a means of ensuring that the system has been set properly, If selective operation is required to prepare the system for use by a particular type of aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Azimuth Guidance Unit - location		
	1. Does the azimuth guidance located on or close to the extension of the parking position centerline ahead of the aircraft so that its signals are visible from the cockpit of an aircraft throughout the docking maneuver and aligned for use at least by the pilot occupying the left seat?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the systems acceptable with azimuth guidance aligned for use by the pilots occupying both the left and right seats?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Azimuth Guidance Unit - characteristics		
	1. Is the azimuth guidance provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over controlling?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. When azimuth guidance is indicated by color change:	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is the color green used to identify the centerline and red for deviations from the centerline?	[] N/A	

	Stopping Position Indicator - location		
	1. Is the stopping position indicator located in conjunction with, or sufficiently close to, the azimuth guidance unit so that a pilot can observe both the azimuth and stop signals without turning the head?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the stopping position indicator usable at least by the pilot occupying the left seat.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is the systems with stopping position indicator usable by the pilots occupying both the left and right seats acceptable?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Stopping Position Indicator - characteristics		
	1. Is the stopping position information provided by the indicator for a particular aircraft type for the anticipated range of variations in pilot eye height and/or viewing angle?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the stopping position indicator show the stopping position of the aircraft for which the guidance is being provided? 3. Does it provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the stopping position indicator provide closing rate information over a distance of at least 10 m?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	When stopping guidance is indicated by color change: 5. Is color green used to show that the aircraft can proceed and red to show that the stop point has been reached except that for a short distance prior to the stopping point a third color may be used to warn that the stopping point is close.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Parking position identification sign		
	1. Is parking position identification sign provided at an aircraft parking position	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

	equipped with a visual docking guidance system?	[] No [] N/A	
	2. Is parking position identification located to be clearly visible from the cockpit of an aircraft prior to entering the parking position	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is parking position identification sign consisting of a numeric or alphanumeric inscription, in black on a yellow background? 4. Is the identification sign illuminated by a continuous line of green light outlining the inscription, when a parking position is to be used at night.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Notification of type of aircraft docking guidance systems		
	1. Does the information on particular types of installed visual docking guidance systems to be found in operation at aerodromes published in the AIP for use by pilots?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the aerodrome operator notify CAA of the details of their aircraft docking guidance system intended for use for International operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the visual docking guidance system information recorded in the Aerodrome Manual. The information to be provided is to include:	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	(a) type of visual docking guidance system;		<input type="checkbox"/> S <input type="checkbox"/> NS
	(b) descriptive information, including illustrations where appropriate, for any type of installed system; and	[] Yes [] No [] N/A	
	(c) parking positions at which the system is installed		

	<p>4. Does notification about the details of visual docking systems made to AIS in accordance with Chapter 5, Aerodrome Information for AIP and Chapter 10, Operating Standards for Certified Aerodromes.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Closed runway or taxiway		
	<p>1. Does all aerodrome lighting extinguished, when a runway or taxiway, or portion thereof is closed and lightings is to be electrically isolated or disabled, to prevent inadvertent activation of the lights?</p> <p>2. Does it contain the following criteria for lighting associated with closed and unserviceable areas?</p> <p>(a) the cover is firmly attached to the ground, so that it cannot be unintentionally dislodged; and</p> <p>(b) the cover, and its means of attachment to the ground, do not pose a hazard to aircraft, and do not constitute an object that is not lightweight and frangible.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are unserviceability lights placed across the entrance to the closed area at intervals not exceeding 3 m, where a closed runway, taxiway, or portion thereof, is intercepted by a useable runway or taxiway which is used at night?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Are the lights placed at intervals sufficiently close so as to delineate the unserviceable area and, in any case, must not be more than 7.5 m apart?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	Characteristics of unserviceability lights		
	<p>5. Unserviceability lights are to be steady red lights</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	6. The lights are to have an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which they would normally be viewed. In no case is the intensity to be less than 10 cd of red light.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Vehicle warning lights		
	1. Is the aerodrome provided with a vehicle warning lights?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, Are vehicle warning lights, as required by [MAS] 10.9.2, provided at an aerodrome to indicate to pilots and others the presence of moving vehicles or equipment on the movement area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are vehicle warning light or lights mounted on the top of the vehicle to provide 360° visibility?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are the lights show a color amber/yellow/orange, and be flashing or rotating of a type acceptable to CAA?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	For emergency or security vehicles not dedicated to aerodrome use:		
	5. Are vehicle warning lights comply with the local traffic code acceptable for on aerodrome operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Works limit lights		
	1. Is the aerodrome provided with a works limit lights ?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, are works limit lights provided to indicate to persons associated with the works organization the limit of the works area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are works limit lights portable, amber/yellow/orange lights of a standard type commercially available	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> S <input type="checkbox"/> NS

	as works warning lights?	[] N/A	
	Road holding position lights / Road and Car Park Lighting		
	1. Is the aerodrome provided with a road holding position lights / road and car park lighting?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. If yes, are road holding position lights provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than a value of 350 m?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are road-holding position light provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of values between 350 m and 550 m?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are road-holding position light located adjacent to the holding position marking 1.5 m (± 0.5 m) from one edge of the road, i.e. left or right as appropriate to the local traffic regulations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does road-holding position light comprises: (a) a controllable red (stop)/green (go) traffic light; or (b) a flashing-red light.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are road-holding position unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Is the intensity of the light beam adequate for the conditions of visibility and ambient light in which the use of the holding position is intended, but shall not dazzle the driver?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is the flash frequency of the flashing-red light between 30 and 60 flashes per minute?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	9. CAA regulate the lighting of roads and car parks, other than ensuring compliance with [MAS] 9.20?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Where road and car park lighting is required on an aerodrome; 11. Does aerodrome operator consult with the relevant local road authority.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Monitoring, Maintenance and Serviceability of Aerodrome Lighting		
	1. Does the aerodrome operator monitor and maintain all lights and lighting systems associated with the aerodrome visual ground aids, both day and night, on a continuing basis for correctness and so that they are easily seen?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is monitoring of lighting systems such as T-VASIS, PAPI and approach lighting carried out in accordance with the frequencies and procedures set out in the Aerodrome Manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Are other aerodrome lights monitored during the daily serviceability inspections and they must be switched on for this purpose?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are grass areas around lights maintained such that the lights are not in any way obscured? 5. Are lights kept free from dirt so as not to degrade their color and conspicuousness and damage to lights, including loss or degradation of light be made good?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Reporting of aerodrome lighting outage		
	1. Does the aerodrome operator immediately fix any aerodrome light outages detected?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

	<p>2. Does the aerodrome operator notify the NOTAM office, when lighting system is out of service?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Is appropriate NOTAM to warn pilots of light outages in this regard properly issued?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Does the operator of an aerodrome have a process of assessing aerodrome lighting outages?</p> <p>5. If yes, does it conform with the provisions stipulated in [MAS] 9.19.2.3?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>6. Are the following conditions for flashing or occulting light is deemed to be on outage when?</p> <p>(a) the light ceases to flash or occult; or</p> <p>(b) the frequency and/or duration of flash is outside the specified range by a factor of 2 to 1 or greater; or</p> <p>(c) within a 10 minute period, more than 20% of flashes fail to occur.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Are the following conditions for lighting system considered to be on outage when?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>(a) in the case of a lighting system comprising less than 4 lights (e.g. intermediate holding position lights or runway threshold identification lights), any of the lights are on outage;</p> <p>(b) in the case of a lighting system comprising 4 or 5 lights (e.g. wind direction indicator lights or runway guard lights), more than 1 light is on outage;</p> <p>(c) in the case of a lighting system comprising 6 to 13 lights (e.g. threshold lights), more</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>than 2 lights are on outage, or 2 adjacent lights are on outage;</p> <p>(d) in the case of a lighting system comprising more than 13 lights, more than 15% of the lights are on outage, or two adjacent lights are on outage.</p>		
	<p>8. For a T-VASIS:</p> <p>Do the outage standards take into account both the number of outage lamps within a light unit, and also the number of light units within the T-VASIS system. The standards are:</p>		
	<p>(a) A T-VASIS light unit is deemed on outage when 3 or more lamps in the electrical (day) circuit are on outage, or when any of the lamps in the electrical (night) circuit is on outage.</p> <p>(b) A T-VASIS system is deemed on outage when:</p> <p style="padding-left: 20px;">(i) bar units — more than 2 light units or two adjacent light units are on outage;</p> <p style="padding-left: 20px;">(iii) fly-up units — more than 1 light unit are on outage;</p> <p style="padding-left: 20px;">(iii) fly-down units — more than 1 light unit are on outage.</p> <p>(c) An AT-VASIS system is deemed on outage when:</p> <p style="padding-left: 20px;">(i) bar units — more than 1 light unit is on outage, or</p> <p style="padding-left: 20px;">(ii) fly-up units — any light unit is on outage, or (</p> <p style="padding-left: 20px;">iii) fly-down units — any light unit is on outage.</p> <p>(d) Whenever a red filter has deteriorated such that it does not produce the correct color light beam, is missing or is damaged, all the lamps within the affected light unit must be extinguished until the red filter is rectified. The affected light unit is included as an outage light unit when applying (b) or (c) above.</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>9. For a PAPI:</p> <p>Do the outage standards take into account both the number of lamps on outage within a</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

	<p>light unit, and also the number of light units within the PAPI system? The standards are:</p> <p>(a) A PAPI light unit is deemed on outage when more than 1 lamp in a 3-or more lamp light unit is on outage, or any lamp in a less-than-3-lamp light unit is on outage.</p> <p>(b) Whenever a red filter has deteriorated such that the correct color is not showing, is missing or is damaged; all the lamps associated with that filter must be extinguished until the red filter is rectified. The affected lamps are included in outage when determining (a) above.</p>		
	<p>Visual Aids for Denoting Restricted Use Area</p>		
	<p>1. Does an aerodrome operators develop and implement procedures to mark permanent and temporary movement area closures and meet location and characteristic specifications?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Surface movement guidance and control system (SMGCS)</p>		
	<p>1. Does aerodrome operators comply with the regulations for the provision of a surface movement guidance and control system (SMGCS) and that signs shall be provided to convey a mandatory instruction, information on a specific location or destination on a movement area?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. At aerodromes where selective switching of stop bars and taxiway centre line lights is used for surface movement guidance and control system (SMGCS), Does the implementation of the requirements in accordance with standards?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Does an aerodrome's surface movement guidance and control system (SMGCS) is designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway or taxiway, and collisions on any part of the movement area?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

Appendix 7C-7: MAINTENANCE OF THE MOVEMENT AREA

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.7 MAINTENANCE OF THE MOVEMENT AREA		
<i>Particulars of the facilities and procedures for the maintenance of the movement area, including:</i>			
	1. Does the aerodrome manual contain particulars of the procedures for the routine maintenance of movement area surfaces and drainage systems to ensure that their performance will not be degraded?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is there a maintenance programme, including preventive maintenance where appropriate established by the aerodrome operator to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. If yes, do the facilities include such items as pavements, visual aids, fencing, drainage systems, electrical systems and buildings?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the maintenance programme include the arrangements for the maintenance of paved and/or unpaved runways and associated, shoulders and safety areas?		<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does it include the arrangements for the maintenance of paved and or unpaved taxiways and associated shoulders?		<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does it include the arrangements for the maintenance of associated runway and taxiway strips?		<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	7. Is the operator maintaining record in accordance with their aerodrome manual?		<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does the design and application of the maintenance programme observe Human Factors principles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are adequate and suitable staff and resources available? <ul style="list-style-type: none">• no. of personnel• qualification standards/ experience/competency• list of trainings	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Pavements 10. Are paved runway, taxiway and apron surfaces kept clear of objects or debris that may cause damage to aircraft structures or engines, or impair the operation of aircraft systems?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Is the surface of a runway maintained in a condition such as to prevent formation of harmful irregularities?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Is the paved runway maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Is the runway surface friction characteristics for maintenance purposes periodically measured with a continuous friction measuring device using self-wetting features and documented? 14. Is the frequency of these measurements sufficient to determine the trend of the	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	surface friction characteristics of the runway?		
	15. When runway surface friction measurements are made for maintenance purposes using a self-wetting continuous friction measuring device, does the performance of the device meet the standard set or agreed by CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are personnel measuring runway surface friction required in 10.15.2.5 trained to fulfil their duties?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Is corrective maintenance action taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below a minimum friction level specified by CAA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. If the runway surface is visually assessed, as necessary, under natural or simulated rain conditions for ponding or poor drainage and where required, are corrective maintenance action taken?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. When a taxiway is used by turbine-engined aeroplanes, is the surface of the taxiway shoulders maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Removal of contaminants 20. Are standing water, mud, dust, sand, oil, rubber deposits and other contaminants removed from the surface of runways in use as rapidly and completely as possible to minimize accumulation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	21. Does the aerodrome operator ensure that chemicals are not use that may have harmful effects on aircraft or pavements, or chemicals which may have toxic effects on the aerodrome environment?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Visual aids (Marking)		<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Is there a system of preventive maintenance of visual aids employed to ensure lighting and marking system reliability?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Runway Surface Friction		<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Does the operator carry out runway friction measurement/assessment?		
	24. What is the equipment used for the measurement/assessment		
	25. Is the equipment compatible with approved CFME?		
	26. Is the purpose of measurement/assessment well defined?		
	27. Is the CFME checked/calibrated in accordance with the manufactures' operating instructions before use?		
	28. What is the periodicity of assessment and is it in line with the recommended interval?		
	29. What is the assessment speed? (65km/hr, 96km/hr recommended)		
	30. What friction values are obtained during the last measurement		
	31. If values in 8 above are below the maintenance planning level, have appropriate		

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	measures been taken?(corrective maintenance action)		
	32. If values in 8 above are below the minimum friction level, have appropriate measures been taken? (NOTAM action indicating runway slipperiness)		
	33. Is runway friction assessment conducted following any significant maintenance activity, such as runway resurfacing?		
	34. Is the friction value for the resurfaced runway in agreement with the recommended design objective level?		
	35. Are personnel operating the CFME properly trained in its operation and maintenance?		
	36. Does the run pattern for a runway with TDZ markings planned so as to include one run either side of the centerline to pass through the center of the painted TDZ markings?		
	37. Are records of all runway surface friction assessment kept?		
	38. Does the runway friction assessment results/records format conform to recommended format?		
	39. Does the aerodrome operator maintain runways with sealed, asphalt or concrete surfaces, in accordance with the surface texture standards specified in Chapter 6?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	40. Does the Aerodrome Technical Inspection of runway surfaces confirm that the texture standard is being met?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>41. Under dry conditions, is the condition of a runway pavement generally assessed using a self-wetting continuous friction measuring device?</p> <p>Are the evaluation tests of runway surface friction characteristics made on clean surfaces of the runway when first constructed or after resurfacing?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>42. Are friction measurements taken at intervals that will ensure identification of runways in need of maintenance or special surface treatment before the surface conditions deteriorate further?</p> <p>Is the time interval between measurements depend on factors such as aircraft type and frequency of usage, climatic conditions, pavement type, and maintenance requirements?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>43. When conducting friction tests using a self-wetting continuous friction measuring device, there is a drop in friction with an increase in speed. However, as the speed increases, the rate at which the friction is reduced becomes less. The macrotexture of the surface affects the relationship between friction and speed. Therefore, a speed high enough to reveal these friction/speed variations shall be used. It is desirable, but not mandatory; to test the friction characteristics of a paved runway at more than one speed.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>44. If the measured friction level falls below the relevant</p>	<p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	Maintenance planning level values in [MAS] Table 10.15-1, does the aerodrome operator initiate appropriate corrective maintenance action to improve the friction?	[] N/A	
	<p>45. If the measured friction level falls below the relevant minimum friction level values in [MAS] Table 10.15-1, does the aerodrome operator promulgate by NOTAM, that the runway pavement falls below minimum friction level when wet? Additionally, is corrective maintenance action taken without delay?</p> <p>This requirement applies when friction characteristics for either the entire runway or a portion thereof are below the minimum friction level.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Deterioration of Runway Grooves</p> <p>46. When a runway pavement surface has been grooved, does the aerodrome operator periodically check the condition of the runway grooves in accordance with the US Federal Aviation Administration (FAA) advice set out in the FAA Advisory Circular AC 150/5320-12D?</p> <p>“The Advisory Circular states that when 40 per cent of the grooves in the runway are equal to or less than 3 mm in depth and/or width for a distance of 457 m, the effectiveness of the grooves for preventing hydroplaning will have been considerably reduced. The aerodrome operator shall take immediate corrective action to reinstate the 6 mm groove depth and/or width”.</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>Surface Irregularities</p> <p>47. Does the aerodrome operator maintain the surface of paved runways in a condition such as to preclude excessive bouncing, pitching, vibration or other difficulties with control of aircraft?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>48. Does the aerodrome operator ensure that paved runway surfaces are maintained so that standing water is neither formed nor retained? Are "Birdbath" depressions repaired at the earliest opportunity?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Drainage characteristics of the movement area and adjacent areas</p> <p>49. Does the aerodrome operator ensure that accumulation of rubber deposits will not reduce the drainage capacity which can result in impaired safety?</p> <p>50. When grooving are used, is the condition of the grooves regularly inspected to ensure that no deterioration has occurred and that the grooves are in good condition?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Standards for Natural and Gravel Surface Runways</p> <p>51. Are the surfaces of natural and gravel surface runways and runway strips maintained to the physical standards outlined in [MAS] Chapter 13?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>52. Has the operator provided sufficient and adequate equipment?</p> <ul style="list-style-type: none"> • list of equipment 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>53. List of documents checked.</p> <p>If yes, what are the documents checked?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

Appendix 7C-8: AERODROME WORKS SAFETY

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.8 AERODROME WORKS SAFETY		
<p><i>Particulars of the procedures for planning and carrying out construction and maintenance work safely (including work that may have to be carried out at short notice) on or in the vicinity of the movement area which may extend above an obstacle limitation surface, including the following:</i></p>			
	<p>1. Does the operator of a certified aerodrome arrange aerodrome works so as not to create any hazard to aircraft or confusion to pilots?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>2. Does the aerodrome manual include particulars of the procedures for planning and safely carrying out aerodrome works?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>3. Are provisions of safety precautions adhered to when aerodrome works are carried out, without aerodrome closure?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>4. Are aerodrome works carried out in the following manner:</p> <ul style="list-style-type: none"> • method of working plan; and • short term maintenance/time-limited works. 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>5. When a temporary displaced threshold is required for more than 300 m, is the matter referred to the CAA for assessment?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Method of Working Plans</p> <p>6. For aerodrome used by aircraft of more than 5,700 kg maximum take-off weight, is there a Method of Working Plan (MOWP) prepared for aerodrome works?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>7. Are arrangements for carrying out those works set out in the MOWP?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>8. Is the MOWP prepared in accordance with [MAS] 10.11?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	<p>9. In the preparation of the MOWP, does the aerodrome operator consult the following?</p> <ul style="list-style-type: none"> • commercial air transport operators using the aerodrome; • Air Traffic Control; and • Aerodrome Rescue and Fire Fighting Service. 	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>10. Does the aerodrome operator give a copy of the MOWP, and for any alteration thereof, to CAA as soon as possible after the MOWP is prepared or altered?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>11. Are aerodrome works, for which a MOWP is required, carried out in accordance with the arrangements set out in the authorized MOWP?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>12. When the aerodrome is closed to aircraft operations while aerodrome works are being carried out, does the aerodrome operator give reasonable notice of intention to close the aerodrome to the following entities?</p> <ul style="list-style-type: none"> • CAA; • Commercial Air Transport Operators; and • All organizations and persons likely to be affected. 	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>13. Does the operator give notice of closure at least 14 days before it takes place?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>14. For emergency aerodrome works carried out to repair unforeseen damage to part of the maneuvering area, or to remove an obstacle, or if the works do not require any restrictions to aircraft operations, where practicable, are NOTAMs issued, indicating the time and date of the commencement of the works, as early as possible, but preferably</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	not less than 48 hours before commencement of the works?		
	<p>Time-Limited Works</p> <p>15. Are aerodrome works carried out as time-limited works, if normal aircraft operations are not disrupted, the movement area can be restored to normal safety standards in no more than 30 minutes, including the removal of any obstacle created by those works?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>16. Does the time-limited works include the following?</p> <ul style="list-style-type: none"> • maintenance of markings and lights; • grass mowing; • rolling surfaces; • sweeping pavements; • minor repairs to pavements; and • surveys and inspections. 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>17. Does a person commence time-limited works that require more than 10 minutes to restore normal safety standards to the movement area and remove obstacles, unless a NOTAM has been issued not less than 24 hours before the commencement, giving the date and time of commencement and the time required to restore normal safety standards?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	<p>Restrictions on Time-Limited Works</p> <p>18. does time-limited works are carried out at night or if visibility is less than 5 kilometers?</p> <p>if yes are they authorized by Air Traffic Control at a controlled aerodrome or can normal safety standards can be promptly restored so as to allow an aircraft operation to take place without delay?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Restoration of Normal Safety Standards</p> <p>19. Are Time-limited works stopped and normal safety standards restored when required to allow an aircraft operation to take place?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>20. Are reasonable measures taken to complete the restoration of normal safety standards not less than 5 minutes before the scheduled or notified time of an aircraft operation?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Resumption of Aerodrome Works</p> <p>21. Are Works that have been stopped to allow the restoration of normal safety standards are resumed under the following conditions? :</p> <ul style="list-style-type: none"> • if stopped for an aircraft arrival, immediately after the arrival, if the safety of the aircraft is not endangered by the resumption; or • if stopped for an aircraft departure, 15 minutes after the departure has taken place; or • if stopped for an aircraft arrival that does not take place; 30 minutes after the time scheduled or notified for the arrival (when a new ETA is established). 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Management and control of</p>	<p>[] Yes</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	<p>aerodrome works</p> <p>22. Does the aerodrome operator ensure that aerodrome works are carried out in accordance with the standards of aerodrome work safety?</p>	<p>[] No [] N/A</p>	
	<p>23. Is there a person appointed by the aerodrome operator in writing as a works safety officer for the purpose of ensuring the safe conduct of aerodrome works?</p> <ul style="list-style-type: none"> • appointment 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>24. Does the aerodrome operator has qualification or attribute requirements for a works safety officer, in accordance with [MAS] Section 10.12.</p> <ul style="list-style-type: none"> • duties of works safety officer 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>25. Is the works safety officer required to be present at all times if aerodrome works are being carried out and the aerodrome is open to aircraft operations?</p> <p>For time limited work, a dedicated safety officer is not required if one of the persons conducting the work activity is competent to be a work safety officer</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>26. Does the aerodrome operator takes all reasonable measures to ensure that the works organization carries out aerodrome works in a manner that will ensure the safety of aircraft operations?</p> <ul style="list-style-type: none"> • MOWP • safety arrangements/requirements with works organization 	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>27. Are Persons, vehicles, plant and equipment required for carrying out aerodrome works issued relevant permits to enter the movement area or remain on it for the purpose of carrying out those</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	works?		
	28. Are access to works areas only along routes shown in the MOWP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Are Procedures for entering works areas stated in the MOWP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Markers, Markings and Lights 30. Are Aerodrome markers, markings and lights required for, or affected by, aerodrome works installed, altered or removed in accordance with the appropriate standards?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	31. Are parts of the movement area that are unserviceable as a result of aerodrome works being carried out marked and lit in accordance with the appropriate standards?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	32. Are all obstacles created as a result of aerodrome works being carried out marked and lit in accordance the appropriate standards in [MAS] Chapter 8?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Are vehicles and plant used in carrying out aerodrome works marked in accordance with [MAS] 8.10.4 (Marking of vehicles)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	34. In addition to paragraph 10.10.8.4 requirements, are vehicles and plant used in carrying out aerodrome works at night lit in accordance with [MAS] 9.19.1 (Monitoring, maintenance and serviceability of aerodrome lighting)?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>Communication Equipment</p> <p>35. At a controlled aerodrome, is the vehicle used by a works safety officer while supervising aerodrome works equipped with a radio for two-way communication with Air Traffic Control?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>36. For the purpose of communication with Air Traffic Control, is the vehicle used by a works safety officer given a call sign?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>37. Any vehicle or plant that is not marked or lit; or equipped with a two-way radio, is there a direct supervision from the works safety officer, or is it used only within the limits of appropriately marked and lit work areas?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Completion</p> <p>38. On the completion of aerodrome works and the restoration of normal safety standards to the movement area, does aerodrome operator initiate cancellation any NOTAM to advise of those works?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Runway Pavement Overlays</p> <p>39. Is there a provision for a temporary ramp between the new and the old runway surfaces at the end of an overlay work session, when the runway is to be returned to an operational status, left with an abrupt vertical surface of more than 25 mm?</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>40. Is there a provision where the longitudinal slope of the temporary ramp described in paragraph 10.10.11.1, measured with reference to the existing runway surface or previous overlay course:</p> <p>a) 0.5 to 1.0 per cent for overlays up to and including 5</p>	<input type="checkbox"/> S <input type="checkbox"/> NS [] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

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	cm in thickness? and b) not more than 0.5 per cent for overlays more than 5 cm in thickness?		
	41. Where practicable, is the direction of pavement overlay proceeding from one end of the runway toward the other end so that based on runway utilization [MAS]t aircraft operations will experience a down ramp?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	42. Where practicable, is the entire width of the runway overlaid during each work session? Where the entire width of the runway cannot be overlaid during a work session, is the central two-third width of the runway overlaid? In this case, is a temporary transverse ramp of between 0.8 and 1.0 per cent provided between the edge of the new overlay surface and the existing runway surface or previous overlay course when the difference in level exceeds 25 mm?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	43. Before a runway being overlaid is returned to a temporary operational status, is a runway centerline marking conforming to the specifications in [MAS] 8.3.3 provided? 44. Additionally, is the location of any temporary threshold identified by a 3.6 m wide transverse stripe?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Is the overlay constructed and maintained above the minimum friction level specified in [MAS] Table 10.15-1?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Works on Runway Strips 54. Are works on runway strips carried	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>out in the shortest possible time?</p> <p>55. Where undertaken within 23 m of the edge of the runway or runway shoulder:</p> <p>(a) are works undertaken only on one side of the runway at any one time?;</p> <p>(b) is the works area at any one time must not exceed 9 square meters, except for machine cut trenches, not exceeding a width of 100 mm and length of 280 m?;</p> <p>(c) are materials such as gravel, signs and lights, etc. left within this part of the runway strip, must not exceed one half meter in height above ground. Any material likely to be affected by propeller wash or jet blast, must be removed?; and</p> <p>(d) Do plant and vehicles vacate this area when the runway is in use?.</p>	[] N/A	
	<p>56. Where works are undertaken on a runway strip between 23 m from the edge of the runway or runway shoulder and the edge of the graded runway strip, do similar restriction applied within this area of the runway strip, as for paragraph 10.10.12.1 above?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>57. Where works are to be undertaken in the vicinity of navigational or landing aids located within the runway strips, does the aerodrome operator ensure that care must be taken to in order that neither the works nor vehicles or plant associated with the works, may affect the performance of the aids?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Method of Working Plans</p> <p>58. Does the MOWP presented in sections in the following sequence?</p> <p>(a) title page</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	(b) works information (c) restrictions to aircraft operations (d) restrictions to works organization (e) administration (f) authority (g) drawings (h) distribution list.		
	Title Page 59. Is the MOWP given a reference number, consisting of the code used to identify the aerodrome in the AIP, the last two digits of the year and the number given to the MOWP by the aerodrome operator?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	60. Is the MOWPs issued in relation to the same aerodrome numbered consecutively in the order of their issue?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	61. Is the MOWP number, the date of issue, and the date and number of any amendment set out in the top right hand corner of the title page?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	62. Does the title indicate the location of the work and does it give a short description of the project, for instance “[name Aerodrome]: Runway 07/25 repairs”?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	63. Does the date of approval of the MOWP, the date of commencement and the date of expiry of the MOWP, and the date of completion of the set out on the title page?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	64. Does the title page include a list of the sections of the MOWP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Works Information	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<p>65. Does the works information of MOWP contain the following:</p> <p>(a) an outline of the full scope of the works and state which aerodrome facilities are affected?</p> <p>(b) planned date and time of commencement, the duration of each stage and the time of completion;</p> <p>(c) the following sentence: "The actual date and time of commencement will be advised by a NOTAM, to be issued not less than 48 hours before work commences"?</p>	<p>[] No</p> <p>[] N/A</p>	
	<p>Restrictions to aircraft operations and issue of NOTAMs</p> <p>66. Does this section of the MOWP in a form that allows its separate issue to aircraft operators and permits those operators to have easy reference to the information as it affects them?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>67. Does this section of the MOWP state each restriction and each aircraft type affected by that restriction?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Work Stages</p> <p>68. Are any restrictions to aircraft operations on the maneuvering area, or in the approach and take-off areas listed and shown on drawings of each stage of the works?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>69. When complex works are being undertaken, is a table showing the restrictions applicable to each stage of the works and for each type of aircraft operation included?</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>70. Does the table outline the various work stages with start and completion dates and have a remarks column to list details of special restrictions and the issue of NOTAMs for the information of a</p>	<p>[] Yes</p> <p>[] No</p> <p>[] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	pilot before a flight?		
	<p>Emergencies and Adverse Weather</p> <p>71. Does the MOWP outline details, if any, of special arrangements to be made during works if emergencies or adverse weather conditions occur?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>NOTAMs</p> <p>72. Does the full text of all planned NOTAMs associated with the aerodrome works included?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Restrictions to Works Organizations</p> <p>73. Does the MOWP provide any restrictions on the organization carrying out of aerodrome works and requirements for the restoration of normal safety standards?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Personnel and Equipment</p> <p>74. When personnel and equipment are required to vacate the movement area for certain operations, does the MOWP specifically mention of this fact be made, for example: "All personnel and equipment will clear runway strip 11/29 for all operations by aircraft larger than B737"?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Access</p> <p>75. Does the MOWP identify the routes to and from the works area and the procedures for entering the works areas within the movement area?</p>	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	76. Are the particulars of routes to and from the works area shown in drawings attached to the MOWP?	<p>[] Yes [] No [] N/A</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>
	<p>Aerodrome Markers, Markings and Lights</p>	<p>[] Yes [] No</p>	<p><input type="checkbox"/> S <input type="checkbox"/> NS</p>

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	77. Are details of arrangements for the installation, alteration and removal of aerodrome markers, markings and lights in the work areas and other areas affected by the aerodrome works shown in drawings attached to the MOWP?	[] N/A	
	Protection of Electrical Services 78. Does the MOWP set out procedures for ensuring that electrical services and control cables are not damaged?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Special Requirements 79. Does the MOWP provide details of any special requirements arising during or on completion of aerodrome works, for example, arrangements for leaving pavement surfaces swept and clean before evacuation of the works area?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Administration 80. Does the MOWP provide the name of the Project Manager appointed by the aerodrome operator and the means of contact, including the means outside normal working hours?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	81. Does the MOWP provide the names of the works safety officer or officers appointed by the aerodrome operator and the means of contact, including the means outside normal working hours?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	82. Does the MOWP provide the name of the works organizer (where appropriate) and the means of contact, including the means outside working hours?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Authority 83. Do each MOWP contain the following statement: "All works will be carried out in accordance with the MOWP"?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	84. Do each MOWP set out its expiry date, and any alteration of that date?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	85. Do each MOWP signed, immediately after paragraph 10.11.15 (this paragraph), by the aerodrome operator or the project manager?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Drawings</p> <p>86. Are drawings, which provide a visual reference for each stage of the works attached in the MOWP?</p> <p>Does the drawings contain specific details such as works area, restrictions to aircraft, location of radio navigational aids, exact location of visual ground aids and markings, details of the height and location of critical obstacles, location of temporary taxiways, access routes, storage areas for material and equipment, and the location of electrical services and control cables which may be disturbed during the works?</p>	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	<p>Distribution List</p> <p>87. Does the distribution list of the MOWP include at least the following persons and organizations?</p> <p>(a) the project manager;</p> <p>(b) the works safety officer;</p> <p>(c) the aerodrome security manager, if any;</p> <p>(d) the works organizer;</p> <p>(e) the CAA aerodrome inspector;</p> <p>(f) ATC and the Rescue and Firefighting Service Unit for the aerodrome;</p> <p>(g) the air transport aircraft operators using the aerodrome at which the aerodrome works are to be carried out; and</p>	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
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	(h) fixed-base operators using the aerodrome at which the aerodrome works are to be carried out.		
			<input type="checkbox"/> S <input type="checkbox"/> NS
	Works Safety Officer 88. Are the responsibilities of the Works Safety Officer provided in the aerodrome manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Reportable occurrences and reporting procedures 89. Are works related incidents noted and reported?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	90. Are follow-up action being taken after the incident has occurred?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Aerodrome occurrence records 91. Does the aerodrome operator establish and maintain Aerodrome Occurrence Reports for any accident, serious incident, incident, serious injury or any occurrence or event that has a bearing on the safety of aerodrome operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	Aerodrome accident/incident investigations 92. In the event of an accident or serious incident, does the aerodrome operator carry out its own investigations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	93. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-9: APRON MANAGEMENT

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.9 APRON MANAGEMENT		
<i>Particulars of the apron management procedures, including the following:</i>			
	1. Is there an appropriate apron management service in the aerodrome?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the apron management unit regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the aerodrome operator regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the aerodrome operator ensure safe and expeditious movement of vehicles and appropriate regulation of other activities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. When the aerodrome control tower does not participate in the apron management service, are there procedures established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Is the apron management unit provided with radiotelephony communications facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are persons and vehicles operating on an apron restricted to the essential minimum when low visibility procedures are in effect?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is priority given to an emergency vehicle responding to an emergency over all other surface movement traffic?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Does a vehicle operating on an apron give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and to other vehicles in accordance with local regulations?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Does the apron management unit visually monitor the aircraft stand to ensure that the recommended clearance distances are provided to an aircraft using the stand?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Are traffic management control procedures in place when a single unit takes over the responsibility for aircraft and vehicles at a pre-determined	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	handover point between the apron and the maneuvering area?		
	12. Is the handover point clearly indicated on the ground and on aeronautical charts, for the benefit of aircraft vehicle operators?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Does the apron management unit assume responsibility for managing and coordinating all aircraft traffic on the apron, issuing verbal instructions on an agreed radio frequency?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Does the apron management unit manage all apron vehicle traffic and other apron activities in order to advise aircraft of potential hazards within the apron area?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. If an apron management service is not provided, does the aerodrome operator ensure the safety of aircraft operations on apron areas, considering the movement of vehicles?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Is there an arrangement between the apron management unit and the aerodrome control unit with regard to start-up and taxi clearance of departing aircraft to the handover point?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Does the apron management service maintain close communication with the aerodrome control service?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Does the apron management service take responsibility for aircraft stand allocation, dissemination of movement information to aircraft operators by monitoring ATC frequencies?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Does the apron management service update basic information continuously on aircraft arrival times, landings and take-offs?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Does the apron management unit ensure that the apron area is kept clean by airport maintenance?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Does the apron management service ensure that established aircraft clearance distances are available at the aircraft stand?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Is there a marshalling service?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Is there a leader van service?	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
		[] N/A	

Appendix 7C-10: APRON SAFETY MANAGEMENT

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
4.10 APRON SAFETY MANAGEMENT			
<i>Particulars of the apron management procedures, including the following:</i>			
	1. Where apron congestion is a problem, does the aerodrome operator include in the aerodrome manual particulars of the procedures for aircraft parking control to ensure the safety of aircraft during ground maneuvering?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Has the aerodrome operator developed appropriate apron safety procedures that are useful components of congestion mitigation measures?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the aerodrome operator have written arrangements with relevant organizations such as the airlines, ground handlers and caterers in regard to the apron safety procedures?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Are there arrangements for monitoring on a regular basis the safety compliance of all personnel working on the apron?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does aerodrome operator ensure that organizations performing activities at the aerodrome comply with the aerodrome safety requirements?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Are there procedures for aircraft docking, ground servicing, engine start and push back operations in place?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Are the procedures for aircraft docking, ground servicing, engine start and push back operations in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Are the aircraft and tug operator guidance markings in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are there means and procedures for protection from jet blast?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Are there provisions of blast protection structures?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	11. Are the provisions for blast protection in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Is the staff aware of safety requirements relating to clearances and blast?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Are suitable staffs available to control monitor and/or supervise apron safety activities?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Are there procedures to protect aircraft from FOD?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Do the apron safety management procedures ensure that people engaged in apron activities are provided with appropriate equipment such as communications and high visibility garments?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Do the apron safety management procedures ensure that people involved are appropriately trained and experience?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Does the aerodrome operator ensure that other organizations operating in the apron follow apron safety management procedures?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Are there arrangements for safety precautions during aeroplane refueling operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Is there a fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and a means for quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Is there an available and sufficient number of personnel trained to use the fire extinguishing equipment available for use in the event of fuel fire or major fuel spill during ground servicing of aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. When aircraft refueling operations take place while passengers are embarking or disembarking, are the ground equipment positioned so as to allow the use of a sufficient number of exits for expeditious evacuation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	22. When aircraft refueling operations take place while passengers are embarking or disembarking, are the ground equipment positioned so as to allow a ready escape route from each of the exits to be used in an emergency?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Does the aerodrome operator ensure the apron is swept to remove debris?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Does the aerodrome operator ensure the apron is clean of hazardous contamination?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-11: AIRSIDE VEHICLE CONTROL

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.11 AIRSIDE VEHICLE OPERATION		
<i>Particulars of the procedure for the control of surface vehicles operating on or in the vicinity of the movement area, including the following:</i>			
	1. details of the arrangements for controlling airside access for vehicle and personnel: <ul style="list-style-type: none"> maneuvering areas authorized by ATC apron as authorized by relevant designated authority 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. maintain a permit system for approval of airside vehicle operations.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is there a procedure for the issuance of airside permit? Is it implemented?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Have the drivers complied with issuance requirements before been issued with permits?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. vehicles and ground equipment operating airside must be maintained in a sound mechanical and roadworthy condition, so as to prevent avoidable breakdowns and spillage of fuels, lubricants and hydraulic fluids.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. established speed limits for vehicles on the movement area and a regime to enforce them.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. vehicles must not be driven under an aircraft or within 3 m of any part of an aircraft except when required for the servicing of aircraft.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. vehicles operating on the movement area by day must be marked in accordance with [MAS] 8.10.4.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. vehicles operating on the movement area at night, or in conditions of poor visibility, must display dipped headlights and must be lit with vehicle warning lights.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Are vehicles marked/ lit and approvals attached in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. drivers operating vehicle on the airside must be trained and competent to do so and comply with instructions issued by the aerodrome controller when on the maneuvering area and the appropriate authority when operating on the apron.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. any person operating vehicles and ground equipment, must:	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	<ul style="list-style-type: none"> • hold an appropriate license to operate; • comply with instructions conveyed by markings and signs; and 		
	13. comply with all mandatory instructions conveyed by light signals.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. drivers operating vehicles and ground equipment holding an appropriate license.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. driver of a radio equipped vehicle shall establish satisfactory two-way communications with the aerodrome controller before entering the maneuvering area, and/or apron if required, and maintain a continuous listening watch on the assigned frequency while on the maneuvering area (and/or apron).	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Does the operator have a training programme (initial and recurrent) for drivers?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Is the curriculum for drivers training adequate as par CAA regulations and guidance materials on ground vehicle operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Do drivers display their driver's permit before being allowed into the airside?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Are drivers with expired permits prevented from entering the airside?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Are vehicles operating on the maneuvering areas fitted with R/T or closely escorted by an R/T equipped vehicle?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Are the drivers informed about runway incursion, airfield safety and security?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Are drivers knowledgeable of the terms used on the Aerodrome?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Are the drivers conversant with the ground vehicle rules and regulations?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	24. Are drivers periodically tested to ensure currency in fitness and competence?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	25. Are drivers authorized to drive on the movement area familiar with runway configuration/safety area, taxiway configuration, runway lightings, airfield signage, airfield markings and aerodrome NAVAIDS?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Are drivers capable of sending or receiving a radio messages correctly?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	27. Do drivers operating on the movement areas understand and use the terms and phrases used in the air traffic control?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. Are drivers operating on the movement areas familiar with speed limits, authorized routes, roles relating to rights of way of aircraft and vehicles, and authorized parking areas, traffic lights and warning signs?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Are there an enforcement procedure in the event of violation of airside driving rules?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	30. If yes, is it implemented?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	31. Are enforcement records maintained?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	32. Are accident/incident records maintained?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Are unauthorized entry incidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	34. Are adequate and suitable staff and resources available to test drivers, issue permits and monitor driving?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	35. Is the staff aware of safety requirements related to airside vehicles?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	36. Are copies of driving rules available and in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	37. And the names, telephone numbers and roles of the persons who are responsible for airside vehicle control provided in the Manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	38. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-12: WILDLIFE HAZARD MANAGEMENT

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STAT US	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
4.12 WILDLIFE HAZARD MANAGEMENT			
<i>Particulars of the procedures to deal with the danger posed to aircraft operations by the presence of birds or mammals on or in the vicinity of the aerodrome or movement area, including the following:</i>			
	1. Does the aerodrome operator monitor and record, on a regular basis, the presence of birds or animals on or in the vicinity of the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Are the monitoring personnel suitably trained for this purpose?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Where regular monitoring confirms existence of a bird or animal hazard to aircraft operations, or when CAA so directs, has the aerodrome operator developed a Wildlife Hazard Management Plan (WHMP), which would be included as part of the Aerodrome Manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does a comprehensive wildlife management plan including coordination among the aviation regulatory authority, airport operator, aircraft operators and the surrounding communities implemented to successfully deal with land-use issues?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. If directed by the CAA, is the WHMP prepared by a suitably qualified person such as an ornithologist or a biologist, etc.?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Does the WHMP address: <ul style="list-style-type: none"> • hazard assessment, including monitoring action and analysis; • pilot notification; • liaison and working relationships with land use planning authorities; • on-airport bird and animal attractors which provide food, water or shelter; • suitable harassment methods; and • an ongoing strategy for bird and animal hazard reduction, including provision of appropriate fencing? 	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. Is the wildlife hazard management plan reviewed for effectiveness, on a regular basis, at least as part of each technical inspection?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STAT US	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	8. Where the presence of birds or animals is assessed as constituting an ongoing hazard to aircraft, does the aerodrome operator notify the CAA in writing, and include a warning notice for publication in the AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Where a bird or animal hazard is assessed as acute, of short term or seasonal nature, are additional warnings given to pilots by means of NOTAM?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Do airport operators, local government units (LGUs), and other stakeholders assist in identifying and managing wildlife issues at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Invite relevant external stakeholders to quarterly Runway Safety meetings to assist with wildlife management at off airport sites?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Does the wildlife strike hazard on, or in the vicinity of, an aerodrome 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 (c) an ongoing evaluation of the wildlife hazard by competent personnel?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Are wildlife strike reports collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is an action taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Does a bird/wildlife strike control program describe a process for liaison with non-airport agencies and local landowners, etc., to ensure that	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STAT US	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	airport operator is aware of developments that may contribute to creating additional bird hazards in the infrastructure, vegetation, land use and activities in the airport vicinity (e.g. crop harvesting, seed planting, ploughing, establishment of land or water features, hunting, etc., that might attract birds/wildlife)?		
	16. Does the appropriate authority 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?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Are there local ordinances issued banning pigeon raising, establishment of animal sanctuaries, etc. near the airport?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Are there MOU, MOA, LOU, LOA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Where the elimination of existing sites is not possible, Does the appropriate authority ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Are the names and roles of the persons responsible for dealing with wildlife hazards and their telephone numbers available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Does the WHMP contain particulars of the procedures to deal with the danger to aircraft operations caused by the presence of birds or animals on or near the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. And the arrangements for the removal of any bird or animal hazard?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Is the operator maintaining records?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STAT US	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	24. Are bird strikes reported?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	25. Are adequate and suitable staff and resources available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Are the equipment available in accordance with the WHMP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	27. Is harassment carried out in accordance with the WHMP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. Is environmental management undertaken in accordance with the WHMP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Are the airport wildlife control personnel formally trained, competent and equipped for detection and dispersal tasks?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	30. Are bird and animal hazard related incidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	31. List of documents presented during the audit:		

Appendix 7C-13: OBSTACLE CONTROL

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	4.13 OBSTACLE CONTROL		
<i>Particulars setting out the procedures for:</i>			
	1. Is there an obstacle as a fixed or mobile object on the following: (a) stands on, or stands above, the specified surface of an obstacle restriction area which comprises the runway strips, runway end safety areas, clearways and taxiway strips; or (b) any object that penetrates the obstacle limitation surfaces (OLS), a series of surfaces that set the height limits of objects, around an aerodrome; or (c) stands outside an OLS and has been assessed as being a hazard to air navigation.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Is the Obstacle data requirements for the design of instrument procedures is determined in liaison with flight procedure designers	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is there an objects, except for approved visual and navigational aids, located within the obstacle restriction area of the aerodrome without the specific approval of CAA	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is the equipment and installations required for air navigation purposes are to be of minimum practicable mass and height, frangibly designed and mounted, and sited in such a manner as to reduce the hazard to aircraft to a minimum.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Is the Obstacles on the obstacle restriction area taken into account when determining the obstacle clear approach or take-off surfaces	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Is the following OLS established for a non-instrument runway and a non-precision approach runway	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	and a precision approach runway category I: (a) conical surface; (b) inner horizontal surface; (c) approach surface; (d) transitional surface; and (e) take-off climb surface if the runway is meant for take-off.	[] N/A	
	7. In addition to 7.1.4.2, is the following obstacle limitation surfaces established for a precision approach runway category I: (a) inner approach surface; (b) inner transitional surfaces; and (c) balked landing surface.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is the heights and slopes of the surfaces (For non-instrument runways) shall not be greater than, and their other dimensions not less than, those specified in [MAS] Table 7.1-1 .	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Is the heights and slopes of the surfaces (For non-precision runways) shall not be greater than, and their other dimensions not less than, those specified in [MAS] Table 7.1-1, except in the case of the horizontal section of the approach surface (see 7.1.4.6).	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Is the approach surface shall be horizontal beyond the point at which the 2.5 % slope intersects: (a) a horizontal plane 150 m above the threshold elevation; or (b) the horizontal plane passing through the top of any object that governs the obstacle clearance altitude/height (OCA/H); whichever is the higher	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Is the heights and slopes of the surfaces (For precision runways) shall not be greater than, and their other dimensions not less than, those specified in Table 7.1-1, except in the case of the horizontal section of the approach surface (see 7.1.4.8).	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	12. Is the approach surface shall be horizontal beyond the point at which the 2.5 % slope intersects: (a) a horizontal plane 150 m above the threshold elevation; or (b) the horizontal plane passing through the top of any object that governs the obstacle clearance limit; whichever is the higher.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Is the following OLS must be established for a precision approach runway category II or III: (a) outer horizontal surface, if so directed by CAA; (b) conical surface; (c) inner horizontal surface; (d) approach surface; (e) inner approach surface; (f) transitional surface; (g) inner transitional surface; (h) balked landing surface; and (i) take-off climb surface if the runway is meant for take-off.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is the physical dimensions and slopes of the OLS surfaces, for approach runways, determined using Table 7.1-1.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Is the following obstacle limitation surface shall be established for a runway meant for take-off: (a) take-off climb surface.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Is the dimensions of the surface shall be not less than the dimensions specified in [MAS] Table 7.1-2, except that a lesser length may be adopted for the takeoff climb surface where such lesser length would be consistent with procedural measures adopted to govern the outward flight of aeroplanes.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Is the physical dimensions of the take-off climb OLS surfaces for take-off runways is determined using [MAS] Table 7.1-2.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Is the operational characteristics of aeroplanes for which the runway is intended to examined to	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	see if it is desirable to reduce the slope specified in [MAS] Table 7.1-2 when critical operating conditions are to be catered to. If the specified slope is reduced, corresponding adjustment in the length of the take-off climb surface shall be made so as to provide protection to a height of 300 m.	[] N/A	
	19. If no object reaches the 2 % (1:50) take-off climb surface, new objects shall be limited to preserve the existing obstacle free surface or a surface down to a slope of 1.6 % (1:62.5).	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Where two OLS surfaces overlap, is the lower surface used as the controlling OLS.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Is the aerodrome operator monitor the OLS applicable to the aerodrome and report to CAA any infringement or potential infringement of the OLS.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	When a new obstacle is detected, is the aerodrome operator ensure that the information is passed on to pilots, through NOTAM, in accordance with the standards for aerodrome reporting procedures set out in Chapter 10.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	22. Are the information on any new obstacle include the following: (a) the nature of the obstacle (for instance structure or machinery); (b) distance and bearing of the obstacle from the start of the take-off end of the runway if the obstacle is within the take-off area, or else from the ARP; (c) height of the obstacle in relation to the aerodrome elevation; and if it is a temporary obstacle, the time it exists as an obstacle.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Under [CAR], are any object which extends to a height of 110 m or more above local ground level are notified to CAA.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	24. If a proposed object or structure is determined to be an obstacle, is the details of the proposal is referred to CAA to determine whether it will be a hazard to aircraft operations.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	25. In Shielded Obstacle. Is the new obstacle is shielded by an existing obstacle is assessed as not imposing additional restrictions to aircraft operations.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	26. Is there a marking and lighting of obstacles? (a) Aerodrome Operator may direct that obstacles be marked and or lit and may impose operational restrictions on the aerodrome as a result of an obstacle. (b) If directed by CAA, lighting and/or marking of obstacles, including terrain, must be carried out in accordance with the standards set out in [MAS] Chapter 8 and Chapter 9.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	27. For Temporary and transient obstacles. Is the Temporary obstacles and transient (mobile) obstacles, such as road vehicles, rail carriages or ships, in close proximity to the aerodrome and which penetrate the OLS for a short duration are referred to CAA whether they will be a hazard to aircraft operations.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	28. For Fences or levee banks. Is the fence or levee bank that penetrates the OLS be treated as an obstacle.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	29. Is there a hazardous objects below the OLS where CAA has identified an object which does not penetrate the OLS to be a hazard to aircraft operations. Is the Aerodrome Operator require the object to be either: (a) removed, if appropriate; or (b) marked and/or lit.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	30. Is there objects which do not project through the approach surface but which will nevertheless adversely affect the optimum siting or performance of visual or non-visual aids shall, as far as practicable, be removed.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	31. Is there an aeronautical study prepared that, endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces regarded as an obstacle and shall be removed in so far as practicable.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	32. Is Aerodrome operators establish procedures to monitor the OLS and the critical obstacles associated with any additional requirements and have them included in the Aerodrome Manual if provided.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	33. Is there a Type A chart that identifies information on all significant obstacles within the take-off area of an aerodrome up to 10 km from the end of the runway.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	34. Is there a Type A chart prepared for each runway that is used for international operations.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	35. Is the obstacle data collected and the manner of presentation of the Type A chart are in accordance with the standards and procedures set out in CAR-ANS Part 4.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	36. Where no significant obstacle exists within the take-off flight path area, as specified by CAR-ANS Part 4, a Type A chart is not required but is there a statement included in the Aerodrome Manual.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	37. At aerodromes with no international operations but used by aircraft above 5,700 kg engaged in air transport operations, Is the decision to prepare Type A charts, or discrete	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	obstacle information instead of a Type A chart, is a matter for the aerodrome operator to be made in conjunction with the relevant airline.		
	38. Where a Type A chart has been prepared, or updated, is a copy of the chart is given to CAA.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	39. Where a Type A chart has been prepared and issued, is the take-off area monitored and any changes to the Type A chart information must immediately be communicated to all users of the Type A chart.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	40. Is a distribution list of current Type A chart holders maintained in the Aerodrome Manual.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	41. Is a Type A chart updated when the number of changes to the chart and notified through NOTAM or separate advice, reaches a level which CAA considers excessive.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	42. Is a Type B chart provides obstacle data around the aerodrome.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	43. Is the Type B chart prepared in accordance with the standards and procedures set out in CAR-ANS Part 4, may be provided.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	44. Is the decision to prepare a Type B chart be made in consultation with CAA.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	45. Where required, the obstacle data to be collected and the manner of presentation of the Type B chart is in accordance with the standards and procedures set out in CAR-ANS Part 4.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	46. Is the Obstacle Limitation Surfaces (OLS) identify the lower limits of the aerodrome airspace above which objects become obstacles to aircraft operations, and reported to CAA.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	47. Is the OLS comprises following: (a) outer horizontal surface; (b) conical surface; (c) inner horizontal surface; (d) approach surface; (e) inner approach surface; (f) transitional surface; (g) inner transitional surface; (h) balked landing surface; and (i) take-off climb surface.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	48. Is there a new obstacle located in the vicinity of an existing obstacle assessed and deemed be shielded may be considered as not being a hazard to aircraft.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	49. When assessing existing obstacle shields by an obstacle, Is the aerodrome operator guided by the principles of shielding detailed in [MAS] Figure 7.4-1.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	50. Is the new obstacle assessed as not imposing additional restrictions to the following: (a) when located between the inner edge end and the critical obstacle, the new obstacle is below a plane sloping downwards at 10% from the top of the critical obstacle toward the inner edge; or (b) when located beyond the critical obstacle from the inner edge end, the new obstacle is not higher than the height of the permanent obstacle; and (c) where there is more than one critical obstacle within the approach and take-off climb area, and the new obstacle is located between two critical obstacles, the height of the new obstacle is not above a plane sloping downwards at 10% from the top of the next critical obstacle.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	51. Is the new objects or extensions of existing objects shall not be permitted above an approach surface within 3 000 m of the inner edge or above a transitional surface except when, the new	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	object or extension would be shielded by an existing immovable object.		
	Is the new objects or extensions of existing objects shall not be permitted above a take-off climb surface except when, the new object or extension would be shielded by an existing immovable object.	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-14: REMOVAL OF DISABLED AIRCRAFT

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.14 REMOVAL OF DISABLED AIRCRAFT		
<i>Particulars of the procedures for removing a disabled aircraft on or adjacent to the movement area, including the following:</i>			
	1. Is there a plan for the removal of an aircraft disabled on, or adjacent to, the movement area established for an aerodrome, and a coordinator designated to implement the plan, when necessary?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the aerodrome has plans for the rapid availability and deployment of salvage and removal equipment between aerodromes, and the protection of evidence, custody and the removal of aircraft in accordance with Annex 13?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Is the disabled aircraft removal plan based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Is there a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Are there arrangements for the rapid receipt of aircraft recovery equipment kits available	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	from other aerodromes?		
	6. Is there an information concerning the capability to remove an aircraft disabled on or adjacent to the movement area published in the AIP?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. the names, role and telephone numbers of persons responsible for arranging for the removal of disabled aircraft	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Does the manual contain particulars of the procedures for removing an aircraft that is disabled on or near the movement area?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Does it include details of the roles of the aerodrome operator and the holder of the aircraft's certificate of registration?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. And the arrangements for telling the holder of the certificate of registration?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. And the arrangements for liaising with air traffic control and the DCA?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. And the arrangements for obtaining equipment and persons to remove the aircraft?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. And the names and roles of the persons who are responsible for arranging for the	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	removal of an aircraft which is disabled, and the telephone numbers for contacting them during and after working hours?		
	14. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Is the operator maintaining records in accordance with the aerodrome manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are adequate and suitable staff and resources available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	17. Are the arrangements for contacting the certificate of registration in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	18. Are the arrangements for liaising with ATC and DCA in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	19. Are the arrangements for obtaining equipment and persons to remove the aircraft in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	20. Is the staff aware of safety requirements during aircraft removal?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	21. Are any conditions or exemptions complied with?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	22. If observed, was the removal in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	23. Are disabled aircraft removal incidents noted, reported and followed up?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-15: HANDLING OF HAZARDOUS MATERIALS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.15 HANDLING OF HAZARDOUS MATERIALS		
<i>Particulars of the procedures for the safe handling and storage of hazardous materials on the aerodrome, including the following:</i>			
	1. arrangements for special areas on the aerodrome to be set up for the storage of inflammable liquids (including aviation fuels) and any other hazardous materials; and [] Yes [] No [] N/A		<input type="checkbox"/> S <input type="checkbox"/> NS
	2. the method to be followed for the delivery, storage, dispensing and handling of hazardous materials. [] Yes [] No [] N/A		<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the manual contain particulars of the procedures for the safe handling of hazardous materials on the aerodrome? [] Yes [] No [] N/A		<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does it include the names, telephone numbers and roles of the persons who are to receive and handle hazardous materials? [] Yes [] No [] N/A		<input type="checkbox"/> S <input type="checkbox"/> NS
	5. And the arrangements for special areas on the aerodrome to be set up for the storage of flammable liquids (including aviation fuels) and other hazardous materials? [] Yes [] No [] N/A		<input type="checkbox"/> S <input type="checkbox"/> NS
	6. And the methods to be [] Yes		<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	followed for the delivery, storage, dispensing and handling of these materials?	[] No [] N/A	
	7. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. Is the operator maintaining records in accordance with the aerodrome manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Are adequate and suitable staff and resources available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Are the persons who receive and handle hazardous materials the same as identified in the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Are the procedures for delivery, storage, dispensing and handling of these materials in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Is the staff aware of safety requirements related to hazardous materials?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Are any conditions or exemptions complied with?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Are the arrangements for special areas for storage of hazardous materials in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Are the materials stored correctly?	[] Yes [] No	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
		[] N/A	
	16. Are hazardous material related incidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-16: LOW-VISIBILITY OPERATIONS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.16 LOW-VISIBILITY OPERATIONS		
<i>Particulars of procedures to be introduced for low-visibility operations, including the measurement and reporting of runway visual range as and when required, and the names and telephone numbers, during and after working hours, of the persons responsible for measuring the runway visual range.</i>			
	1. Does the manual contain the measurement and reporting of runway visual range as and when required?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. Does the manual contain the names and telephone numbers, during and after working hours, of the persons responsible for measuring the runway visual range?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. Does the manual contain particulars of the procedures for aerodrome operators staff involved in ground activities for low visibility operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does it include the arrangements for: the alerting procedures, airside access restrictions and checks of lighting installations and signs?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does aerodrome operators restrict the operation of personnel and vehicles on an apron during low visibility operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. Where RVR is determined manually, does the manual contain information about: - Measurement methods, reporting procedures, observation positions and personnel requirements including training to be undertaken?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. And the names and contact details for the persons responsible?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Is the operator maintaining record in	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	accordance with the aerodrome manual?	[] No [] N/A	
	10. Are adequate and suitable staff and equipment available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Are visibility measurement arrangements along the runways in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Are procedures for minimizing vehicular traffic carried out in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Are arrangements for runway inspections during 'low vis' periods in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	14. Is the staff aware of safety requirements related to low visibility operations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Are appropriate signs, gates and warning signs in place for low vis ops in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are low visibility operationally related incidents noted, reported and followed up?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-17: PROTECTION OF SITES FOR RADAR AND NAVIGATIONAL AIDS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.17 PROTECTION OF SITES FOR RADAR AND NAVIGATIONAL AIDS		
<i>Particulars of the procedures for the protection of sites for radar and radio navigational aids located on the aerodrome to ensure that their performance will not be degraded, including the following:</i>			
	1. arrangements for the control of activities in the vicinity of radar and nav aids installations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	2. arrangements for ground maintenance in the vicinity of these installations;	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	3. arrangements for the supply and installation of signs warning of hazardous microwave radiation.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	4. Does the manual contain particulars of the procedures for the protection of radar and nav-aids located on the aerodrome to ensure that their performance will not be degraded?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	5. Does it include the arrangements for the control of activities near radar and navigational aid installations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	6. And the arrangements, made in consultation with the provider of the navigational aid installation, for the supply and installation of signs warning of hazardous microwave radiation?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	7. And the arrangements for ground maintenance near these installations?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	8. List of documents checked. If yes, what are the documents checked?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	9. Is the operator maintaining records in accordance with the aerodrome manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	10. Are adequate and suitable staff and resources available?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	11. Are activities near radar and nav aids controlled in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	12. Is ground maintenance near these facilities carried out in accordance with the manual?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	13. Is the staff aware of safety	[] Yes	<input type="checkbox"/> S <input type="checkbox"/> NS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	requirements related to radar and nav aids?	<input type="checkbox"/> No <input type="checkbox"/> N/A	
	14. Are all conditions or exemptions complied with?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	15. Are appropriate signs warning of microwave radiation hazards supplied and installed in accordance with the manual?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
	16. Are radar and navaid related incidents noted, reported and followed up?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7C-18: HAZARDOUS METEOROLOGICAL CONDITIONS

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS
	4.18 HAZARDOUS METEOROLOGICAL CONDITIONS		
PANS-AERODROMES	1. Does the aerodrome operator have procedures for other hazardous meteorological situations that may occur at the aerodrome (such as thunderstorms, strong surface winds and gusts), describing the actions that have to be taken and defining the responsibilities and criteria for suspension of operations on the runway?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
PANS-AERODROMES	2. Does the aerodrome operator have a formal coordination with the [STATES] At[MAS]pherical, Geophysical and Satellite Administration (PAGASA) in order to be advised of any significant meteorological conditions?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

Appendix 7D: CRITERIA ON COMPETENCE OF AERODROME PERSONNEL

POSITION	ASSESSMENT CRITERIA
AIRPORT MANAGER / GENERAL MANAGER	Performance Criteria
	a) Full control of the human resources required for the operations authorized to be conducted under the operations approval certificate (e.g. Aerodrome Certificate)
	b) Full control of the financial resources required for the operations authorized to be conducted under the operations approval certificate (e.g. Aerodrome Certificate)
	c) Final authority over operations authorized to be conducted under the operations approval certificate (e.g. Aerodrome Certificate)
	d) Direct responsibility for the conduct of the organization's affairs
	e) Final responsibility for all safety issues
	Knowledge Criteria
	a) Knowledge and understanding of the documents that prescribe relevant aerodrome safety standards
	b) Understanding of the requirements for competence of aerodrome management personnel, so as to ensure that competent persons are in place
	c) Knowledge and understanding of safety, quality, and security management systems related principles and practices, and how these are applied within the organization
	d) Knowledge and understanding of the key issues of risk management within the aerodrome operational aspects
	e) CAA regulatory framework
	f) State Safety Programme and Aerodrome SMS
	g) Aerodrome Certification Process
	h) CAA Regulatory Oversight Process
i) CAA Enforcement Procedure	
HEAD OF SAFETY AND COMPLIANCE	Performance Criteria
	a) Responsible individual and focal point for the development and maintenance of an effective safety management system;
	b) Ensure that processes needed for the SMS are established, implemented and maintained
	c) Reportable directly to the Accountable Manager on the performance of the SMS and on any need for improvement
	d) Ensure safety promotion throughout the organization
	e) The role of the safety manager should be to: <ul style="list-style-type: none"> <li data-bbox="715 1872 1428 1946">i. facilitate hazard identification, risk analysis, and management; <li data-bbox="715 1946 1428 2042">ii. monitor the implementation and functioning of the safety management system, including the necessary safety actions;

POSITION	ASSESSMENT CRITERIA
	<ul style="list-style-type: none"> iii. manage the safety reporting system of the aerodrome; iv. provide periodic reports on safety performance; v. ensure maintenance of safety management documentation; vi. ensure that there is safety management training available, and that it meets acceptable standards; vii. provide advice/mitigation measures on safety matters; and viii. initiate and participate in internal occurrence/accident investigations.
	Knowledge Criteria
	a) Practical experience and expertise in aerodrome operations, maintenance or similar area
	b) Knowledge of the Aerodrome Manual
	c) Comprehensive knowledge of the applicable requirements in the area of aerodromes
	d) CAA Regulatory framework
	e) Aerodrome SMS and State Safety Programme (SSP)
	f) CAA Aerodrome Certification Process
	g) Knowledge of CAA Technical Guidance Material
	h) Knowledge of [ANNEX 14]([MAS]) and related ICAO Documents (Aerodromes)
	i) Managing Findings and Recommendations (F&R), preparation and implementation of corrective action plan (CAP) from the certification/continuing surveillance of
	j) aerodrome
	k) Implementation of Aerodrome emergency plan
	l) Implementation of Wildlife Hazard Management
	m) Aerodrome Projects Management
	n) Aerodrome Engineering
	o) CAA Regulatory Oversight Process
HEAD AERODROME OPERATIONS	Performance Criteria
	a) Ensure that aerodrome certificating requirements are met, and that the aerodrome operates in accordance with certificate conditions and regulatory requirements
	b) Accountable for day-to-day aerodrome operations
	c) Ensure an understanding by the aerodrome management of the certification requirement for and status of the Aerodrome Manual
	d) Responsible for the management of the operational services and maintenance of the aerodrome
	e) Analyze auditing findings and inspections to the CAA, and initiate actions
	f) Use feedback from auditing and inspections to recommend appropriate changes to movement areas
	g) Safety management procedures and ensure implementation

POSITION	ASSESSMENT CRITERIA
	<ul style="list-style-type: none"> h) Monitor airside planning and development for compliance i) Develop proactive working relationships with aerodrome users/third parties j) Ensure that aerodrome certification requirements are met, and that the aerodrome operates in accordance with certificate conditions and statutory requirements.
	Knowledge Criteria
	a) Practical experience and expertise in aerodrome operations or maintenance (or similar area) respectively
	b) Comprehensive knowledge of the applicable requirements in the area of aerodromes
	c) Appropriate level of knowledge of safety and quality management
	d) Knowledge of the Aerodrome Manual
	e) CAA Regulatory Framework
	f) Safety Management System/State Safety Programme
	g) CAA Aerodrome Certification Process
	h) Aerodrome Projects
	i) CAA Regulatory Oversight Process
	j) CAA Enforcement Procedure
HEAD AERODROME MAINTENANCE	Performance Criteria
	a) Ensure that aerodrome certification requirements are met, and that the conditions of the aerodrome facilities are accurately reported (Aerodrome Manual/AIP) in accordance with the regulatory requirements
	b) Ensure aerodrome facilities are commensurate with the types and frequency of aircraft in accordance with legislative requirements
	c) Ensure that maintenance policies, procedures and training are compatible with the aerodrome operational requirements
	d) Ensure understanding of regulatory requirements related to electrical systems
	e) Ensure understanding of regulatory requirements related to aeronautical ground lighting and other visual aids such as markings and signage
	f) Ensure understanding of regulatory requirements related to aerodrome pavements
	g) Ensure understanding of role as related to aerodrome reporting systems to include hazard identification, defect identification and reporting of safety critical information to the aerodrome Air Traffic Service Unit
	h) Ensure basic understanding of aerodrome wildlife hazard management
	i) Ensure understanding of requirement for corrective and preventive maintenance programme of the aerodrome facilities, equipment and installations

POSITION	ASSESSMENT CRITERIA
	j) Ensure understanding of competency standards and evaluation programme for maintenance staff maintaining safety critical assets or working in safety critical areas (including both technical and operational competencies as necessary)
	k) Ensure understanding of [MAS] 10.15: Aerodrome Maintenance
	Knowledge Criteria
	a) Qualified in the role with appropriate education, experience and/or certification
	b) Practical experience and expertise in aerodrome maintenance
	c) Comprehensive knowledge of the applicable requirements in the areas of electrical systems, aeronautical ground lighting and pavements
	d) Knowledge of the Aerodrome Manual operational requirements
	e) Knowledge of applicable ICAO guidance materials such as the Aerodrome Design Manual
	f) CAA Regulatory Framework (Act CAP 80 and Regulations)
	g) Safety Management System/State Safety Programme
	h) CAA Aerodrome Certification Process (Part IV of the Regulations)
	i) Aerodrome Projects
	j) CAA Regulatory Oversight Process
	k) CAA Enforcement Procedure
	l) Process for the reporting and follow-up of accidents, incidents and emergencies on the aerodrome
HEAD AERODROME EMERGENCY SERVICES	Performance Criteria
	a) Ensure that aerodrome certificating requirements are met, and that the aerodrome operates in accordance with the regulatory requirements in the provision of Aerodrome Emergency Services
	b) Ensure emergency fire and rescue facilities are compatible with sizes, types and frequency of aircraft in accordance with regulatory requirements
	c) Ensure that rescue and firefighting policies, procedures and training meet regulatory requirements and are commensurate with aerodrome operations
	d) Ensure that procedures for auditing driver training programmes are to established standards
	e) Ensure the use of communication protocols and procedures is in accordance with regulations
	f) Assess the feasibility of continuing aerodrome operations in an emergency situation
	g) Ensure appliances and equipment meet all regulatory requirements

POSITION	ASSESSMENT CRITERIA
	h) Establish an effective Command & Control System
	Knowledge Criteria
	a) Qualified in the role with appropriate education, experience and/or certification
	b) Practical experience and expertise in aerodrome AES
	c) Comprehensive knowledge of the applicable regulatory requirements in the areas of Aerodrome Emergence Services and aerodromes
	d) Knowledge of [MAS] and ICAO document
	e) Knowledge of the Aerodrome Manual
	f) CAA Regulatory Framework
	g) Safety Management System/State Safety Programme
	h) CAA Aerodrome Certification Process
	i) CAA Regulatory Oversight Process
	j) CAA Enforcement Procedure
	k) Process and procedure for the reporting and follow-up of accidents, incidents and emergencies on the aerodrome

**Appendix 7E: ASSESSMENT OF OPERATIONS AND MAINTENANCE
PERSONNEL CHECKLIST**

QUESTIONNAIRE	Review by Aerodrome Inspectors	
	Status	Remarks
1. Does the officer possess basic qualifications to carry out assigned responsibilities?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
2. Does the officer have the required knowledge and experience on the job (OJT) to perform the responsibility at the expected level of competence?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
3. Does the officer have the required tools and equipment to carry out the operation in line with job specification?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
4. Does the officer have a job description?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
5. Is there a personnel roster that indicates satisfactory workload for each officer?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
6. Are the officers adequately and regularly trained to discharge the responsibility optimally?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
7. In demonstrating operations and maintenance competence, is the knowledge, skills and experience required to inspect aerodrome movement area, obstacle limitation surface, marking, signs and lights, for conducting or supervising aerodrome works, for using the portable radio and completing the NOTAM forms displayed?.	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
8. Are the officers' refresher trainings at such duration/interval to guarantee currency on the job?	[] Yes [] No [] N/A	<input type="checkbox"/> S <input type="checkbox"/> NS

QUESTIONNAIRE	Review by Aerodrome Inspectors	
	Status	Remarks
9. Does the officer have adequate knowledge of the working documents available for the performance of his duties?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<input type="checkbox"/> S <input type="checkbox"/> NS
Inspectors Remarks:		

Name of Inspector: _____
 Signature: _____
 Date: _____

Appendix 7F: COMPETENCY CHECKLIST FOR AERODROME TECHNICAL PERSONNEL

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	<p>1. Reporting Officer</p> <p>Has the reporting officer possesses the following attributes?</p> <p>a) sound knowledge of the physical characteristics of the aerodrome movement area, the aerodrome obstacle limitation surfaces, aerodrome markings, lighting and ground signals and essential aerodrome safety equipment;</p> <p>b) an understanding of the aerodrome information included in AIP;</p> <p>c) the ability to carry out a serviceability inspection of the aerodrome;</p> <p>d) a knowledge of the aerodrome emergency procedures; and</p> <p>e) a knowledge of the NOTAM system and the ability to carry out aerodrome reporting procedures.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	
	<p>2. Airside Drivers</p> <p>Does the airside drivers operating vehicles and ground equipment, hold an appropriate license to operate in entering the movement area?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	
	<p>3. Airside Drivers</p> <p>Is the driver of a vehicle on the movement area appropriately trained for the tasks to be performed and comply with instructions issued by:</p> <p>a) the aerodrome controller when on the maneuvering area; and</p> <p>b) the appropriate authority when operating on the apron?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	
	<p>4. Aerodrome Technical Inspectors</p> <p>Is operator of a certified aerodrome ensure that a person or persons with appropriate technical qualifications and experience conducts an aerodrome technical inspection? In particular:</p> <p>a) the movement area, other pavements and drainage is inspected by a person who has a recognized degree, diploma or certificate in civil</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	<p>engineering or appropriate technical experience; and</p> <p>b) the lighting and electrical facilities is inspected by a person who has a recognized degree, diploma or certificate in electrical engineering or a licensed electrician; and</p> <p>c) the obstacle limitation surfaces is inspected by a person who:</p> <p>d) is technically qualified or experienced in surveying; and</p> <p>e) has a sound knowledge and understanding of the standards and survey procedures for obstacle limitation surfaces.</p>		
	<p>5. Aerodrome Safety Inspectors</p> <p>Does a person apply to CAA for approval to conduct aerodrome safety inspections as Aerodrome Safety Inspectors?</p> <p>CAA approve a person if the person has:</p> <p>a) a recognized degree, diploma or certificate in civil engineering, surveying or a related field and a sound knowledge of the parts of these Regulations and the standards, practices and procedures that are applicable to the operation and maintenance of aerodromes; or</p> <p>b) other qualifications, knowledge and experience that CAA considers suitable for conducting an aerodrome safety inspection; and</p> <p>c) the capability, if the approval is given, to perform properly the aerodrome safety inspection function.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	
	<p>6. Wildlife Personnel</p> <p>Is the wildlife personnel responsible for preparing a WHMP a suitably qualified person such as an ornithologist or a biologist?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	
	<p>7. Persons Involved with Aerodrome Safety Functions</p> <p>Are persons involved with aerodrome safety functions possess essential competencies which include:</p> <p>a) inspect and report on the physical characteristics and conditions of the aerodrome;</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> N/A</p>	

REFERENCE NO.	QUESTIONS	REVIEW BY AERODROME INSPECTOR/S	
		STATUS	REMARKS (Include reference to documentation or reason for non-compliance/non-applicability)
	b) inspect and report on aerodrome lighting systems; c) inspect and report on the OLS; d) initiating a NOTAM; e) use of radio, and f) supervise the safety of aerodrome works?		
	8. Work Safety Officer Is works safety officer for the aerodrome works has not been trained, in accordance with aerodrome standards, to perform the works safety officer's functions?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	

Appendix 7G: Trigger List - Aerodrome Facilities

1. RUNWAY(S)

Markers and markings
Pavement condition
Profile Surface texture (e.g. grooving) Roughness
Cleanliness
Vegetation height (if grassed)
Other (cracks, holes, oversized stones, etc.)
Stopways
Shoulders
RESA

2. RUNWAY STRIP(S)

RWS obstacles
Surface condition (graded and overall) Clearway
Markers
Vegetation height

3. TAXIWAYS

Pavement condition Roughness
Cleanliness
Vegetation height (if grassed) Shoulders
Taxiway strips
Markers, markings and MAGS Other faults

4. APRONS

Pavement condition Roughness
Cleanliness
Vegetation height (if grassed)
Markings, markers and MAGS
Aircraft tie-down areas
Aircraft parking and clearances
Other (earthing points, vehicle access, etc.) Other faults

5. LIGHTING

Note: Lighting inspection carried out Day or Night?
Runway(s)
Runway intermediate holding point or guard lights
Portable Emergency Supplies
Apron edge
Apron flood
Stand-by power
Wind indicator(s).

PAPI/VASIS

MAGS

Portable lights

Obstacle

Other (beacon, etc.)

6. GENERAL

Wind indicators

Signal area

Are unserviceability markings and markers available?

Boundary fence/access control

Crash roads

APPENDIX - 8: Suggested Agenda Items for an Exit Meeting

- Welcome
- Thanks for the co-operation of the auditee staff and assistance to the audit team
- Re-state the purpose scope and reason for the audit
- Presentation of the audit context
- If appropriate, mention the previous audit
- Review of objectives of the audit
- Brief review of the audit methodology while emphasizing its standardized nature
- Presentation of the audit findings:
 - Positive aspects to be highlighted
- Listing of the findings but without discussion of the evidence
- Stress that the exit meeting is not the place for discussion, just presentation to alert the auditee.
- Next steps:
 - Audit draft report to be finalized (when) and copied to auditee
 - Auditee then has the opportunity to review and discuss any contentions issues with Team Leader
- Final report to follow within (time/date/event)
- After final report, CAP is expected which will address short term remedial action as well as long term preventative action
- Record of attendees
- Conclusion

APPENDIX - 9: Standard Audit Report Format

**AUDIT REPORT FOR
XXX ORGANIZATION**

[Insert Table of contents]

1. INTRODUCTION

1.1. Airport/Organization Information

Airport Visited: _____ International Airport
Dates of Audit: 15th August to 21st August 20__
Team Members: Mr. H. O. Exceptional, Audit Leader
Mr. A.N. Other, Team Member
Mr. A.N. Other, Team Member
Mr. A.N. Other, Team Member

1.2. Audit Scope & Objectives

1.2.1. The audit was designed to assess compliance with the (*insert procedures, regulations, manual etc.*) of _____ International Airport/Organization.

1.3. Identity & Administrative Information of Audited Organization

1.3.1. The management of XXX International Airport, representing the aerodrome operator, was:

- Mr A. O. Boss, General Manager
- Mr T Isee, Aerodrome Operations Office
- M B Karful, Safety Manager

1.4. Documents Reviewed

1.4.1. The following documents were reviewed prior to, and during, the audit:

- List the documents*
- List the documents*
- List the documents*

1.5. Person Contacted & Interviewed

1.5.1. The following persons were interviewed and questioned during the audit;

- Mr. A. M. Manager XXX Airport Director, FAAN
- Ms. A. N Other Chief, RFFS, XXX Airport

1.6. Opening Meeting

1.6.1. An opening meeting was carried out on _Date_ at Location. This briefing was conducted by the CAA Audit Team Leader, Mr. XXXXX and attended by:

List the persons in attendance.

1.7. Closing Meeting

1.7.1. A closing meeting was carried out on _Date_ at Location. This was

conducted by the NCAA Audit Leader, Mr. XXXXX and attended by:
List the persons in attendance.

1.8. Distribution of Report

1.8.1. This final report will be sent to _____ Manager, Airport Director for XXX International Airport. It is the responsibility of Mr. Manager to ensure that distribution of the report conclusions and findings are disseminated amongst appropriate personnel from the audited Organization.

1.9. Confidential Nature of the Report

1.9.1. This report and all the information contained therein should be regarded as confidential and not for general dissemination.

2. EXECUTIVE SUMMARY

A short explanation of the main activities of the audit and the principal findings.

3. SUMMARY OF FINDINGS

A summary of all the findings in order of priority.

4. BACKGROUND

4.1. The audit was undertaken in accordance with the requirements of the [DASS] of CAA which establishes the various processes and procedures required to be undertaken by the different Organizations and persons to whom this programme applies, in order to satisfy the needs of ensuring that aviation practices within the Republic of the [STATE] are maintained in accordance with the requirements of the CAA.

4.2. This airport/ Organization has been the subject of previous audits on XXXX (date(s)).

5. OBSERVATIONS & FINDINGS

5.1. Describe each finding as a result of an observed condition.

5.1.1. **Finding:** Describe the deficiency and the corrective action required by the audited Organization together with reference to mandatory requirement and associated evidence of non-conformity.

5.1.2. **Status:** Assign category of finding

5.1.3. **Timing:** Agreed deadline for rectification

5.2. **Observation:** Record comments

When drafting findings following an audit or inspection, the following guidelines should be used:

- Do not wait until the last moment to draft the documents; the draft findings must be filled in as the observations are made to maintain a satisfactory level of objectivity.

- The final report of the audit must be drafted as quickly as possible after the audit is completed.
- Every formulation must be clear, concise and comprehensive.
- Sentences should be short.
- The classification of recommendations must be carried out with objectivity and candour.

5.3. Findings Form

Regulatory Requirement/ Reference:		Finding Number:
Finding/s:		
Type of Finding:	<input type="checkbox"/> Non-compliance Category A *	<input checked="" type="checkbox"/> Non-compliance Category B**
Evidences:		
Auditor/s:		
Corrective Action Plan:		
Target Date:		Auditee/Person Responsible:

* **Non-compliance Category A** finding is defined as a finding that is critical, in that it has the potential to result in loss of life, serious injury or damage to facilities and which requires corrective action to be completed immediately. Such action may involve closure of a facility

** **Non-compliance Category B** finding is defined as an occurrence, situation or deficiency involving an item of equipment, an aerodrome facility or a procedure within a system that caused, or has the potential to cause, significant safety problems within the system, and which requires corrective action to be completed within an agreed time frame.

6. CORRECTIVE ACTION PLAN

6.1. List all the corrective action required by the audited Organization in the Corrective

Action Plan form in order of priority as classified by Section 6.2 of the Handbook.
(See Table 1).

Table 1: AUDIT/INSPECTION CORRECTIVE ACTION PLAN

DOCUMENT REFERENCE	FINDINGS	FINDINGS CATEGORY	CORRECTIVE ACTION (BY THE AERODROME OPERATOR)	PERSON RESPONSIBLE	AGREED TARGET DATE

APPENDIX - 10: Post audit feedback form

Item	Activity	Comments/Remarks
1.	Post audit opening	
2.	Conduct of auditors	
3.	Documentation	
4.	Comment on findings	
5.	Quality of the audit report	
6.	General	

Notes:

APPENDIX - 11: Aerodrome Surveillance Checklist

AREA OF INSPECTION		REFERENCES	OBSERVATIONS	CAT.
I. PHYSICAL CHARACTERISTICS:				
A	RUNWAY :			
i	ORIENTATION OF ALL RUNWAY(S)			
ii	SURFACE CONDITION (DEPRESSION, POT HOLE, RUTTING):			
iii	SURFACE FRICTION/RUBBER DEPOSIT/ DATE OF LAST FRICTION TEST WITH COEFFICIENT VALUE:			
iv	SLOPES:			
v	VISUAL MARKINGS (TDZ, AIMING POINT, THR,C/L,SIDE STRIP , DESIGNATION, RET/ TWY LINKS ETC) :			
vi	BASIC STRIP (FLUSHING , GRADING , OBSTACLE):			
vii	LIGHTINGS (THR, END, TDZ,C/L , RETIL):			
viii	SIGNAGES (INFORMATIVE / MANDATORY) :			
ix	APPROACH LIGHTS (SIMPLE/ CAT-I/II/III)			
x	PAPI (DATE OF LAST SURVEY):			
xi	RESA :			
xii	ANY OTHER OBSERVATION :			
B	APRON :			
i	SURFACE CONDITION (DEPRESSION, POT HOLE, RUTTING):			
ii	VISUAL MARKINGS (BREAK AWAY POINT,EDGE ,VEHICULAR LANE , TAXI LANE ,SAFETY LINE , EQPT PARKING AREA ETC) :			
iii	LIGHTS : EDGE , FLOOD LIGTS ETC.:			
iv	ILLUMINATION LEVEL ON APRON (IN LUX):			
v	SIGNAGES (INFORMATIVE / MANDATORY) :			
vi	PARKING STAND IDENTIFICATION / VISUAL DOCKING GUIDANCE SYSTEM (VDGS) / AEROBRIDGE ETC. :			
vii	EQUIPMENT PARKING AREA :			
viii	FOD COLLECTION SYSTEM :			

AREA OF INSPECTION		REFERENCES	OBSERVATIONS	CAT.
ix	ANY OTHER OBSERVATION :			
C	OPERATIONAL AREA :			
i	AERODROME PERIMETER FENCING:			
ii	NORMAL AND EMERGENCY ACCESS ROUTES:			
iii	SIGNAL AREA WIND DIRECTION INDICATOR (WDI):			
iv	ISOLATION PARKING STAND:			
v	OBS. LIGHTS OF OBSTRUCTIONS / OBSTACLES:			
vii	AERODROME REFERENCE POINT (ARP) & ITS MAINTENANCE:			
vii	DRAINAGE:			
ix	HOLDING POSITION MARKING (TWY , ROAD ETC):			
x	DEMARCATION OF LOCALIZER & GLIDE PATH SENSITIVE / CRITICAL AREAS :			
xi	ANY OTHER OBSERVATION :			
D	TAXIWAYS :			
i	MARKINGS (C/L, EDGE):			
ii	LIGHTS: EDGE, CENTER LINE (IF AVBL.) ETC :			
iii	SURFACE CONDITION:			
iv	STRIP:			
v	SIGNAGES (INFORMATION / MANDATORY)			
vi	ANY OTHER OBSERVATION :			
II. ARFF :				
i	CATEGORY :			
ii	EQUIPMENTS OF RESCUE & FIRE FIGHTING :			
iii	EXTINGUISHING AGENTS :			
iv	STANDARD OPERATING PROCEDURES (SOPs) :			
v	TRAININGS/ DRILL (FULL SCALE & TABLE TOP EMERGENCY EXERCISE) :			
vi	COMMUNICATION SYSTEMS :			

AREA OF INSPECTION		REFERENCES	OBSERVATIONS	CAT.
vii	RESCUE RESOURCES , EXTINGUISHING AGENTS, WATER STORAGE :			
viii	HYDRANT SYSTEM :			
ix	MAINTENANCE OF RECORDS(LOG BOOKS, VEHICLE, DRILL ETC) :			
x	ANY OTHER OBSERVATION :			
AERODROME INFORMATION:				
i	DATE OF PUBLICATION :			
ii	ADEQUACY OF INFORMATION :			
iii	CURRENT NOTAMs :			
iv	OPERATIONAL RESTRICTIONS, IF ANY :			
v	ANY OTHER OBSERVATION :			
III. AERODROME OPERATIONS :				
i	AERODROME MANUAL : (CHANGE IN PERSONNEL, CONTACT NUMBERS, PROCEDURES, NAVAIDS, ETC.)			
ii	SOPS FOR OPERATIONS AND MAINTENANCE :			
iii	AIRPORT EMERGENCY PLAN :			
iv	ANTIHIJACKING PLAN :			
v	BOMB THREAT CONTINGENCY PLAN :			
vi	OBSTACLE REGULATION & CONTROL PROCEDURES :			
vii	COORDINATION BETWEEN ATM & AERODROME OPERATIONS :			
viii	WILD LIFE CONTROL MECHANISM :			
ix	AEMC MEETING & ACTION ITEMS :			
x	CONSTRUCTION/ DEVELOPMENT ACTIVITIES :			
xi	OBSTACLE CONTROL PROCEDURE :			
xii	CONTROL & COMPLIANCE OF OBSTRUCTIONS, DATE OF LAST SURVEY CARRIED :			
xiii	AERODROME CHARTS : GRID MAP , ZONING MAP, TYPE A & B, DATE OF PUBLICATION,;			
xiv	LICENCING COMPLIANCE SYSTEM & AVAILABILITY OF EQUIPMENTS FOR STNDARDISATION :			

AREA OF INSPECTION		REFERENCES	OBSERVATIONS	CAT.
xv	STAND BY POWER SUPPLY FOR ESSENTIAL SERVICES :			
xvi	FOLLOW ME / OPS. JEEP :			
xvii	ANY OTHER OBSERVATION :			
IV. SAFETY MANAGEMENT SYSTEM :				
i	SAFETY MANAGEMENT MANUAL :			
ii	SAFETY MANAGER AND SYSTEMS FOR IMPLEMENTATION :			
iii	STATUS OF IMPLEMENTATION :			
iv	COMPLIANCE OF SMS :			
v	ANY OTHER OBSERVATION :			
V. AVAILABILITY & ADEQUACY OF TRAINED MANPOWER FOR AERODROME OPERATIONS :				
i	AERODROME OPERATIONS :			
ii	ARFF :			
iii	MAINTENANCE :			
iv	ANY OTHER OBSERVATION :			
VI. ATC :				
i	SERVICES PROVIDED / UNIT :			
ii	COMMUNICATION FACILITIES : VHF, TELEPHONE, DSC , FIRE ALARM , AERODROME BEACON, LIGHT GUN, ETC. :			
iii	AVAILABILITY OF RELEVANT ICAO DOCS, ATS CIRCULARS, AICS, NOTAMS, DGCA- CARS :			
iv	DISPLAY OF LANDING, INSTRUMENT APPROACH , AERODROME CHARTS, GRID MAP ETC. :			
v	AVAILABILITY OF UPDATED DOCS REGARDING : AEP , BOMB THREAT, SEARCH & RESCUE, AIR SAFETY CIRCULARS TO DEAL WITH THE SITUATION IN THE EVENT OF AIRCRAFT INCIDENT / ACCIDENT ETC. :			
vi	DISPLAY OF THE LIST OF MEDICAL PRECTIONERS, WHO SHOULD BE AVAILABLE IN CASE OF AN EMERGENCY, TOGETHER WITH THEIR ADDRESSES & TELEPHONE NUMBERS IN THE CONTROL TOWER :			
vii	RWY LIGHTING AND REMOTE STATUS INDICATOR OF NAV. AIDS :			
viii	ANY OTHER OBSERVATION :			

AREA OF INSPECTION	REFERENCES	OBSERVATIONS	CAT.
VII. COMMUNICATION/NAVIGATION FACILITIES :			
i	NAV FACILITIES (NDB/DVOR/MSSR/ILS)		
ii	SERVICEABILITY / RELIABILITY STATUS OF NAVIGATIONAL AIDS:		
iii	SERVICEABILITY / RELIABILITY STATUS OF AIR GROUND COMMUNICATION FACILITIES (VHF,HF ETC), INTER UNIT COMMUNICATION :		
iv	GROUND / AIR CALIBRATION STATUS OF NAVIGATION AID DVOR , ILS, SMR , ASMGCS :		
v	CHECK QUALITY OF RECORDING :		
vi	ANY OTHER OBSERVATION :		
VIII. METEOROLOGY :			
i	FACILITIES – CLASS I/ II/III :		
ii	SERVICES PROVIDED AND THEIR ADEQUACY :		
iii	MET REPORTS :		
iv	TIMELY DISSEMINATION :		
v	ANY OTHER OBSERVATION :		
REMARKS :			
LIST OF OBSERVATION :			
			SIGNATURE OF INSPECTING OFFICER :

AREA OF INSPECTION	REFERENCES	OBSERVATIONS	CAT.