

## COMPLIANCE CHECKLIST OF CHAPTER-10

SUBJECT: AERODROME MAINTENANCE		RESPONSE BY OPERATOR				
QUESTIONS	REF TO ANO-14-I	YES		NO	N.A.	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
1. The establishment of maintenance programme to maintain facilities at an aerodrome.	<b>10.1.1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2. Has the operator provided sufficient and adequate equipment?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3. The arrangements for the maintenance of paved and/or unpaved runways and associated, shoulders and safety areas		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4. The arrangements for maintenance of movement area surfaces and drainage systems to ensure that their performance will not be degraded		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. The arrangements for the maintenance of paved and or unpaved taxiways and associated shoulders		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6. The arrangements for the maintenance of associated runway and taxiway strips		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7. The design and application of the maintenance programme observe Human Factors principles	<b>10.1.2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
8. Availability of adequate and suitable staff and resources available according to no. of personnel and qualification standards/ experience/competency?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Pavements</b>						
9. 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?	<b>10.2.1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
10. Procedures on carrying out daily inspections of the movement area and control of FOD		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
11. Procedures on carrying out daily sweeping/cleaning of surfaces		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
12. Procedures on carrying out precautions to be taken in regard to the surface of shoulders		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
13. Where the pavement is used by large aircraft or aircraft with tire pressures in the upper categories referred to in 2.6.6 (c), is particular attention given to the integrity of light fittings in the pavement and pavement joints?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
14. Is the surface of a runway maintained in a condition such as	<b>10.2.2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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to prevent formation of harmful irregularities?						
15. Procedure of Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 329).	<b>10.2.3</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
16. The arrangements for regular runway friction testing		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
17. What is the equipment used for the measurement/assessment		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
18. Is the equipment compatible with approved Continuous Friction Measuring Equipment (CFME)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
19. What friction values are obtained during the last measurement		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
20. Is runway friction assessment conducted following any significant maintenance activity, such as runway resurfacing?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
21. Is the paved runway maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
22. Is the runway surface friction characteristics periodically measured with a continuous friction measuring device using self-wetting features and documented?		<b>10.2.4</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
23. Evaluation of the runway surface friction characteristics is provided in Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 329).	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
24. Is the objective of 10.2.3 to 10.2.7 and 10.2.9 of the surface friction characteristics for the entire runway remain at or above a minimum friction level specified by the Chairman?	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
25. Can runway friction test results be related to serviceability and safety limits?	<b>10.2.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
26. Are personnel operating the CFME properly trained in its operation and maintenance?	<b>10.2.6</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
27. 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?	<b>10.2.7</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
28. The procedure of runway surface visually assessed, as necessary, under natural or simulated rain conditions for ponding or poor drainage and where required, corrective	<b>10.2.8</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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maintenance action taken.						
29. 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?	<b>10.2.10</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Removal of contaminants</b>						
30. The procedure of standing water, mud, dust, sand, oil, rubber deposits and other contaminants removed from the surface of runways.	<b>10.3.1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
31. 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?	<b>10.3.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
32. Is there any information on the use of chemicals for aerodrome pavements?						
<b>Runway Pavement Overlay</b>						
33. Is there any 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?	<b>10.4</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
34. The longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, shall be:  a) 0.5 to 1.0 per cent for overlays up to and including 5 cm in thickness; and  b) not more than 0.5 per cent for overlays more than 5 cm in thickness.	<b>10.4.1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
35. 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 most aircraft operations will experience a down ramp?	<b>10.4.2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
36. Is the entire width of the runway overlaid during each work session?	<b>10.4.3</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
37. Before a runway being overlaid is returned to a temporary operational status, is the runway centre line marking conforming to the specifications in Section 5.2.3?	<b>10.4.4</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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38. Is the location of any temporary threshold identified by a 3.6 m wide transverse stripe?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
39. Is the overlay constructed and maintained above the minimum friction level?	<b>10.4.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
40. Is a light deemed to be unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the appropriate figure in ICAO ANO 14 Vol. I, Appendix 2?	<b>10.5.1</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
41. Is a system of preventive maintenance of visual aids employed to ensure lighting and marking system reliability?  <i>Note — Guidance on preventive maintenance of visual aids is given in the ICAO Airport Services Manual, Part 9.</i>	<b>10.5.2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
42. Does the system of preventive maintenance employed for a precision approach runway category II or III include at least the following checks:  a) visual inspection and in-field measurement of the intensity, beam spread and orientation of lights included in the approach and runway lighting systems;	<b>10.5.3</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
b) control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
c) Control of the correct functioning of light intensity settings used by the air traffic control unit?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
43. Are 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 undertaken by measuring all lights, as far as practicable, to ensure conformance with the applicable specification of ANO 14 Vol. I, Appendix 2?	<b>10.5.4</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
44. Is 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 undertaken using a mobile measuring unit of sufficient accuracy to analyze the characteristics of the individual lights?	<b>10.5.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
45. Is the frequency of measurement 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 continuous assessment of the results of the in-field measurements but in any event not be less than twice a year for in-pavement lights and not less	<b>10.5.6</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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than once a year for other lights?						
<p>46. Does the system of preventive maintenance employed for a precision approach runway category II or III have as its objective that, during any period of category II or III operations, all approach and runway lights are serviceable, and that in any event at least:</p> <p>a) 95 per cent of the lights are serviceable in each of the following particular significant elements:</p> <p style="margin-left: 20px;">1) precision approach category II and III lighting system, the inner 450 m;</p> <p style="margin-left: 20px;">2) runway centre line lights;</p> <p style="margin-left: 20px;">3) runway threshold lights; and</p> <p style="margin-left: 20px;">4) runway edge lights;</p> <p>b) 90 per cent of the lights are serviceable in the touchdown zone lights;</p> <p>c) 85 per cent of the lights are serviceable in the approach lighting system beyond 450 m; and</p> <p>d) 75 per cent of the lights are serviceable in the runway end lights?</p>	<b>10.5.7</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
47. In order to provide continuity of guidance, is the allowable percentage of unserviceable lights permitted in such a way as to alter the basic pattern of the lighting system?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>A. Additionally, is an unserviceable light permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted?</p> <p><i>Note — With respect to barrettes, crossbars and runway edge lights, lights are considered to be adjacent if located consecutively and:</i></p> <p style="margin-left: 20px;">— laterally: in the same barrette or crossbar; or</p> <p style="margin-left: 20px;">— longitudinally: in the same row of edge lights or barrettes.</p>	<b>10.5.7</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>B. Additionally, is an unserviceable light permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted?</p> <p><i>Note — With respect to barrettes, crossbars and runway edge lights, lights are considered to be adjacent if located consecutively and:</i></p>						

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<p>— laterally: in the same barrette or crossbar; or</p> <p>— longitudinally: in the same row of edge lights or barrettes.</p>						
<p>48. Does the system of preventive maintenance employed for a stop bar 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 m 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>	<b>10.5.8</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>49. Does the system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 350 m have as its objective that no two adjacent taxiway centre line lights be unserviceable?</p>	<b>10.5.9</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>50. Does the system of preventive maintenance employed for a precision approach runway category I have as its objective that, during any period of category I operations, all approach and runway lights are serviceable, and that in any event at least 85 per cent of the lights are serviceable in each of the following:</p> <p>a) precision approach category I lighting system;</p> <p>b) runway threshold lights;</p> <p>c) runway edge lights; and</p> <p>d) runway end lights?</p>	<b>10.5.10</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>A. In order to provide continuity of guidance, is an unserviceable light permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified?</p> <p><i>Note — In barrettes and a crossbar, guidance is not lost by having two adjacent unserviceable lights.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>51. Does the system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions less than a value of 550 m have as its objective that, during any period of operations, all runway lights are serviceable and that in any event:</p> <p>a) at least 95 per cent of the lights are serviceable in the runway centre line lights (where provided) and in the runway edge lights; and</p> <p>b) at least 75 per cent of the lights are serviceable in the</p>	<b>10.5.11</b>					

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		S	NS			
runway end lights?						
A. In order to provide continuity of guidance, is an unserviceable light permitted adjacent to another unserviceable light?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
52. Does the system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions of a value of 550 m or greater have as its objective that, during any period of operations, all runway lights are serviceable and that, in any event, at least 85 per cent of the lights are serviceable in the runway edge lights and runway end lights?	10.5.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. In order to provide continuity of guidance, is an unserviceable light permitted adjacent to another unserviceable light?	10.5.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
53. During low visibility procedures does the aerodrome operator restrict construction or maintenance activities in the proximity of aerodrome electrical systems?	10.5.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

**Comments of Inspector (s):**

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 .....

**Conclusions:**

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 Signature of Aerodrome Safety Inspector (AGA), Member

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 Signature of Aerodrome Safety Inspector (AGA), Member

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 Signature of Aerodrome Safety Inspector (AGA), Member

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 Signature of Aerodrome Safety Inspector (AGA), Team Leader