

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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. Are the number and orientation of runways at an aerodrome such that the usability factor of the aerodrome is not less than 95 per cent for the aeroplanes that the aerodrome is intended to serve?	3.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2. Are the siting and orientation of runways at an aerodrome such that the arrival and departure tracks minimize interference with areas approved for residential use and other noise-sensitive areas close to the aerodrome in order to avoid future noise problems?	3.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
CHOICE OF MAXIMUM PERMISSIBLE CROSS-WIND COMPONENTS						
3. In the application of paragraph 3.1.1 of the ANO-14-I, are landings or take-off of aeroplanes, in normal circumstances, precluded when the cross-wind component exceeds <ul style="list-style-type: none"> — 37 km/h (20 kt) in the case of aeroplanes whose reference field length is 1 500 m or over, except that when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced with some frequency, a cross-wind component not exceeding 24 km/h (13 kt) should be assumed; — 24 km/h (13 kt) in the case of aeroplanes whose reference field length is 1 200 m or up to but not including 1 500 m; and — 19 km/h (10 kt) in the case of aeroplanes whose reference field length is less than 1 200 m? 	3.1.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
DATA TO BE USED						
4. Is the data to be used for the calculation of the usability factor based on reliable wind distribution statistics that extend over as long a period as possible, preferably of not less than five years? Are the observations made at least eight times daily and spaced at equal intervals of time?	3.1.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. Is the threshold located at the extremity of a runway?	3.1.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6. When it is necessary to displace a threshold, either permanently or temporarily, from its normal location, are factors which may have a bearing on the location of the threshold taken into account?	3.1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Where this displacement is due to an unserviceable runway condition, is a cleared and graded area of at least 60 m in length available between the unserviceable area and the displaced threshold?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
B. Is additional distance provided to meet the requirements of the runway end safety area as appropriate?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
PRIMARY RUNWAY						

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		S	NS																																	
7. Except as provided in paragraph 3.1.9 of the ANO-14-I, is the actual runway length to be provided for a primary runway adequate to meet the operational requirements of the aeroplanes for which the runway is intended and not less than the longest length determined by applying the corrections for local conditions to the operations and performance characteristics of the relevant aeroplanes?	3.1.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																
SECONDARY RUNWAY																																				
8. Is the length of a secondary runway determined similarly to primary runways except that it needs only to be adequate for those aeroplanes which require to use that secondary runway in addition to the other runway or runways in order to obtain a usability factor of at least 95 per cent?	3.1.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																
RUNWAYS WITH STOPWAYS OR CLEARWAYS																																				
9. Where a runway is associated with a stopway or clearway, an actual runway length less than that resulting from application of paragraphs 3.1.7 or 3.1.8 of the ANO-14-I, as appropriate, may be considered satisfactory, but in such a case, does any combination of runway, stopway and clearway provided permit compliance with the operational requirements for take-off and landing of the aeroplanes the runway is intended to serve?	3.1.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																																
<p>10. Is the width of the runway less than the appropriate dimension specified in the following tabulation:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th colspan="5" style="text-align: center;">Outer Main Gear Wheel Span (OMGWS)</th> </tr> <tr> <th style="text-align: center;">Code number</th> <th style="text-align: center;">Up to but not including 4.5m</th> <th style="text-align: center;">4.5m up to but not including 6m</th> <th style="text-align: center;">6m up to but not including 9m</th> <th style="text-align: center;">9m up to but not including 15m</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1°</td> <td style="text-align: center;">18 m</td> <td style="text-align: center;">18 m</td> <td style="text-align: center;">23 m</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="text-align: center;">2°</td> <td style="text-align: center;">23 m</td> <td style="text-align: center;">23 m</td> <td style="text-align: center;">30 m</td> <td style="text-align: center;">-</td> </tr> <tr> <td style="text-align: center;">3°</td> <td style="text-align: center;">30 m</td> <td style="text-align: center;">30 m</td> <td style="text-align: center;">30 m</td> <td style="text-align: center;">45 m</td> </tr> <tr> <td style="text-align: center;">4°</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">45 m</td> <td style="text-align: center;">45 m</td> </tr> </tbody> </table> <p>a) The width of a precision approach runway shall be not less than 30 m where the code number is 1 or 2.</p>	Outer Main Gear Wheel Span (OMGWS)					Code number	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m up to but not including 15m	1°	18 m	18 m	23 m	-	2°	23 m	23 m	30 m	-	3°	30 m	30 m	30 m	45 m	4°	-	-	45 m	45 m	3.1.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Outer Main Gear Wheel Span (OMGWS)																																				
Code number	Up to but not including 4.5m	4.5m up to but not including 6m	6m up to but not including 9m	9m up to but not including 15m																																
1°	18 m	18 m	23 m	-																																
2°	23 m	23 m	30 m	-																																
3°	30 m	30 m	30 m	45 m																																
4°	-	-	45 m	45 m																																

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
11. Where parallel non-instrument runways are intended for simultaneous use, is the minimum distance between their centre lines: <ul style="list-style-type: none"> — 210 m where the higher code number is 3 or 4; — 150 m where the higher code number is 2; and — 120 m where the higher code number is 1? 	3.1.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
12. Where parallel instrument runways are intended for simultaneous use subject to conditions specified in the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168), Volume I, is the minimum distance between their centre lines: <ul style="list-style-type: none"> — 1 035 m for independent parallel approaches; — 915 m for dependent parallel approaches; — 760 m for independent parallel departures; — 760 m for segregated parallel operations; except that: <ul style="list-style-type: none"> a) for segregated parallel operations the specified minimum distance: <ul style="list-style-type: none"> 1) may be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and 2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft; b) for independent parallel approaches, combinations of minimum distances and associated conditions other than those specified in the PANS-ATM (Doc 4444) may be applied when it is determined that such combinations would not adversely affect the safety of aircraft operations? 	3.1.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LONGITUDINAL SLOPES						
13. Does the slope computed by dividing the difference between the maximum and minimum elevation along the runway centre line by the runway length exceed: <ul style="list-style-type: none"> — 1 per cent where the code number is 3 or 4; and — 2 per cent where the code number is 1 or 2? 	3.1.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
14. Does the longitudinal slope along any portion of the runway the longitudinal slope exceed: <ul style="list-style-type: none"> — 1.25 per cent where the code number is 4, except that for the first and last quarter of the length of the runway the longitudinal slope should not exceed 0.8 per cent; — 1.5 per cent where the code number is 3, except that for the first and last quarter of the length of a precision 	3.1.14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
approach runway category II or III the longitudinal slope should not exceed 0.8 per cent; and — 2 per cent where the code number is 1 or 2?						
LONGITUDINAL SLOPE CHANGES						
15. Where slope changes cannot be avoided, does the slope change between two consecutive slopes exceed: — 1.5 per cent where the code number is 3 or 4; and — 2 per cent where the code number is 1 or 2?	3.1.15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
16. Is the transition from one slope to another accomplished by a curved surface with a rate of change not exceeding: — 0.1 per cent per 30 m (minimum radius of curvature of 30 000 m) where the code number is 4; — 0.2 per cent per 30 m (minimum radius of curvature of 15 000 m) where the code number is 3; and — 0.4 per cent per 30 m (minimum radius of curvature of 7 500 m) where the code number is 1 or 2?	3.1.16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SIGHT DISTANCE						
17. Where slope changes cannot be avoided, are they such that there will be an unobstructed line of sight from: — any point 3 m above a runway to all other points 3 m above the runway within a distance of at least half the length of the runway where the code letter is C, D, E or F; — any point 2 m above a runway to all other points 2 m above the runway within a distance of at least half the length of the runway where the code letter is B; and — any point 1.5 m above a runway to all other points 1.5 m above the runway within a distance of at least half the length of the runway where the code letter is A?	3.1.17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
DISTANCE BETWEEN SLOPE CHANGES						
18. Undulations or appreciable changes in slopes located close together along a runway shall be avoided. Is the distance between the points of intersection of two successive curves less than: a) the sum of the absolute numerical values of the corresponding slope changes multiplied by the appropriate value as follows: — 30 000 m where the code number is 4; — 15 000 m where the code number is 3; and — 5 000 m where the code number is 1 or 2; or b) 45 m; whichever is greater?	3.1.18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRANSVERSE SLOPES						

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
19. To promote the most rapid drainage of water, is the runway surface cambered except where a single crossfall from high to low in the direction of the wind most frequently associated with rain would ensure rapid drainage?	3.1.19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Is the transverse slope: — 1.5 per cent when the code letter is C, D, E or F; — 2 per cent when the code letter is A or B; but in any event not exceed 1.5 per cent or 2 per cent, as applicable, nor be less than 1 per cent except at runway or taxiway intersections where flatter slopes may be necessary?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
B. For a cambered surface, is the transverse slope on each side of the centre line symmetrical?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
20. Is the transverse slope substantially the same throughout the length of a runway except at an intersection with another runway or a taxiway where an even transition should be provided taking account of the need for adequate drainage?	3.1.20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
21. Is a runway capable of withstanding the traffic of aeroplanes the runway is intended to serve?	3.1.21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SURFACE OF RUNWAYS						
22. Is the surface of a runway constructed without irregularities that would impair the runway surface characteristics or otherwise adversely affect the take-off or landing of an aeroplane?	3.1.22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
23. Is the paved runway constructed or resurfaced so as to provide surface friction characteristics at or above the minimum friction level as specified in the Guidance Material ?	3.1.23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
24. Are measurements of the surface friction characteristics of a new or resurfaced runway made with a continuous friction measuring device using self-wetting features?	3.1.25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
25. Is the average surface texture depth of a new surface less than 1.0 mm?	3.1.26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
26. When the surface is grooved or scored, are the grooves or scorings either perpendicular to the runway centre line or parallel to non-perpendicular transverse joints, where applicable?	3.1.27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RUNWAY SHOULDERS						
27. Are runway shoulders provided for a runway where the code letter is D, E or F.	3.2.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
WIDTH OF RUNWAY SHOULDERS						
28. For aeroplanes with OMGWS from 9 m up to but not including 15 m, the runway shoulders shall extend	3.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		S	NS			
symmetrically on each side of the runway so that the overall width of the runway and its shoulders is not less than: —60 m where the code letter is D or E; —60 m where the code letter is F with two- or three-engined aeroplanes; and —75 m where the code letter is F with four (or more)-engined aeroplanes.						
SLOPES ON RUNWAY SHOULDERS						
29. Is the surface of the shoulder that abuts the runway flush with the surface of the runway and its transverse slope does not exceed 2.5 per cent?	3.2.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
STRENGTH OF RUNWAY SHOULDERS						
30. Is the portion of a runway shoulder between the runway edge and a distance of 30m from the centreline being prepared or constructed so as to be capable, in the event of an aeroplane running off the runway, of supporting the aeroplane without inducing structural damage to the aeroplane and of supporting ground vehicles which may operate on the shoulder?	3.2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RUNWAY TURN PADS						
31. Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code is D, E or F, is a runway turn pad provided to facilitate a 180-degree turn for aeroplanes (See ICAO Annex 14 Vol. I, Figure 3-1)?	3.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
32. Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is A, B or C, is a runway turn pad provided to facilitate a 180-degree turn of aeroplanes?	3.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
33. Is the runway turn pad located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary? <i>Note – The initiation of the turn would be facilitated by locating the turn pad on the left side of the runway, since the left seat is the normal position for the pilot-in-command.</i>	3.3.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
34. Does the intersectional angle of the runway turn pad exceed 30 degrees?	3.3.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
35. Does the nose wheel steering angle used in the design of the runway turn pad exceed 45 degrees?	3.3.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
36. In the design of a runway turn pad when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking, is the clearance distance between any	3.3.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		S	NS																							
<p>wheel of the aeroplane landing gear and the edge of the turn pad less than that given by the following tabulations:</p> <p style="text-align: center;">OMGWS</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Up to but</td> <td style="padding: 2px;">4.5 m up</td> <td style="padding: 2px;">6 m up</td> <td style="padding: 2px;">9 m up</td> </tr> <tr> <td style="padding: 2px;">not</td> <td style="padding: 2px;">to but</td> <td style="padding: 2px;">to but</td> <td style="padding: 2px;">to but</td> </tr> <tr> <td style="padding: 2px;">including</td> <td style="padding: 2px;">not</td> <td style="padding: 2px;">not</td> <td style="padding: 2px;">not</td> </tr> <tr> <td style="padding: 2px;">4.5 m</td> <td style="padding: 2px;">including</td> <td style="padding: 2px;">including</td> <td style="padding: 2px;">including</td> </tr> <tr> <td></td> <td style="padding: 2px;">6 m</td> <td style="padding: 2px;">9 m</td> <td style="padding: 2px;">15 m</td> </tr> </table> <p>Clearance 1.50 m 2.25 m 3 m^{a,b} or 4 m^c</p> <p>^a If the turn pad is intended to be used by aeroplanes with a wheel base less than 18m.</p> <p>^b If the turn pad is intended to be used by aeroplanes with a base equal to or greater than 18m.</p> <p><i>Note – Wheel base means the distance from the nose gear to the geometric centre of the main gear</i></p>	Up to but	4.5 m up	6 m up	9 m up	not	to but	to but	to but	including	not	not	not	4.5 m	including	including	including		6 m	9 m	15 m						
Up to but	4.5 m up	6 m up	9 m up																							
not	to but	to but	to but																							
including	not	not	not																							
4.5 m	including	including	including																							
	6 m	9 m	15 m																							
SLOPES ON RUNWAY TURN PADS																										
<p>37. Are the longitudinal and transverse slopes on a runway turn pad sufficient to prevent the accumulation of water on the surface and facilitate rapid drainage of surface water? Are the slopes the same as those on the adjacent runway pavement surface?</p>	3.3.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
STRENGTH OF RUNWAY TURN PADS																										
<p>38. Is the strength of a runway turn pad at least equal to that of the adjoining runway which it serves, due consideration being given to the fact that the turn pad will be subjected to slow-moving traffic making hard turns and consequent higher stresses to the pavement?</p> <p><i>Note. –Where a runway turn pad is provided with flexible pavement, the surface would need to be capable of withstanding the horizontal shear forces exerted by the main landing gear tires during turning manoeuvres.</i></p>	3.3.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
<p>39. Does the surface of a runway turn pad have surface irregularities that may cause damage to an aeroplane using the turn pad?</p>	3.3.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
<p>40. Is the surface of a runway turn pad constructed so as to provide good friction characteristics for aeroplanes using the facility when the surface is wet?</p>	3.3.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
SHOULDERS OF RUNWAY TURN PADS																										

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41. Are the runway turn pads provided with shoulders of such width as is necessary to prevent surface erosion by the jet blast of the most demanding aeroplane for which the turn pad is intended and any possible foreign object damage to the aeroplane engines? <i>Note – As a minimum, the width of the shoulders would need to cover the outer engine of the most demanding aeroplane and thus may be wider than the associated runway shoulders.</i>	3.3.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
42. Is the strength of the runway turn pad shoulders capable of withstanding the occasional passage of the aeroplane it is designed to serve without inducing structural damage to the aeroplane and to the supporting ground vehicles that may operate on the shoulder?	3.3.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RUNWAY STRIPS						
43. Are the runways and any associated stopways included in a strip?	3.4.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LENGTH OF RUNWAY STRIPS						
44. Does the strip extend before the threshold and beyond the end of the runway or stopway for a distance of at least: — 60 m where the code number is 2, 3 or 4; — 60 m where the code number is 1 and the runway is an instrument one; and — 30 m where the code number is 1 and the runway is a non-instrument one?	3.4.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
WIDTH OF RUNWAY STRIPS						
45. Precision approach runway: Does the strip extend laterally to a distance of at least: — 140 m where the code number is 3 or 4; and — 70 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout the length of the strip?	3.4.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
46. Non-precision approach runway: Does the strip extend laterally to a distance of at least: — 140 m where the code number is 3 or 4; and — 70 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout the length of the strip?	3.4.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
47. Non-instrument runway: Does the strip extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least: — 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and	3.4.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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— 30 m where the code number is 1?						
OBJECTS ON RUNWAY STRIPS						
48. Are objects situated on a runway strip which may endanger aeroplanes regarded as an obstacle and removed?	3.4.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
49. Are fixed objects, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in Chapter 9 of the ANO-14-I, permitted on a runway strip of a precision approach runway delineated by the lower edges of the inner transitional surfaces?	3.4.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Are mobile objects permitted on this part of the runway strip during the use of the runway for landing or take-off?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
GRADING OF RUNWAY STRIPS						
50. Does that portion of a strip of an instrument runway within a distance of at least: — 75 m where the code number is 3 or 4; and — 40 m where the code number is 1 or 2; from the centre line of the runway and its extended centre line provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway?	3.4.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
51. Does that portion of a strip of a non-instrument runway within a distance of at least: — 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and — 30 m where the code number is 1; from the centre line of the runway and its extended centre line provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway?	3.4.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
52. Is the surface of that portion of a strip that abuts a runway, shoulder or stopway flush with the surface of the runway, shoulder or stopway?	3.4.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
53. Is that portion of a strip to at least 30 m before the start of a runway prepared against blast erosion in order to protect a landing aeroplane from the danger of an exposed edge?	3.4.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON RUNWAY STRIPS						
LONGITUDINAL SLOPES						
54. Does the longitudinal slope along that portion of a strip to be graded exceed:	3.4.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		S	NS			
<ul style="list-style-type: none"> — 1.5 per cent where the code number is 4; — 1.75 per cent where the code number is 3; and — 2 per cent where the code number is 1 or 2? 						
LONGITUDINAL SLOPE CHANGES						
55. Are slope changes on that portion of a strip to be graded as gradual as practicable and abrupt changes or sudden reversals of slopes avoided?	3.4.14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRANSVERSE SLOPES						
56. Are transverse slopes on that portion of a strip to be graded adequate to prevent the accumulation of water on the surface but not exceed: <ul style="list-style-type: none"> — 2.5 per cent where the code number is 3 or 4; and — 3 per cent where the code number is 1 or 2; except that to facilitate drainage the slope for the first 3 m outward from the runway, shoulder or stopway edge shall be negative as measured in the direction away from the runway and may be as great as 5 per cent?	3.4.15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
57. Does the transverse slope of any portion of a strip beyond that to be graded exceed an upward slope of 5 per cent as measured in the direction away from the runway?	3.4.16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
STRENGTH OF RUNWAY STRIPS						
58. Is that portion of a strip of an instrument runway within a distance of at least: <ul style="list-style-type: none"> — 75 m where the code number is 3 or 4; and — 40 m where the code number is 1 or 2; from the centre line of the runway and its extended centre line prepared or constructed as to minimize hazards arising from differences in load bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway?	3.4.17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
59. Is that portion of a strip containing a non-instrument runway within a distance of at least: <ul style="list-style-type: none"> — 75 m where the code number is 3 or 4; — 40 m where the code number is 2; and — 30 m where the code number is 1; from the centre line of the runway and its extended centre line prepared or constructed as to minimize hazards arising from differences in load bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway?	3.4.18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RUNWAY END SAFETY AREAS						
60. Is a runway end safety area provided at each end of a runway strip where:	3.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
<ul style="list-style-type: none"> — the code number is 3 or 4; and — the code number is 1 or 2 and the runway is an instrument one? 						
DIMENSIONS OF RUWAY END SAFETY AREAS						
61. Does the runway end safety area extend from the end of a runway strip to a distance of at least 90* m where <ul style="list-style-type: none"> - the code number is 3 or 4; and - the code number is 1 or 2 and the runway is an instrument one? *If an arresting system is installed, the above length may be reduced, based on the design specification of the system, subject to acceptance by the Chairman.	3.5.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
62. Is the width of the runway end safety area at least twice that of the associated runway?	3.5.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
63. Are objects situated on a runway end safety area which may endanger aeroplanes regarded as obstacles and removed?	3.5.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
64. Does the runway end safety area provide a cleared and graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane undershooting or overrunning the runway?	3.5.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON RUNWAY END SAFETY AREAS						
GENERAL						
65. Are the slopes of a runway end safety area such that no part of the runway end safety area penetrates the approach or take-off climb surface?	3.5.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LONGITUDINAL SLOPES						
66. Do the longitudinal slopes of the runway end safety area exceed a downward slope of 5 per cent?	3.5.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Are the longitudinal slope changes as gradual as practicable and abrupt changes or sudden reversals of slopes avoided?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TRANSVERSE SLOPES						
67. Do the transverse slopes of the runway end safety area exceed an upward or downward slope of 5 per cent, and transitions between differing slopes as gradual as practicable?	3.5.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
STRENGTH OF RUNWAY END SAFETY AREAS						
68. Is the runway end safety area prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration and facilitate the movement of rescue and fire fighting vehicles as required in paragraphs 9.2.34 to 9.2.35 of the ANO-14-I?	3.5.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
LOCATION OF CLEARWAYS						
69. Is the origin of a clearway at the end of the take-off run available?	3.6.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LENGTH OF CLEARWAYS						
70. Does the length of a clearway exceed half the length of the take-off run available?	3.6.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
WIDTH OF CLEARWAYS						
71. Does the clearway extend laterally on each side of the extended centre line of the runway to a distance of at least : a. <i>75 m for instrument runways; and</i> b. <i>half of the width of the runway strip for non-instrument runways.</i>	3.6.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON CLEARWAYS						
72. Does the ground in a clearway project above a plane having an upward slope of 1.25 per cent, the lower limit of this plane being a horizontal line which: a) is perpendicular to the vertical plane containing the runway centre line; and b) passes through a point located on the runway centre line at the end of the take-off run available?	3.6.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
73. Are abrupt upward changes in slope avoided when the slope on the ground in a clearway is relatively small or when the mean slope is upward?	3.6.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. In such situations, in that portion of the clearway within a distance of 22.5 m or half the runway width whichever is greater on each side of the extended centre line, do the slopes, slope changes and the transition from runway to clearway generally conform with those of the runway with which the clearway is associated?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
OBJECTS ON CLEARWAYS						
74. Is an object situated on a clear-way which may endanger aeroplanes in the air regarded as an obstacle and removed?	3.6.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
STOPWAYS: WIDTH OF STOPWAYS						
75. Does the stopway have the same width as the runway with which it is associated?	3.7.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON STOPWAYS						
76. Do the slopes and changes in slope on a stopway, and the transition from a runway to a stopway, comply with the specifications of paragraphs 3.1.13 to 3.1.19 of the ANO-	3.7.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
14-I for the runway with which the stopway is associated except that: a) the limitation in paragraph 3.1.14 of the ANO-14-I of a 0.8 per cent slope for the first and last quarter of the length of a runway need not be applied to the stopway; and b) at the junction of the stopway and runway and along the stopway the maximum rate of slope change may be 0.3 per cent per 30 m (minimum radius of curvature of 10 000 m) for a runway where the code number is 3 or 4?						
STRENGTH OF STOPWAYS						
77. Is a stopway prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the stopway is intended to serve without inducing structural damage to the aeroplane?	3.7.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SURFACE OF STOPWAYS						
78. Is the surface of a paved stopway so constructed or resurfaced as to provide surface friction characteristics at or above those of the associated runway when the stopway is wet?	3.7.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RADIO ALTIMETER OPERATING AREA						
79. Is a radio altimeter operating area established in the pre-threshold area of a precision approach runway?	3.8.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LENGTH OF THE AREA						
80. Does the radio altimeter operating area extend before the threshold for a distance of at least 300 m?	3.8.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
WIDTH OF THE AREA						
81. Does a radio altimeter operating area extend laterally, on each side of the extended centre line of the 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?	3.8.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LONGITUDINAL SLOPE CHANGES						
82. Are slope changes on a radio altimeter operating area avoided or kept to a minimum?	3.8.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Where slope changes cannot be avoided, are slope changes as gradual as practicable and abrupt changes or sudden reversals of slopes avoided, with the rate of change between two consecutive slopes not exceeding 2 per cent per 30 m?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TAXIWAYS						
<i>Note — Unless otherwise indicated the requirements in this section are applicable to all types of taxiways.</i>						

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS					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											
83. Are taxiways provided to permit the safe and expeditious surface movement of aircraft?	3.9.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
84. Are sufficient entrance and exit taxiways for a runway provided to expedite the movement of aeroplanes to and from the runway and provision of rapid exit taxiways considered when traffic volumes are high?	3.9.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<p>85. Is the design of a taxiway such that, when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway is not less than that given by the following tabulation:</p> <p style="text-align: center;">OMGWS</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Up to but not including 4.5 m</td> <td style="padding: 5px;">4.5m up to but not including 6 m</td> <td style="padding: 5px;">6 m up to but not including 9 m</td> <td style="padding: 5px;">9 m up to but not including 15 m</td> </tr> <tr> <td style="padding: 5px;">Clearance 1.50 m</td> <td style="padding: 5px;">2.25 m</td> <td style="padding: 5px;">3 m^{a,b} or 4 m^c</td> <td style="padding: 5px;">4 m</td> </tr> </table> <p>^a On straight portions. ^b On curved portions if the taxiway is intended to be used by aeroplane with a wheel base of less than 18m. ^c On curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18m.</p> <p><i>Note 1 — Wheel base means the distance from the nose gear to the geometric centre of the main gear.</i></p>	Up to but not including 4.5 m	4.5m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m	Clearance 1.50 m	2.25 m	3 m ^{a,b} or 4 m ^c	4 m	3.9.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Up to but not including 4.5 m	4.5m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m											
Clearance 1.50 m	2.25 m	3 m ^{a,b} or 4 m ^c	4 m											
WIDTH OF TAXIWAYS														
86. Does a straight portion of a taxi-way have a width of not less than that given by the following tabulation:	3.9.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Up to but not including 4.5 m</td> <td style="padding: 5px;">4.5 m up to but not including 6 m</td> <td style="padding: 5px;">6 m up to but not including 9 m</td> <td style="padding: 5px;">9m up to but not including 15 m</td> </tr> <tr> <td style="padding: 5px;">Taxiway width 7.5 m</td> <td style="padding: 5px;">10.5 m</td> <td style="padding: 5px;">15 m</td> <td style="padding: 5px;">23 m</td> </tr> </table>	Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9m up to but not including 15 m	Taxiway width 7.5 m	10.5 m	15 m	23 m						
Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9m up to but not including 15 m											
Taxiway width 7.5 m	10.5 m	15 m	23 m											
TAXIWAY CURVES														
87. Are changes in direction of taxiways as few and small as possible?	3.9.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
A. Are the radii of the curves compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the taxiway is intended?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
B. Is the design of the curve such that, when the cockpit of the aeroplane remains over the taxiway centre line markings, the clearance distance between the outer main wheels of the aeroplane and the edge of the taxiway is not less than those specified in 3.9.3?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
JUNCTIONS AND INTERSECTIONS						
88. To facilitate the movement of aeroplanes, are fillets provided at junctions and intersections of taxiways with runways, aprons and other taxiways?	3.9.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Does the design of the fillets ensure that the minimum wheel clearances specified in 3.9.3 of the ANO-14-I are maintained when aeroplanes are manoeuvring through the junctions or intersections?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TAXIWAY MINIMUM SEPARATION DISTANCES						
89. Is the separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object less than the appropriate dimension specified in Table 3-1 of the ANO-14-I, except that it may be permissible to operate with lower separation distances at an existing aerodrome if an aeronautical study indicates that such lower separation distances would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes?	3.9.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON TAXIWAYS						
LONGITUDINAL SLOPES						
90. Does the longitudinal slope of a taxiway exceed: — 1.5 per cent where the code letter is C, D, E or F; and — 3 per cent where the code letter is A or B?	3.9.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LONGITUDINAL SLOPE CHANGES						
91. Where slope changes on a taxiway cannot be avoided, is the transition from one slope to another slope accomplished by a curved surface with a rate of change not exceeding: — 1 per cent per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E or F; and — 1 per cent per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A or B?	3.9.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SIGHT DISTANCE						
92. Where a change in slope on a taxi-way cannot be avoided, is the change such that, from any point: — 3 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 300 m from that point, where the code letter is C, D, E or F;	3.9.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
<ul style="list-style-type: none"> — 2 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 200 m from that point, where the code letter is B; and — 1.5 m above the taxiway, it will be possible to see the whole surface of the taxiway for a distance of at least 150 m from that point, where the code letter is A? 						
TRANSVERSE SLOPES						
93. Are the transverse slopes of a taxiway sufficient to prevent the accumulation of water on the surface of the taxiway but shall not exceed: <ul style="list-style-type: none"> — 1.5 per cent where the code letter is C, D, E or F; and — 2 per cent where the code letter is A or B? 	3.9.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
STRENGTH OF TAXIWAYS						
94. Is the strength of a taxiway at least equal to that of the runway it serves, giving due consideration to the fact that a taxiway will be subjected to a greater density of traffic and, as a result of slow moving and stationary aeroplanes, to higher stresses than the runway it serves?	3.9.12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SURFACE OF TAXIWAYS						
95. Does the surface of a taxiway have irregularities that cause damage to aeroplane structures?	3.9.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
96. Is the surface of a paved taxiway so constructed as to provide good friction characteristics when the taxiway is wet?	3.9.14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
RAPID EXIT TAXIWAYS						
97. Is a rapid exit taxiway designed with a radius of turn-off curve of at least: <ul style="list-style-type: none"> — 550 m where the code number is 3 or 4; and — 275 m where the code number is 1 or 2; to enable exit speeds under wet conditions of: <ul style="list-style-type: none"> — 93 km/h where the code number is 3 or 4; and — 65 km/h where the code number is 1 or 2? 	3.9.15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
98. Is the radius of the fillet on the inside of the curve at a rapid exit taxiway sufficient to provide a widened taxiway throat in order to facilitate early recognition of the entrance and turn-off onto the taxiway?	3.9.16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
99. Does a rapid exit taxiway include a straight distance after the turn-off curve which is sufficient for an exiting aircraft to come to a full stop clear of any intersecting taxiway?	3.9.17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
100. Is the intersection angle of a rapid exit taxiway with the runway greater than 45° or less than 25° rather than the preferred 30°?	3.9.18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TAXIWAYS ON BRIDGES						

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
101. Is the width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, less than the width of the graded area of the strip provided for that taxiway?	3.9.19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. If so, is a proven method of lateral restraint provided which shall not be hazardous for aeroplanes for which the taxiway is intended?	3.9.19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
102. Is access provided to allow rescue and fire fighting vehicles to intervene in both directions within the specified response time to the largest aeroplane for which the taxiway bridge is intended?	3.9.20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Is protection of adjacent areas below the bridge from jet blast provided if aeroplane engines overhang the bridge structure?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
103. Is the bridge constructed on a straight section of the taxiway with a straight section on both ends of the bridge to facilitate the alignment of aeroplanes approaching the bridge?	3.9.21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TAXIWAY SHOULDERS						
104. Are straight portions of a taxiway where the code letter is C, D, E or F provided with shoulders which extend symmetrically on each side of the taxiway so that the overall width of the taxiway and its shoulders on straight portions is not less than: - 44 m where the code letter is F; - 38 m where the code letter is E; - 34 m where the code letter is D; and - 25 m where the code letter is C?	3.10.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. On taxiway curves and on junctions or intersections where increased pavement is provided, is the shoulder width less than that on the adjacent straight portions of the taxiway?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
105. When a taxiway is intended to be used by turbine-engined aeroplanes, is the surface of the taxiway shoulder so prepared as to resist erosion and the ingestion of the surface material by aeroplane engines?	3.10.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TAXIWAY STRIPS						
106. Is a taxiway, other than an aircraft stand taxiway, included in a strip?	3.11.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
WIDTH OF TAXIWAY STRIPS						

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
107. Does the taxiway strip extend symmetrically on each side of the centre line of the taxiway throughout the length of the taxiway to at least the distance from the centre line given in Table 3-1, column 11 of the ANO-14-I?	3.11.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
OBJECTS ON TAXIWAY STRIP						
108. Does the taxiway strip provide an area clear of objects which may endanger taxiing aeroplanes?	3.11.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
GRADING OF TAXIWAY STRIPS						
109. Does the centre portion of a taxiway strip provide a graded area to a distance from the centre line of the taxiway of not less than that given by the following tabulation: — 10.25 m where the OMGWS is up to but not including 4.5m — 11 m where the OMGWS is 4.5m up to but not including 6m — 12.50 m where the OMGWS is 6m up to but not including 9m — 18.50 m where the OMGWS is 9m up to but not including 15m, where the code letter is D — 19 m where the OMGWS is 9m up to but not including 15m, where the code letter is E — 22 m where the OMGWS is 9m up to but not including 15m, where the code letter is F —	3.11.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SLOPES ON TAXIWAY STRIPS						
110. Is the surface of the strip flush at the edge of the taxiway or shoulder, if provided, and the graded portion having an upward transverse slope not exceeding: - 2.5 per cent for strips where the code letter is C, D, E or F; and - 3 per cent for strips of taxiways where the code letter is A or B; the upward slope being measured with reference to the transverse slope of the adjacent taxiway surface and not the horizontal?	3.11.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Does the downward transverse slope exceed 5 percent measured with reference to the horizontal?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
111. Do the transverse slopes on any portion of a taxiway strip beyond that to be graded exceed an upward or downward slope of 5 per cent as measured in the direction away from the taxiway?	3.11.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
HOLDING BAYS, RUNWAY-HOLDING POSITIONS, INTERMEDIATE HOLDING POSITIONS AND ROAD HOLDING POSITIONS						

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
112. Are holding bay(s) provided when the traffic density is medium or heavy?	3.12.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
113. Are runway-holding position or positions established: a) on the taxiway, at the intersection of a taxiway and a runway; and b) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route?	3.12.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
114. Is a runway-holding position established on a taxiway if the location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aids?	3.12.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
115. Are intermediate holding positions established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit?	3.12.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
116. Are road-holding positions established at intersections of roads with a runway?	3.12.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
LOCATIONS						
117. Is the distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centre line of a runway in accordance with Table 3-2 of the ANO-14-I?	3.12.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. In the case of a precision approach runway, are positions for holding aircraft or vehicle established such that they will not interfere with the operation of radio navigation aids or penetrate the inner transitional surface?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
118. If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance, specified in Table 3-2 shall be further increased 5 m for every metre the bay or position is higher than the threshold.	3.12.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
119. Is the location of a runway-holding position established in accordance with paragraph 3.12.3 of the ANO-14-I such that a holding aircraft or vehicle will not infringe the obstacle free zone, approach surface, take-off climb surface or ILS/MLS critical/ sensitive area or interfere with the operation of radio navigation aids?	3.12.9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
APRONS						
120. Are aprons provided where necessary to permit the on- and off-loading of passengers, cargo or mail as well as the servicing of aircraft without interfering with the aerodrome traffic?	3.13.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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																
SIZE OF APRONS																			
121. Is the total apron area adequate in permitting expeditious handling of the aerodrome traffic at its maximum anticipated density?	3.13.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
STRENGTH OF APRONS																			
122. Is each part of an apron capable of withstanding the traffic of the aircraft it is intended to serve, with due consideration being given to the fact that some portions of the apron will be subjected to a higher density of traffic and, as a result of slow moving or stationary aircraft, to higher stresses than a runway?	3.13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
SLOPES ON APRONS																			
123. Are slopes on an apron, including those on an aircraft stand taxilane, sufficient to prevent accumulation of water on the surface of the apron but kept as level as drainage requirements permit?	3.13.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
124. Does the maximum slope on aircraft stands exceed 1 per cent?	3.13.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
125. Do aircraft stands provide the following minimum clearances between an aircraft entering or exiting the stand and any adjacent building, aircraft on another stand and other objects?	3.13.6																		
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Code letter</th> <th style="text-align: left;">Clearance</th> </tr> </thead> <tbody> <tr> <td style="padding-left: 20px;">A</td> <td>3 m</td> </tr> <tr> <td style="padding-left: 20px;">B</td> <td>3 m</td> </tr> <tr> <td style="padding-left: 20px;">C</td> <td>4.5 m</td> </tr> <tr> <td style="padding-left: 20px;">D</td> <td>7.5 m</td> </tr> <tr> <td style="padding-left: 20px;">E</td> <td>7.5 m</td> </tr> <tr> <td style="padding-left: 20px;">F</td> <td>7.5 m</td> </tr> </tbody> </table>		Code letter	Clearance	A	3 m	B	3 m	C	4.5 m	D	7.5 m	E	7.5 m	F	7.5 m	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Code letter	Clearance																		
A	3 m																		
B	3 m																		
C	4.5 m																		
D	7.5 m																		
E	7.5 m																		
F	7.5 m																		
126. Are the clearances <ul style="list-style-type: none"> a) between the terminal, including any fixed passenger bridge, and the nose of an aircraft; and b) over any portion of the stand provided with azimuth guidance by a visual docking guidance system? reduced from that mentioned in paragraph 3.13.6 of the ANO-14-I at a nose-in aircraft stand, where the code letter is D, E or F?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															
ISOLATED AIRCRAFT PARKING POSITION																			
127. Is an isolated aircraft parking position designated or the aerodrome control tower advised of an area or areas suitable for the parking of an aircraft which is known or	3.14.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															

COMPLIANCE CHECKLIST OF CHAPTER-3

SUBJECT: PHYSICAL CHARACTERISTICS		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			
believed to be the subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities?						
128. Is the isolated aircraft parking position located at the maximum distance practicable and in any case never less than 100 m from other parking positions, buildings or public areas, etc?	3.14.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Is care taken to ensure that the position is not located over underground utilities such as gas and aviation fuel and, to the extent feasible, electrical or communication cables?		<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

 Signature of Aerodrome Safety Inspector (AGA), Member

 Signature of Aerodrome Safety Inspector (AGA), Member

 Signature of Aerodrome Safety Inspector (AGA), Team Leader