COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
WIND DIRECTION INDICATORS						
1. Is the aerodrome equipped with at least one wind direction indicator?	**5.1.1.1**	☐	☐	☐		
LOCATION						
2. Is the wind direction indicator located so as to be visible from aircraft in flight or on the movement area and in such a way as to be free from the effects of air disturbances caused by nearby objects?	**5.1.1.2**	☐	☐	☐		
CHARACTERISTICS						
3. Is the wind direction indicator in the form of a truncated cone made of fabric and has a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m?	**5.1.1.3**	☐	☐	☐		
A. Is it constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed?		☐	☐	☐		
B. Is the colour or colours selected as to make the wind direction indicator clearly visible and understandable from a height of at least 300 m, having regard to background?		☐	☐	☐		
C. Is a single colour, preferably white or orange used?		☐	☐	☐		
D. Where a combination of two colours are required to give adequate conspicuity against changing backgrounds, are they orange and white, red and white, or black and white, and arranged in five alternate bands, the first and last bands being the darker colour?		☐	☐	☐		
4. Is the location of at least one wind direction indicator marked by a circular band 15 m in diameter and 1.2 m wide?	**5.1.1.4**	☐	☐	☐		
A. Is the band centered about the wind direction indicator support and in a colour chosen to give adequate conspicuity, preferably white?		☐	☐	☐		
5. Is provision made for illuminating at least one wind indicator at an aerodrome intended for use at night?	**5.1.1.5**	☐	☐	☐		
LANDING DIRECTION INDICATOR						
6. Where provided, is the landing direction indicator located in a conspicuous place on the aerodrome?	**5.1.2.1**	☐	☐	☐		
CHARACTERISTICS						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
7. Is the landing direction indicator in the form of a "T"?	**5.1.2.2**	☐	☐	☐		
8. Are the shape and minimum dimensions of a landing "T" as shown in ANO 14 Vol. I, Figure 5-1?	**5.1.2.3**	☐	☐	☐		
A. Is the colour of the landing "T" either white or orange, the choice being dependent on the colour that contrasts best with the background against which the indicator will be viewed?		☐	☐	☐		
B. Where required for use at night, is the landing "T" either illuminated or outlined by white lights?		☐	☐	☐		
SIGNALLING LAMP						
9. Is a signalling lamp provided at a controlled aerodrome in the aerodrome control tower?	**5.1.3.1**	☐	☐	☐		
CHARACTERISTICS						
10. Is the signalling lamp capable of producing red, green and white signals, and of: a) being aimed manually at any target as required; b) giving a signal in any one colour followed by a signal in either of the two other colours; and c) transmitting a message in any one of the three colours by Morse Code up to a speed of at least four words per minute?	**5.1.3.2**	☐	☐	☐		
A. When selecting the green light, is the restricted boundary of green as specified in ANO 14 Vol. I, Appendix 1, 2.1.2, used?		☐	☐	☐		
11. Is the beam spread neither less than 1° nor greater than 3°, with negligible light beyond 3°?	**5.1.3.3**	☐	☐	☐		
A. When the signalling lamp is intended for use in the daytime, is the intensity of the coloured light less than 6 000 cd?		☐	☐	☐		
SIGNAL PANELS AND SIGNAL AREA						
LOCATION OF SIGNAL AREA						
12. Is the signal area located so as to be visible for all angles of azimuth above an angle of 10° above the horizontal when viewed from a height of 300 m?	**5.1.4.1**	☐	☐	☐		
CHARACTERISTICS OF SIGNAL AREA						
13. Is the signal area an even horizontal surface at least 9 m square?	**5.1.4.2**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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. Is the colour of the signal area in contrast with the colours of the signal panels used, and surrounded by a white border not less than 0.3 m wide?	**5.1.4.3**	☐	☐	☐		
INTERUPTION OF RUNWAY MARKINGS						
15. At an intersection of two (or more) runways are the markings of the more important runway, except for the runway side stripe marking, displayed and the markings of the other runway(s) interrupted? The runway side stripe marking of the more important runway may be either continued across the intersection or interrupted.	**5.2.1.1**	☐	☐	☐		
16. Is the order of importance of runways for the display of runway markings as follows: 1st — precision approach runway; 2nd — non-precision approach runway; and 3rd — non-instrument runway?	**5.2.1.2**	☐	☐	☐		
17. At an intersection of a runway and taxiway are the markings of the runway displayed and the markings of the taxiway interrupted, except that runway side stripe markings may be interrupted? *Note — See paragraph 5.2.8.7 of the ANO-14-I regarding the manner of connecting runway and taxiway centre line markings.*	**5.2.1.3**	☐	☐	☐		
COLOUR AND CONSPICUITY						
18. Are the runway markings white? *Note 1 — It has been found that, on runway surfaces of light colour, the conspicuity of white markings can be improved by outlining them in black.* *Note 2 — It is preferable that the risk of uneven friction characteristics on markings be reduced in so far as practicable by the use of a suitable kind of paint.* *Note 3 — Markings may consist of solid areas or a series of longitudinal stripes providing an effect equivalent to the solid areas.*	**5.2.1.4**	☐	☐	☐		
19. Are the taxiway markings, runway turn pad markings and aircraft stand markings yellow?	**5.2.1.5**	☐	☐	☐		
20. Are apron safety lines of a conspicuous colour which contrast with that used for aircraft stand markings?	**5.2.1.6**	☐	☐	☐		
21. At aerodromes where operations take place at night, are pavement markings made with reflective materials designed to enhance the visibility of the markings?	**5.2.1.7**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
Note — Guidance on reflective materials is given in the ICAO Aerodrome Design Manual, Part 4.						
UNPAVED TAXIWAYS						
22. Is an unpaved taxiway provided, so far as practicable, with the markings prescribed for paved taxiways?	**5.2.1.8**	☐	☐	☐		
RUNWAY DESIGNATION MARKING						
23. Is a runway designation marking provided at the thresholds of a paved runway?	**5.2.2.1**	☐	☐	☐		
24. Is a runway designation marking provided, so far as practicable, at the thresholds of an unpaved runway?	**5.2.2.2**	☐	☐	☐		
LOCATION						
25. Is a runway designation marking located at a threshold as shown in ANO 14 Vol. I, Figure 5-2 as appropriate? *Note — If the runway threshold is displaced from the extremity of the runway, a sign showing the designation of the runway may be provided for aeroplanes taking off.*	**5.2.2.3**	☐	☐	☐		
CHARACTERISTICS						
26. Does a runway designation marking consist of a two-digit number and on parallel runways supplemented with a letter?	**5.2.2.4**	☐	☐	☐		
A. On a single runway, dual parallel runways and triple parallel runways, is the two-digit number a whole number nearest to one-tenth of the magnetic North when viewed from the direction of approach?		☐	☐	☐		
B. On four or more parallel runways, is one set of adjacent runways numbered to the nearest one-tenth magnetic azimuth and the other set of adjacent runways numbered to the next nearest one-tenth of the magnetic azimuth?		☐	☐	☐		
C. When the above rule gives a single digit number, is it preceded by a zero?		☐	☐	☐		
27. In the case of parallel runways, is each runway designation number supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach: — for two parallel runways: “L” “R”; — for three parallel runways: “L” “C” “R”; — for four parallel runways: “L” “R” “L” “R”;	**5.2.2.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
— for five parallel runways: "L" "C" "R" "L" "R" or "L" "R" "L" "C" "R"; and — for six parallel runways: "L" "C" "R" "L" "C" "R"?						
28. Are the numbers and letters in the form and proportion shown in ANO 14 Vol. I, Figure 5-3?	5.2.2.6	☐	☐	☐		
A. Are the dimensions not less than those shown in ANO 14 Vol. I, Figure 5-3, but where the numbers are incorporated in the threshold marking, larger dimensions are used in order to fill adequately the gap between the stripes of the threshold marking?		☐	☐	☐		
RUNWAY CENTRE LINE MARKING						
29. Is a runway centre line marking provided on a paved runway?	5.2.3.1	☐	☐	☐		
LOCATION						
30. Is a runway centre line marking located along the centre line of the runway between the runway designation markings as shown in ANO 14 Vol. I, Figure 5-2, except when interrupted in compliance with paragraph 5.2.1.1 of the ANO-14-I?	5.2.3.2	☐	☐	☐		
CHARACTERISTICS						
31. Does a runway centre line marking consist of a line of uniformly spaced stripes and gaps?	5.2.3.3	☐	☐	☐		
A. Is the length of a stripe plus a gap not less than 50 m or more than 75 m?		☐	☐	☐		
B. Is the length of each stripe at least equal to the length of the gap or 30 m, whichever is greater?		☐	☐	☐		
32. Is the width of the stripes not less than: — 0.90 m on precision approach category II and III runways; — 0.45 m on non-precision approach runways where the code number is 3 or 4, and precision approach category I runways; and — 0.30 m on non-precision approach runways where the code number is 1 or 2, and on non-instrument runways?	5.2.3.4	☐	☐	☐		
THRESHOLD MARKING						
33. Is a threshold marking provided at the threshold of a paved instrument runway, and of a paved non- instrument runway where the code number is 3 or 4 and the runway	5.2.4.1	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
is intended for use by international commercial air transport?						
34. Is a threshold marking provided at the threshold of a paved non-instrument runway where the code number is 3 or 4 and the runway is intended for use by other than international commercial air transport?	**5.2.4.2**	☐	☐	☐		
35. Is a threshold marking provided, so far as practicable, at the thresholds of an unpaved runway? *Note — The ICAO Aerodrome Design Manual, Part 4, shows a form of marking which has been found satisfactory for the marking of downward slopes immediately before the threshold.*	**5.2.4.3**	☐	☐	☐		
LOCATION						
36. Do the stripes of the threshold marking commence 6 m from the threshold?	**5.2.4.4**	☐	☐	☐		
CHARACTERISTICS						
37. Does a runway threshold marking consist of a pattern of longitudinal stripes of uniform dimensions disposed symmetrically about the centre line of a runway as shown in ANO 14 Vol. I, Figure 5-2 (A) and (B) for a runway width of 45 m.?		☐	☐	☐		
38. Are the number of stripes in accordance with the runway width as follows: Runway width — Number of stripes 18 m — 4 23 m — 6 30 m — 8 45 m — 12 60 m — 16 except that on non-precision approach and non-instrument runways 45 m or greater in width, they may be as shown in ANO 14 Vol. I, Figure 5-2 (C)?	**5.2.4.5**	☐	☐	☐		
39. Do the stripes extend laterally to within 3 m of the edge of a runway or to a distance of 27 m on either side of a runway centre line, whichever results in the smaller lateral distance?	**5.2.4.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
A. Where a runway designation marking is placed within a threshold marking, is there a minimum of three stripes on each side of the centre line of the runway?		☐	☐	☐		
B. Where a runway designation marking is placed above a threshold marking, do the stripes continue across the runway?		☐	☐	☐		
C. Are the stripes at least 30 m long and approximately 1.80 m wide with spacing of approximately 1.80 m between them except that, where the stripes are continued across a runway, a double spacing is used to separate the two stripes nearest the centre line of the runway, and in the case where the designation marking is included within the threshold marking this spacing is 22.5 m?		☐	☐	☐		
TRANSVERSE STRIPE						
40. Where a threshold is displaced from the extremity of a runway or where the extremity of a runway is not square with the runway centre line, is a transverse stripe as shown in ANO 14 Vol. I, Figure 5-4 (B) added to the threshold marking?	**5.2.4.7**	☐	☐	☐		
41. Is a transverse stripe more than 1.80 m wide?	**5.2.4.8**	☐	☐	☐		
ARROWS						
42. Where a runway threshold is permanently displaced, are arrows conforming to ANO 14 Vol. I, Figure 5-4 (B) provided on the portion of the runway before the displaced threshold?	**5.2.4.9**	☐	☐	☐		
43. When a runway threshold is temporarily displaced from the normal position, is it marked as shown in ANO 14 Vol. I, Figure 5-4 (A) or 5-4 (B), and are all markings prior to the displaced threshold obscured except the runway centre line marking, which shall be converted to arrows? *Note 1 — In the case where a threshold is temporarily displaced for only a short period of time, it has been found satisfactory to use markers in the form and colour of a displaced threshold marking rather than attempting to paint this marking on the runway.* *Note 2 — When the runway before a displaced threshold is unfit for the surface movement of aircraft, closed markings, as described in paragraph 7.1.4 of the ANO-14-I, are required to be provided.*	**5.2.4.10**	☐	☐	☐		
AIMING POINT MARKING						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
44. Is an aiming point marking provided at each approach end of a paved instrument runway where the code number is 2, 3 or 4?	**5.2.5.2**	☐	☐	☐		
45. Is an aiming point marking provided at each approach end of: a) a paved non-instrument runway where the code number is 3 or 4, b) a paved instrument runway where the code number is 1, when additional conspicuity of the aiming point is desirable?	**5.2.5.3**	☐	☐	☐		
LOCATION						
46. Does the aiming point marking commence no closer to the threshold than the distance indicated in the appropriate column of Table 5-1 of the ANO-14-I, except that, on a runway equipped with a visual approach slope indicator system, the beginning of the marking is coincident with the visual approach slope origin?	**5.2.5.4**	☐	☐	☐		
47. Does an aiming point marking consist of two conspicuous stripes?	**5.2.5.5**	☐	☐	☐		
A. Are the dimensions of the stripes and the lateral spacing between their inner sides in accordance with the provisions of the appropriate column of Table 5-1 of the ANO-14-I?		☐	☐	☐		
B. Where a touchdown zone marking is provided, is the lateral spacing between the markings the same as that of the touch-down zone marking?		☐	☐	☐		
TOUCHDOWN ZONE MARKING						
48. Is a touchdown zone marking provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3 or 4?	**5.2.6.1**	☐	☐	☐		
49. Is a touchdown zone marking provided in the touchdown zone of a paved non-precision approach or non-instrument runway where the code number is 3 or 4 and additional conspicuity of the touchdown zone is desirable?	**5.2.6.2**	☐	☐	☐		
LOCATION AND CHARACTERISTICS						
50. Does the touchdown zone marking consist of pairs of rectangular markings symmetrically disposed about the runway centre line with the number of such pairs related to the landing distance available and, where the marking	**5.2.6.3**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
is to be displayed at both the approach directions of a runway, the distance between the thresholds, as follows: Landing distance available or the distance between thresholds — Pair(s) of markings Less than 900 m — 1 900m up to but not including 1 200 m — 2 1 200m up to but not including 1 500 m — 3 1 500m up to but not including 2 400 m — 4 2 400m or more — 6						
51. Does a touchdown zone marking conform to either of the two patterns shown in ANO 14 Vol. I, Figure 5-5?		☐	☐	☐		
A. For the pattern shown in ANO14 Vol. I, Figure 5-5 (A), are the markings not less than 22.5 m long and 3 m wide?		☐	☐	☐		
B. For the pattern shown in ANO14 Vol. I, Figure 5-5 (B), is each stripe of each marking not less than 22.5 m long and 1.8 m wide with a spacing of 1.5 m between adjacent stripes?		☐	☐	☐		
C. Is the lateral spacing between the inner sides of the rectangles equal to that of the aiming point marking where provided?	**5.2.6.4**	☐	☐	☐		
D. Where an aiming point marking is not provided, does the lateral spacing between the inner sides of the rectangles correspond to the lateral spacing specified for the aiming point marking in Table 5-1 of the ANO-14-I (columns 2, 3, 4 or 5, as appropriate)?		☐	☐	☐		
E. Are the pairs of markings provided at longitudinal spacing of 150 m beginning from the threshold, with the exception that pairs of touchdown zone markings coincident with or located within 50 m of an aiming point marking are deleted from the pattern?		☐	☐	☐		
52. On a non-precision approach runway where the code number is 2, is an additional pair of touchdown zone marking stripes provided 150 m beyond the beginning of the aiming point marking?	**5.2.6.5**	☐	☐	☐		
RUNWAY SIDE STRIPE MARKING						
53. Is a runway side stripe marking provided between the thresholds of a paved runway where there is a lack of	**5.2.7.1**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
contrast between the runway edges and the shoulders or the surrounding terrain?						
54. Is a runway side stripe marking provided on a precision approach runway irrespective of the contrast between the runway edges and the shoulders or the surrounding terrain?	**5.2.7.2**	☐	☐	☐		
LOCATION						
55. Does a runway side stripe marking consist of two stripes, one placed along each edge of the runway with the outer edge of each stripe approximately on the edge of the runway, except that, where the runway is greater than 60 m in width, the stripes are located 30 m from the runway centre line?	**5.2.7.3**	☐	☐	☐		
56. Where a runway turn pad is provided, does the runway side stripe marking continue between the runway and the runway turn pad?	**5.2.7.4**	☐	☐	☐		
CHARACTERISTICS						
57. Does a runway side stripe have an overall width of at least 0.9 m on runways 30 m or more in width and at least 0.45 m on narrower runways?	**5.2.7.5**	☐	☐	☐		
TAXIWAY CENTRE LINE MARKING						
58. Are taxiway centre line markings provided on a paved taxiway and apron where the code number is 3 or 4 in such a way as to provide continuous guidance between the runway centre line and aircraft stands?	**5.2.8.1**	☐	☐	☐		
59. Are taxiway centre line markings provided on a paved taxiway and apron where the code number is 1 or 2 in such a way as to provide continuous guidance between the runway centre line and aircraft stands?	**5.2.8.2**	☐	☐	☐		
60. Are taxiway centre line markings provided on a paved runway when the runway is part of a standard taxi-route and a) there is no runway centre line marking; or b) where the taxiway centre line is not coincident with the runway centre line?	**5.2.8.3**	☐	☐	☐		
61. Where it is necessary to denote the proximity of a runway-holding position, are enhanced taxiway centre line markings provided? *Note – The provision of enhanced taxiway centre line marking may form part of runway incursion prevention measures.*	**5.2.8.4**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

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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			
62. Where provided, are enhanced taxiway centre line markings installed at each taxiway/runway intersections?	**5.2.8.5**	☐	☐	☐		
LOCATION						
63. On a straight section of a taxiway, is the taxiway centre line marking located along the taxiway centre line?	**5.2.8.6**	☐	☐	☐		
A. On a taxiway curve does the marking continue from the straight portion of the taxiway at a constant distance from the outside edge of the curve? *Note — See paragraph 3.9.5 of the ANO-14-I and ANO14 Vol. I, Figure 3-2.*		☐	☐	☐		
64. At an intersection of a taxi-way with a runway where the taxiway serves as an exit from the runway, does the taxiway centre line marking curve into the runway centre line marking as shown in ANO14 Vol. I, Figures 5-6 and 5-26?	**5.2.8.7**	☐	☐	☐		
A. Does the taxiway centre line marking extend parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2?		☐	☐	☐		
65. Where taxiway centre line markings are provided on a runway in accordance with paragraph 5.2.8.3 of the ANO-14-I, are the markings located on the centre line of the designated taxiway?	**5.2.8.8**	☐	☐	☐		
66. Where provided, do enhanced taxiway centre line markings extend from the runway holding position Pattern A (as defined in ANO14, Vol. I, Figure 5-6, Taxiway markings) to a distance of up to 47 m in the direction of travel away from the runway. See ANO14, Vol. I, Figure 5-7(a).	**5.2.8.9 a**	☐	☐	☐		
67. If the enhanced taxiway centre line markings continue through the taxiway/taxiway intersections which are located within 47m of the runway-holding position markings, are the enhanced taxiway centre line markings interrupted 1.5m prior to and after the point where the intersected taxiway centre lines cross the enhanced taxiway centre lines.	**5.2.8.9 c**	☐	☐	☐		
68. Do such enhanced taxiway centre line markings continue beyond the taxiway/taxiway intersection for at least three dashed line segments or 47m from start to finish, whichever is greater. See ANO14, Vol. I, Figure 5-7(c).	**5.2.8.9 c**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
69. Where two taxiway centre lines converge at or before the runway-holding position marking, are the inner dashed line not be less than 3m in length? See ANO14, Vol. I, Figure 5-7(d).	**5.2.8.9 d**	☐	☐	☐		
70. Where there are two opposing runway-holding position markings and the distance between the markings is less than 94m, do the enhanced taxiway centre line markings extend over this entire distance?	**5.2.8.9 e**	☐	☐	☐		
71. Are such enhanced taxiway centre line markings not extended beyond either runway-holding position marking? See ANO14, Vol. I, Figure 5-7(e).	**5.2.8.9 e**	☐	☐	☐		
CHARACTERISTICS						
72. Is a taxiway centre line marking at least 15cm in width and continuous in length except where it intersects with a runway-holding position marking or an intermediate holding position marking as shown in ANO14 Vol. I, Figure 5-6?	**5.2.8.10**	☐	☐	☐		
73. Are enhanced taxiway centre line markings as shown in ANO14 Vol. I, Figure 5-7?	**5.2.8.11**	☐	☐	☐		
RUNWAY TURN PAD MARKING						
74. Where a runway turn pad is provided, is a runway turn pad marking provided for continuous guidance to enable an aeroplane to complete a 180-degree turn and align with the runway centre line?	**5.2.9.1**	☐	☐	☐		
LOCATION						
75. Do the runway turn pad markings curve from the runway centre line into the turn pad?	**5.2.9.2**	☐	☐	☐		
A. Is the radius of the curve compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the runway turn pad is intended?		☐	☐	☐		
B. Is the intersection angle of the runway turn pad marking with the runway centre line greater than 30 degrees?		☐	☐	☐		
76. Do the runway turn pad markings extend parallel to the runway centre line marking for a distance of at least 60m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30m were the code number is 1 or 2?	**5.2.9.3**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
77. Do the runway turn pad markings guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn is to be made?	**5.2.9.4**	☐	☐	☐		
A. Is the straight portion of the runway turn pad marking parallel to the outer edge of the runway turn pad?		☐	☐	☐		
78. Is the design of the curve allowing the aeroplane to negotiate a 180-degree turn based on a nose wheel steering angle not exceeding 45 degrees?	**5.2.9.5**	☐	☐	☐		
79. Is the design of the turn pad marking such that, when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad is less than those specified in 3.3.6 of the ANO-14-I? *Note – For ease of manoeuvring, consideration may be given to providing a larger wheel-to-edge clearance for codes E and F aeroplanes.*	**5.2.9.6**	☐	☐	☐		
CHARACTERISTICS						
80. Is a runway turn pad marking at least 15cm in width and continuous in length?	**5.2.9.7**	☐	☐	☐		
RUNWAY-HOLDING POSITION MARKING						
81. Is a runway-holding position marking displayed along a runway-holding position? *Note — See 5.4.2 of the ANO-14-I concerning the provision of signs at runway-holding positions.*	**5.2.10.1**	☐	☐	☐		
CHARACTERISTICS						
82. At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, is the runway-holding position marking as shown in ANO 14 Vol. I, Figure 5-6, pattern A?	**5.2.10.2**	☐	☐	☐		
83. Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach category I, II or III runway, is the runway-holding position marking as shown in ANO 14 Vol. I, Figure 5-6, pattern A?	**5.2.10.3**	☐	☐	☐		
A. Where two or three runway-holding positions are provided at such an intersection, is the runway-holding position marking closer (closest) to the runway as shown in ANO 14 Vol. I, Figure 5-6, pattern A and the markings farther from the runway		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
shall be as shown in ANO 14 Vol. I, Figure 5-6, pattern B?						
84. Is the runway-holding position marking displayed at a runway-holding position established in accordance with paragraph 3.12.3 of the ANO-14-I as shown in ANO 14 Vol. I, Figure 5-6, pattern A?	**5.2.10.4**	☐	☐	☐		
85. Where increased conspicuity of the runway-holding position is required, is the runway-holding position marking as shown in ANO 14 Vol. I, Figure 5-8, pattern A2 or pattern B2, as appropriate.?	**5.2.10.7**	☐	☐	☐		
86. Where a pattern B runway-holding position marking is located on an area where it would exceed 60 m in length, is the term "CAT II" or "CAT III" as appropriate marked on the surface at the ends of the runway-holding position marking and at equal intervals of 45 m maximum between successive marks?	**5.2.10.8**	☐	☐	☐		
A. Are the letters less than 1.8 m high and placed not more than 0.9 m beyond the holding position marking?		☐	☐	☐		
87. Is the runway-holding position marking displayed at a runway/runway intersection perpendicular to the centre line of the runway forming part of the standard taxi-route?	**5.2.10.9**	☐	☐	☐		
A. Is the pattern of the marking as shown in ANO 14 Vol. I, Figure 5-8, pattern A2?		☐	☐	☐		
INTERMEDIATE HOLDING POSTION MARKING						
88. Is an intermediate holding position marking displayed along an intermediate holding position?	**5.2.11.1**	☐	☐	☐		
89. Where an intermediate holding position marking is displayed at an intersection of two paved taxiways, is it located across the taxiway at sufficient distance from the near edge of the intersecting taxiway to ensure safe clearance between taxiing aircraft?	**5.2.11.3**	☐	☐	☐		
A. Where provided, is the intermediate holding position marking coincident with a stop bar or intermediate holding position lights?		☐	☐	☐		
CHARACTERISTICS						
90. Does an intermediate holding position marking consist of a single broken line as shown in ANO14 Vol. I, Figure 5-6?	**5.2.11.5**	☐	☐	☐		
VOR AERODROME CHECK-POINT MARKING						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
91. When a VOR aerodrome check-point is established, is it indicated by a VOR aerodrome check-point marking and sign? *Note — See 5.4.4 of the ANO-14-I for VOR aerodrome check-point sign.*	**5.2.12.1**	☐	☐	☐		
SITE SELECTION						
LOCATION						
92. Is the VOR aerodrome check-point marking centred on the spot at which an aircraft is to be parked to receive the correct VOR signal?	**5.2.12.3**	☐	☐	☐		
CHARACTERISTICS						
93. Does a VOR aerodrome check-point marking consist of a circle 6 m in diameter and has a line width of 15 cm (See ANO 14 Vol. I, Figure 5-9 (A))?	**5.2.12.4**	☐	☐	☐		
94. When it is preferable for an aircraft to be aligned in a specific direction, is a line passing through the centre of the circle on the desired azimuth provided?	**5.2.12.5**	☐	☐	☐		
A. Does the line extend 6 m outside the circle in the desired direction of heading and terminate in an arrowhead, and width of the line 15 cm (see ANO 14 Vol. I, Figure 5-9 (B))?		☐	☐	☐		
95. Is the VOR aerodrome check-point marking white in colour and differs from the colour used for the taxiway markings? *Note — To provide contrast, markings may be bordered with black.*	**5.2.12.6**	☐	☐	☐		
AIRCRAFT STAND MARKING						
96. Are aircraft stand markings provided for designated parking positions on a paved apron?	**5.2.13.1**	☐	☐	☐		
LOCATION						
97. Are aircraft stand markings on a paved apron located so as to provide the clearances specified in paragraph 7.2.13.6 of the ANO-14-I, when the nose wheel follows the stand marking?	**5.2.13.2**	☐	☐	☐		
CHARACTERISTICS						
98. Does aircraft stand markings include such elements as stand identification, lead-in line, turn bar, turning line, alignment bar, stop line and lead-out line, as are required by the parking configuration and to complement other parking aids?	**5.2.13.3**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
99. Is an aircraft stand identification (letter and/or number) included in the lead-in line a short distance after the beginning of the lead-in line?	5.2.13.4	☐	☐	☐		
A. Is the height of the identification adequate to be readable from the cockpit of aircraft using the stand?		☐	☐	☐		
100. Where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and it is difficult to identify which stand marking should be followed, or safety would be impaired if the wrong marking was followed, are identification of the aircraft for which each set of markings is intended added to the stand identification? *Note — Example: 2A-B747, 2B-F28.*	5.2.13.5	☐	☐	☐		
101. Are lead-in, turning and lead-out lines continuous in length and have a width of not less than 15 cm?	5.2.13.6	☐	☐	☐		
A. Where one or more sets of stand markings are superimposed on a stand marking, are the lines continuous for the most demanding aircraft and broken for other aircraft?		☐	☐	☐		
102. Do the curved portion of lead-in, turning and lead-out lines have radii appropriate to the most demanding aircraft type for which the markings are intended?	5.2.13.7	☐	☐	☐		
103. Where it is intended that an aircraft proceed in one direction only, are arrows pointing in the direction to be followed added as part of the lead-in and lead-out lines?	5.2.13.8	☐	☐	☐		
104. Are turn bars located at right angles to the lead-in line, abeam the left pilot position at the point of initiation of any intended turn?	5.2.13.9	☐	☐	☐		
A. Do the turn bars have a length and width of not less than 6 m and 15 cm, respectively, and include an arrowhead to indicate the direction of turn? *Note — The distances to be maintained between the turn bar and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.*		☐	☐	☐		
105. If more than one turn bar and/or stop line is required, are they coded?	5.2.13.10	☐	☐	☐		
106. Is an alignment bar placed so as to be coincident with the extended centre line of the aircraft in the specified parking position and visible to the pilot during the final part of the parking manoeuvre?	5.2.13.11	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
A. Does it have a width of not less than 15 cm?		☐	☐	☐		
107. Is a stop line located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop?	5.2.13.12	☐	☐	☐		
A. Does it have a length and width of not less than 6 m and 15 cm, respectively? *Note — The distances to be maintained between the stop line and the lead-in line may vary according to different aircraft types, taking into account the pilot's field of view.*		☐	☐	☐		
APRON SAFETY LINES						
108. Are apron safety lines provided on a paved apron as required by the parking configurations and ground facilities?	**5.2.14.1**	☐	☐	☐		
LOCATION						
109. Are apron safety lines located so as to define the areas intended for use by ground vehicles and other aircraft servicing equipment, etc., to provide safe separation from aircraft?	**5.2.14.2**	☐	☐	☐		
CHARACTERISTICS						
110. Do the apron safety lines include such elements as wing tip clearance lines and service road boundary lines as required by the parking configurations and ground facilities?	**5.2.14.3**	☐	☐	☐		
111. Are apron safety lines continuous in length and at least 10 cm in width?	**5.2.14.4**	☐	☐	☐		
ROAD-HOLDING POSITION MARKING						
112. Are road-holding position markings provided at all road entrances to a runway?	**5.2.15.1**	☐	☐	☐		
LOCATION						
113. Are road-holding position markings located across the road at the holding positions?	**5.2.15.2**	☐	☐	☐		
CHARACTERISTICS						
114. Are the road-holding position markings in accordance with the local road traffic regulations?	**5.2.15.3**	☐	☐	☐		
MANDATORY INSTRUCTION MARKING						
115. Where it is impracticable to install a mandatory instruction sign in accordance with paragraph 5.4.2.1 of the ANO-14-I, is a mandatory instruction marking provided on the surface of the pavement?	**5.2.16.1**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
116. Where operationally required, such as on taxiways exceeding 60 m in width, or to assist in the prevention of a runway incursion, are mandatory instruction signs supplemented by mandatory instruction markings?	**5.2.16.2**	☐	☐	☐		
LOCATION						
117. Are the mandatory instruction marking on taxiways, where the code letter is A, B, C, or D, located across the taxiway equally placed about the taxiway centerline and on the holding side of the runway-holding position marking as shown in ANO 14, Vol. I, Figure 5-10 (a)?	**5.2.16.3**	☐	☐	☐		
A. Is the distance between the nearest edge of the marking and the runway holding position marking or the taxiway centre line marking not less than 1m?		☐	☐	☐		
118. Are the mandatory instruction markings on taxiways, where the code letter is E or F, located on both sides of the taxiway centre line marking and on the holding side of the runway-holding position marking as shown in ANO 14 Vol. I, Figure 5-10(b)?	**5.2.16.4**	☐	☐	☐		
A. Is the distance between the nearest edge of the marking and the runway-holding position marking or the taxiway centre line marking not less than 1 m?		☐	☐	☐		
119. Are mandatory instruction markings located on a runway, except where operationally required?	**5.2.16.5**	☐	☐	☐		
CHARACTERISTICS						
120. Do mandatory instruction markings consist of an inscription in white on a red background?	**5.2.16.6**	☐	☐	☐		
A. Except for a NO ENTRY marking, does the inscription provide information identical to that of the associated mandatory instruction sign?		☐	☐	☐		
121. Do NO ENTRY markings consist of inscriptions in white reading NO ENTRY on a red background?	**5.2.16.7**	☐	☐	☐		
122. Where there is insufficient contrast between the marking and the pavement surface, do the mandatory instruction markings include appropriate border, preferably white or black?	**5.2.16.8**	☐	☐	☐		
123. Are the characters of height 4 m for inscriptions where the code letter is C, D, E or F, and 2m where the code letter is A or B?	**5.2.16.9**	☐	☐	☐		
A. Are the inscriptions in the form and proportions shown in ANO 14 Vol. I, Appendix 3?		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
124. Is the background rectangular and extends a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription?	**5.2.16.10**	☐	☐	☐		
INFORMATION MARKING						
125. Where an information sign would normally be installed and is impractical to install, as determined by the aerodrome operator, is an information marking displayed on the surface of the pavement?	**5.2.17.1**	☐	☐	☐		
126. Are information signs supplemented by an information marking where operationally required?	**5.2.17.2**	☐	☐	☐		
127. Are information (location/direction) markings displayed prior to and following complex taxiway intersections and where operational experience has indicated the addition of a taxiway location marking can assist flight crew ground navigation?	**5.2.17.3**	☐	☐	☐		
128. Are information (location) markings displayed on the pavement surface at regular intervals along taxiways of great length?	**5.2.17.4**	☐	☐	☐		
LOCATION						
129. Are information markings displayed across the surface of taxiways or aprons where necessary and positioned so as to be legible from the cockpit of an approaching aircraft?	**5.2.17.5**	☐	☐	☐		
CHARACTERISTICS						
130. Does an information marking consist of: a) an inscription in yellow upon a black background, when it replaces or supplements a location sign; and b) an inscription in black upon a yellow background, when it replaces or supplements a direction or destination sign?	**5.2.17.6**	☐	☐	☐		
131. Where there is insufficient contrast between the marking background and the pavement surface, does the marking include: a) a black border where the inscriptions are in black; and b) a yellow border where the inscriptions are in yellow?	**5.2.17.7**	☐	☐	☐		
132. Are the characters of height 4 m and the inscriptions in the form and proportions shown in ANO 14 Vol. I, Appendix 3?	**5.2.17.8**	☐	☐	☐		
LIGHTS WHICH MAY ENDANGER THE SAFETY OF AIRCRAFT						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
133. Are non-aeronautical ground lights near an aerodrome which might endanger the safety of aircraft extinguished, screened or otherwise modified so as to eliminate the source of danger?	**5.3.1.1**	☐	☐	☐		
LASER EMISSIONS WHICH MAY ENDANGER THE SAFETY OF AIRCRAFT						
134. To protect the safety of aircraft against the hazardous effects of laser emitters, are the following protected zones established around aerodromes: — a laser-beam free flight zone (LFFZ), — a laser-beam critical flights zone (LCFZ), and — a laser-beam sensitive flight zone (LSFZ)? *Note 1 — ANO 14 Vol. I, Figures 5-11, 5-12 and 5-13 may be used to determine the exposure levels and distances that adequately protect flights operations.* *Note 2 – The restrictions on the use of laser beams in the three protected flight zones, LFFZ, LCFZ and LSFZ, refer to visible laser beams only. Laser emitters operated by the authorities in a manner compatible with flight safety are excluded. In all navigable air space, the irradiance level of any laser beam, visible or invisible, is expected to be less than or equal to the maximum permissible exposure (MPE) unless such emission has been notified to the CAA and permission obtained..* *Note 3 – The protected flight zones are established in order to mitigate the risks of operating laser emitters in the vicinity of aerodromes.* *Note 4 – Further guidance on how to protect flight operations from the hazardous effects of laser emitters is contained in the Manual on Laser Emitters and Flights Safety (ICAO Doc 9815).* *Note 5 – See also Annex 11 – Air Traffic Services, Chapter 2.*	**5.3.1.2**	☐	☐	☐		
LIGHTS WHICH MAY CAUSE CONFUSION						
135. Are non-aeronautical ground lights which, by reason of its intensity, configuration or colour, might prevent, or cause confusion in, the clear interpretation of aeronautical ground lights extinguished, screened or otherwise modified so as to eliminate such a possibility?	**5.3.1.3**	☐	☐	☐		
A. Is particular attention directed to non-aeronautical ground lights visible from the air within the areas described hereunder: a) Instrument runway — code number 4:		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
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 centre line in width. b) Instrument runway — code number 2 or 3: as in a), except that the length should be at least 3 000 m. c) Instrument runway — code number 1; and non-instrument runway: within the approach area?						
ELEVATED APPROACH LIGHTS						
136. Are elevated approach lights and their supporting structures frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold: a) where the height of a supporting structure exceeds 12 m, the frangibility requirement shall apply to the top 12 m only; and b) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects shall be frangible?	**5.3.1.4**	☐	☐	☐		
137. When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, is it suitably marked?	**5.3.1.5**	☐	☐	☐		
ELEVATED LIGHTS						
138. Are elevated runway, stopway and taxiway lights frangible and their height sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft?	**5.3.1.6**	☐	☐	☐		
SURFACE LIGHTS						
139. Are light fixtures inset in the surface of runways, stopways, 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?	**5.3.1.7**	☐	☐	☐		
140. Does the temperature produced by conduction or radiation at the interface between an installed inset light and an	**5.3.1.8**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
aircraft tire **not** exceed 160°C during a 10-minute period of exposure? *Note — Guidance on measuring the temperature of inset lights is given in the ICAO Aerodrome Design Manual, Part 4.*						
141. Is 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? *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.*	**5.3.1.9**	☐	☐	☐		
142. Where a high-intensity lighting system is provided, is a suitable intensity control incorporated to allow for adjustment of the light intensity to meet the prevailing conditions?		☐	☐	☐		
A. Are separate intensity controls or other suitable methods provided to ensure that the following systems, when installed, can be operated at compatible intensities: — approach lighting system; — runway edge lights; — runway threshold lights; — runway end lights; — runway centre line lights; — runway touchdown zone lights; and — taxiway centre line lights.	**5.3.1.10**	☐	☐	☐		
143. On the perimeter of and within the ellipse defining the main beam in ANO 14 Vol. I, Appendix 2, Figures A2-1 to A2-10, is the maximum light intensity value **not** greater than three times the minimum light intensity value measured in accordance with ANO 14 Vol. I, Appendix 2, collective notes for Figures A2-1 to 2-11, Note 2?	**5.3.1.11**	☐	☐	☐		
144. On the perimeter of and within the rectangle defining the main beam in ANO 14 Vol. I, Appendix 2, Figures A2-12 to A2-20, is the maximum light intensity **not** greater than three times the minimum light intensity value measured in accordance with ANO 14 Vol. I, Appendix 2, collective notes for Figures A2-12 to A2-21, Note 2?	**5.3.1.12**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
EMERGENCY LIGHTING						
145. At an aerodrome provided with runway lighting and without a secondary power supply, are sufficient emergency lights conveniently available for installation on at least the primary runway in the event of failure of the normal lighting system? *Note — Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas.*	**5.3.2.1**	☐	☐	☐		
LOCATION						
146. When installed on a runway, do the emergency lights, as a minimum, conform to the configuration required for a non-instrument runway?	**5.3.2.2**	☐	☐	☐		
CHARACTERISTICS						
147. Does the colour of the emergency lights conform to the colour requirements for runway lighting, except that, where the provision of coloured 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?	**5.3.2.3**	☐	☐	☐		
AERONAUTICAL BEACONS						
148. Where operationally necessary, is an aerodrome beacon or an identification beacon provided at each aerodrome intended for use at night?	**5.3.3.1**	☐	☐	☐		
149. Are the operational requirements determined having regard to the requirements of the air traffic using the aerodrome, the conspicuity of the aerodrome features in relation to its surroundings and the installation of other visual and non-visual aids useful in locating the aerodrome?	**5.3.3.2**	☐	☐	☐		
AERODROME BEACON						
150. Is an aerodrome beacon provided at an aerodrome intended for use at night if one or more of the following conditions exist: a) aircraft navigate predominantly by visual means; b) reduced visibilities are frequent; or c) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain?	**5.3.3.3**	☐	☐	☐		
LOCATION						
151. Is the aerodrome beacon located on or adjacent to the aerodrome in an area of low ambient background lighting?	**5.3.3.4**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
152. Is the location of the beacon such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land?	**5.3.3.5**	☐	☐	☐		
CHARACTERISTICS						
153. Does the aerodrome beacon show either coloured flashes alternating with white flashes, or white flashes only?	**5.3.3.6**	☐	☐	☐		
A. Is the frequency of total flashes from 20 to 30 per minute?		☐	☐	☐		
B. Where used, are the coloured flashes emitted by beacons at land aerodromes green and coloured flashes emitted by beacons at water aerodromes yellow?		☐	☐	☐		
C. In the case of a combined water and land aerodrome, do coloured flashes, if used, have the colour characteristics of whichever section of the aerodrome is designated as the principal facility?		☐	☐	☐		
154. Does the light from the beacon show at all angles of azimuth?	**5.3.3.7**	☐	☐	☐		
A. Does the vertical light distribution extend upwards from an elevation of not more than 1° to an elevation determined by the Aerodrome operator to be sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used with the effective intensity of the flash shall be not less than 2 000 cd? *Note — At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.*		☐	☐	☐		
IDENTIFICATION BEACON						
155. Is an identification beacon provided at an aerodrome which is intended for use at night and cannot be easily identified from the air by other means?	**5.3.3.8**	☐	☐	☐		
LOCATION						
156. Is the identification beacon located 157. on the aerodrome in an area of low ambient background lighting?	**5.3.3.9**	☐	☐	☐		
158. Is the location of the beacon such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land?	**5.3.3.10**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
CHARACTERISTICS						
159. Does the identification beacon at a land aerodrome show at all angles of azimuth?		☐	☐	☐		
A. Does the vertical light distribution extend upwards from an elevation of not more than 1° to an elevation determined by the Aerodrome operator to be sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used with the effective intensity of the flash shall be not less than 2 000 cd? *Note — At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash may be required to be increased by a factor up to a value of 10.*	**5.3.3.11**	☐	☐	☐		
160. Does the identification beacon show flashing-green at a land aerodrome and flashing-yellow at a water aerodrome?	**5.3.3.12**	☐	☐	☐		
161. Are the identification characters transmitted in the International Morse Code?	**5.3.3.13**	☐	☐	☐		
162. Is the speed of transmission between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot?	**5.3.3.14**	☐	☐	☐		
A — Non-instrument runway 163. Where physically practicable, is a simple approach lighting system as specified in paragraphs 5.3.4.2 to 5.3.4.9 of the ANO-14-I 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? B — Non-precision approach runway Where physically practicable, is a simple approach lighting system as specified in paragraphs 5.3.4.2 to 5.3.4.9 of the ANO-14-I provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids? C — Precision approach runway category I Where physically practicable, is a precision approach category I lighting system as specified in paragraphs	**5.3.4.1**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
5.3.4.10 to 5.3.4.21 of the ANO-14-I provided to serve a precision approach runway category I? D — Precision approach runway categories II and III Is a precision approach category II and III lighting system as specified in paragraphs 5.3.4.22 to 5.3.4.39 of the ANO-14-I provided to serve a precision approach runway category II or III?						
SIMPLE APPROACH LIGHTING SYTEM						
164. Does the simple approach lighting system consist of a row of lights on the extended centre line of the runway extending, whenever possible, over a distance of not less than 420 m from the threshold with a row of lights forming a crossbar 18 m or 30 m in length at a distance of 300 m from the threshold?	**5.3.4.2**	☐	☐	☐		
165. Are the lights forming the crossbar as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights?		☐	☐	☐		
A. Are the lights of the crossbar 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 centre line with these gaps kept to a minimum to meet local requirements and each not exceeding 6 m? *Note 1 — Spacing for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and fire fighting vehicles.* *Note 2 — See ANO 14 Vol. I, Attachment A, Section 11 for guidance on installation tolerances.*	**5.3.4.3**	☐	☐	☐		
166. Are the lights forming the centre line 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?	**5.3.4.4**	☐	☐	☐		
A. Is the innermost light located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centre line lights?		☐	☐	☐		
167. If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, is it extended to 300 m so as to include the crossbar?	**5.3.4.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
A. If this is not possible, are the centre line lights extended as far as practicable with each centre line light consisting of a barrette at least 3 m in length?		☐	☐	☐		
B. Subject to the approach system having a crossbar at 300 m from the threshold, is an additional crossbar provided at 150 m from the threshold?		☐	☐	☐		
168. Does the system lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna protrudes through the plane of the approach lights within a distance of 60 m from the centre line of the system; and b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) is screened from an approaching aircraft?	**5.3.4.6**	☐	☐	☐		
A. Is any ILS or MLS azimuth antenna protruding through the plane of the lights treated as an obstacle and marked and lighted accordingly?		☐	☐	☐		
CHARACTERISTICS						
169. Are the lights of a simple approach lighting system fixed lights and the colour of the lights such as to ensure that the system is readily distinguishable from other aeronautical ground lights, and from extraneous lighting if present?	**5.3.4.7**	☐	☐	☐		
A. Does each centre line light consist of either: 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.*		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
170. Where provided for a non-instrument runway, do the lights show at all angles in azimuth necessary to a pilot on base leg and final approach and the intensity of the lights adequate for all conditions of visibility and ambient light for which the system has been provided?	**5.3.4.8**	☐	☐	☐		
171. Where provided for a non-precision approach runway, do the lights show at all angles in azimuth necessary to the pilot of an aircraft which on final approach does not deviate by an abnormal amount from the path defined by the non-visual aid?	**5.3.4.9**	☐	☐	☐		
A. Are the lights designed to provide guidance during both day and night in the most adverse conditions of visibility and ambient light for which it is intended that the system remain usable?		☐	☐	☐		
PRECISION APPROACH CATEGORY I LIGHTING SYSTEM						
172. Does a precision approach category I lighting system consist of a row of lights on the extended centre line of the runway extending, wherever possible, over a distance of 900 m from the runway threshold with a row of lights forming a crossbar 30 m in length at a distance of 300 m from the runway threshold? *Note — The installation of an approach lighting system of less than 900 m in length may result in operational limitations on the use of the runway. See ANO 14 Vol. I, Attachment A, Section 11.*	**5.3.4.10**	☐	☐	☐		
173. Are the lights forming the crossbar as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights?		☐	☐	☐		
A. Are the lights of the crossbar spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line, with these gaps kept to a minimum to meet local requirements and each not exceeding 6 m? *Note 1 — Spacing for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are made with a lateral error, and facilitate the movement of rescue and fire fighting vehicles.* *Note 2 — See ANO 14 Vol. I, Attachment A, Section 11 for guidance on installation tolerances.*	**5.3.4.11**	☐	☐	☐		
174. Are the lights forming the centre line placed at longitudinal intervals of 30 m with the innermost light located 30 m from the threshold?	**5.3.4.12**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
175. Does the system lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna protrudes through the plane of the approach lights within a distance of 60 m from the centre line of the system; and b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) is screened from an approaching aircraft?	**5.3.4.13**	☐	☐	☐		
A. Is any ILS or MLS azimuth antenna protruding through the plane of the lights treated as an obstacle and marked and lighted accordingly?		☐	☐	☐		
CHARACTERISTICS						
176. Are the centre line and crossbar lights of a precision approach category I lighting system fixed lights showing variable white with each centre line light position consisting of either: a) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m of the centre line and three light sources in the outer 300 m of the centre line to provide distance information; or b) a barrette?	**5.3.4.14**	☐	☐	☐		
177. Where the serviceability level of the approach lights specified as a maintenance objective in 14.2.5.10 can be demonstrated, does each centre line light position consist of either: a) a single light source; or b) a barrette?	**5.3.4.15**	☐	☐	☐		
178. Are the barrettes at least 4 m in length; when barrettes are composed of lights approximating to point sources, are the lights uniformly spaced at intervals of not more than 1.5 m?	**5.3.4.16**	☐	☐	☐		
179. If the centre line consists of barrettes as described in paragraph 5.3.4.14 (b) or 5.3.4.15 (b) of the ANO-14-I, is each barrette supplemented by a capacitor discharge light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions?	**5.3.4.17**	☐	☐	☐		
180. Does each capacitor discharge light as described in paragraph 5.3.4.17 of the ANO-14-I flash twice a second	**5.3.4.18**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system and the design of the electrical circuit such that these lights can be operated independently of the other lights of the approach lighting system?						
181. If the centre line consists of lights as described in paragraph 5.3.4.14 (a) or 5.3.4.15 (a) of the ANO-14-I, are additional crossbars of lights to the crossbar provided at 300 m from the threshold provided at 150 m, 450 m, 600 m and 750 m from the threshold?	**5.3.4.19**	☐	☐	☐		
A. Are the lights forming each crossbar as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights?		☐	☐	☐		
B. Are the lights of the crossbar spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line with these gaps kept to a minimum to meet local requirements and each not exceeding 6 m? *Note — See ANO 14 Vol. I, Attachment A, Section 11 for detailed configuration.*		☐	☐	☐		
182. Where the additional crossbars described in paragraph 5.3.4.19 of the ANO-14-I are incorporated in the system, do the outer ends of the crossbars lie on two straight lines that either are parallel to the line of the centre line lights or converge to meet the runway centre line 300 m from threshold?	**5.3.4.20**	☐	☐	☐		
183. Are the lights in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figure 2-1? *Note — The flight path envelopes used in the design of these lights are given in ANO 14 Vol. I, Attachment A, Figure A-4.*	**5.3.4.21**	☐	☐	☐		
PRECISION APPROACH CATEGORY II AND III LIGHTING SYSTEM						
184. Does the approach lighting system consist of a row of lights on the extended centre line of the runway, extending, wherever possible, over a distance of 900 m from the runway threshold?	**5.3.4.22**	☐	☐	☐		
A. In addition, does the system have two side rows of lights, extending 270 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in ANO 14 Vol. I, Figure 5-14?		☐	☐	☐		
B. Where the serviceability level of the approach lights specified as maintenance objectives in paragraph		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
14.2.5.7 of the ANO-14-I can be demonstrated, does the system have two side rows of lights, extending 240 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in ANO 14 Vol. I, Figure 5-15? *Note — The length of 900 m is based on providing guidance for operations under category I, II and III conditions. Reduced lengths may support category II and III operations but may impose limitations on category I operations. See ANO 14 Vol. I, Attachment A, Section 11.*						
185. Are the lights forming the centre line placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold?	**5.3.4.23**	☐	☐	☐		
186. Are the lights forming the side rows placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold?		☐	☐	☐		
A. Where the serviceability level of the approach lights specified as maintenance objectives in paragraph 14.2.5.7 of the ANO-14-I can be demonstrated, are lights forming the side rows placed on each side of the centre line, at a longitudinal spacing of 60 m with the first light located 60 m from the threshold?	**5.3.4.24**	☐	☐	☐		
B. Is the lateral spacing (or gauge) between the innermost lights of the side rows neither less than 18 m nor more than 22.5 m, and preferably 18 m, but in any event equal to that of the touchdown zone lights?		☐	☐	☐		
187. Does the crossbar provided at 150 m from the threshold fill in the gaps between the centre line and side row lights?	**5.3.4.25**	☐	☐	☐		
188. Does the crossbar provided at 300 m from the threshold extend on both sides of the centre line lights to a distance of 15 m from the centre line?	**5.3.4.26**	☐	☐	☐		
189. If the centre line beyond a distance of 300 m from the threshold consists of lights as described in paragraph 5.3.4.31 (b) or 5.3.4.32 (b) of the ANO-14-I, are additional crossbars of lights provided at 450 m, 600 m and 750 m from the threshold?	**5.3.4.27**	☐	☐	☐		
190. Where the additional crossbars described in paragraph 5.3.4.27 of the ANO-14-I are incorporated in the system, do the outer ends of these crossbars lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold?	**5.3.4.28**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
191. Does the system lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: a) no object other than an ILS or MLS azimuth antenna protrudes through the plane of the approach lights within a distance of 60 m from the centre line of the system; and b) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) is screened from an approaching aircraft?	**5.3.4.29**	☐	☐	☐		
A. Is any ILS or MLS azimuth antenna protruding through the plane of the lights treated as an obstacle and marked and lighted accordingly?		☐	☐	☐		
CHARACTERISTICS						
192. Does the centre line of a precision approach category II and III lighting system for the first 300 m from the threshold consist of barrettes showing variable white, except that, where the threshold is displaced 300 m or more, the centre line may consist of single light sources showing variable white?	**5.3.4.30**	☐	☐	☐		
A. Where the serviceability level of the approach lights specified as maintenance objectives in paragraph 14.2.5.7 of the ANO-14-I can be demonstrated, does the centre line of a precision approach category II and III lighting system for the first 300 m from the threshold consist of either: a) barrettes, where the centre line beyond 300 m from the threshold consists of barrettes as described in paragraph 5.3.4.32 (a) of the ANO-14-I; or b) alternate single light sources and barrettes, where the centre line beyond 300 m from the threshold consists of single light sources as described in paragraph 5.3.4.32 (b) of the ANO-14-I, with the innermost single light source located 30 m and the innermost barrette located 60 m from the threshold; or c) single light sources where the threshold is displaced 300 m or more; all of which show variable white?		☐	☐	☐		
193. Beyond 300 m from the threshold, does each centre line light position consist of either: a) a barrette as used on the inner 300 m; or	**5.3.4.31**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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) two light sources in the central 300 m of the centre line and three light sources in the outer 300 m of the centre line; all of which show variable white?						
194. Where the serviceability level of the approach lights specified as maintenance objectives in paragraph 14.2.5.7 of the ANO-14-I can be demonstrated, beyond 300 m from the threshold, does each centre line light position consist of either: a) a barrette; or b) a single light source; all of which show variable white?	**5.3.4.32**	☐	☐	☐		
195. Are the barrettes at least 4 m in length; when barrettes are composed of lights approximating to point sources, are the lights uniformly spaced at intervals of not more than 1.5 m?	**5.3.4.33**	☐	☐	☐		
196. If the centre line beyond 300 m from the threshold consists of barrettes as described in paragraph 5.3.4.31 (a) or 5.3.4.32 (a) of the ANO-14-I, are each barrette beyond 300 m supplemented by a capacitor discharge light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions?	**5.3.4.34**	☐	☐	☐		
197. Does each capacitor discharge light flash twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system and the design of the electrical circuit such that these lights can be operated independently of the other lights of the approach lighting system?	**5.3.4.35**	☐	☐	☐		
198. Does the side row consist of barrettes showing red and the length of a side row barrette and the spacing of its lights equal to those of the touchdown zone light barrettes?	**5.3.4.36**	☐	☐	☐		
199. Are the lights forming the crossbars fixed lights showing variable white and uniformly spaced at intervals of not more than 2.7 m?	**5.3.4.37**	☐	☐	☐		
200. Is the intensity of the red lights compatible with the intensity of the white lights?	**5.3.4.38**	☐	☐	☐		
201. Are the lights in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figures A2-1 and A2-2? *Note — The flight path envelopes used in the design of these lights are given in ANO 14 Vol. I, Attachment A, Figure A-4.*	**5.3.4.39**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
VISUAL APPROACH SLOPE INDICATOR SYSTEMS						
202. Is a visual approach slope indicator system provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids, where one or more of the following conditions exist: a) the runway is used by turbojet or other aeroplanes with similar approach guidance requirements; b) the pilot of any type of aeroplane may have difficulty in judging the approach due to: 1) inadequate visual guidance such as is experienced during an approach over water or featureless terrain by day or in the absence of sufficient extraneous lights in the approach area by night, or 2) misleading information such as is produced by deceptive surrounding terrain or runway slopes; c) the presence of objects in the approach area may involve serious hazard if an aeroplane descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects; d) physical conditions at either end of the runway present a serious hazard in the event of an aeroplane undershooting or overrunning the runway; and e) terrain or prevalent meteorological conditions are such that the aeroplane may be subjected to unusual turbulence during approach? *Note — Guidance on the priority of installation of visual approach slope indicator systems is contained in ANO 14 Vol. I, Attachment A, Section 12*	**5.3.5.1**	☐	☐	☐		
203. Does the standard visual approach slope indicator systems consist of the following: a) T-VASIS and AT-VASIS conforming to the specifications contained in 5.3.5.6 to 5.3.5.22 inclusive; b) PAPI and APAPI systems conforming to the specifications contained in 5.3.5.23 to 5.3.5.40 inclusive; as shown in ANO 14 Vol. I, Figure 5-16?	**5.3.5.2**	☐	☐	☐		
204. Is the PAPI, T-VASIS or AT-VASIS provided where the code number is 3 or 4 when one or more of the conditions specified in paragraph 5.3.5.1 of the ANO-14-I exist?	**5.3.5.3**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
205. Is PAPI or APAPI provided where the code number is 1 or 2 when one or more of the conditions specified in paragraph 5.3.5.1 of the ANO-14-I exist?	**5.3.5.5**	☐	☐	☐		
206. Where a runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in paragraph 5.3.5.1 of the ANO-14-I exist, is a PAPI provided except that where the code number is 1 or 2, an APAPI is provided?	**5.3.5.6**	☐	☐	☐		
PAPI AND APAPI						
207. Does the PAPI system consist of a wing bar of 4 sharp transition multi-lamp (or paired single lamp) units equally spaced and the system located on the left side of the runway unless it is physically impracticable to do so? *Note — Where a runway is used by aircraft requiring visual roll guidance which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway.*	**5.3.5.24**	☐	☐	☐		
208. Does the APAPI system consist of a wing bar of 2 sharp transition multi-lamp (or paired single lamp) units and the system located on the left side of the runway unless it is physically impracticable to do so? *Note — Where a runway is used by aircraft requiring visual roll guidance which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway.*	**5.3.5.25**	☐	☐	☐		
209. Is the wing bar of a PAPI constructed and arranged in such a manner that a pilot making an approach will: a) when on or close to the approach slope, see the two units nearest the runway as red and the two units farthest from the runway as white; b) when above the approach slope, see the one unit nearest the runway as red and the three units farthest from the runway as white; and when further above the approach slope, see all the units as white; and c) when below the approach slope, see the three units nearest the runway as red and the unit farthest from the runway as white; and when further below the approach slope, see all the units as red?	**5.3.5.26**	☐	☐	☐		
210. Is the wing bar of an APAPI constructed and arranged in such a manner that a pilot making an approach will: a) when on or close to the approach slope, see the unit nearer the runway as red and the unit farther from the runway as white;	**5.3.5.27**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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) when above the approach slope, see both the units as white; and c) when below the approach slope, see both the units as red?						
SITING						
211. Are the light units located as in the basic configuration illustrated in ANO 14 Vol. I, Figure 5-19, subject to the installation tolerances given therein?	**5.3.5.28**	☐	☐	☐		
A. Are the units forming a wing bar mounted so as to appear to the pilot of an approaching aeroplane to be substantially in a horizontal line?		☐	☐	☐		
B. Are the light units mounted as low as possible and frangible?		☐	☐	☐		
CHARACTERISTICS OF LIGHT UNITS						
212. Is the system suitable for both day and night operations?	**5.3.5.29**	☐	☐	☐		
213. Does the colour transition from red to white in the vertical plane such as to appear to an observer, at a distance of not less than 300 m, to occur within a vertical angle of not more than 3'?	**5.3.5.30**	☐	☐	☐		
214. Does the red light have a Y coordinate not exceeding 0.320 at full intensity?	**5.3.5.31**	☐	☐	☐		
215. Is the light intensity distribution of the light units as shown in ANO 14 Vol. I, Appendix 2, Figure A2-23? *Note — See the ICAO Aerodrome Design Manual, Part 4 for additional guidance on the characteristics of light units.*	**5.3.5.32**	☐	☐	☐		
216. Is suitable intensity control provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing?	**5.3.5.33**	☐	☐	☐		
217. Is each light unit capable of adjustment in elevation so that the lower limit of the white part of the beam may be fixed at any desired angle of elevation between 1°30' and at least 4°30' above the horizontal?	**5.3.5.34**	☐	☐	☐		
218. Are the light units designed such that deposits of condensation, dirt, etc., on optically transmitting or reflecting surfaces interfere to the least possible extent with the light signals and do not affect the contrast between the red and white signals and the elevation of the transition sector?	**5.3.5.35**	☐	☐	☐		
APPROACH SLOPE AND ELEVATION SETTING OF LIGHT UNITS						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
219. Is the approach slope as defined in ANO 14 Vol. I, Figure 5-20 appropriate for use by the aeroplanes using the approach?	**5.3.5.36**	☐	☐	☐		
220. When the runway is equipped with an ILS and/or MLS, are the siting and the angle of elevation of the light units such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate?	**5.3.5.37**	☐	☐	☐		
221. Is the angle of elevation settings of the light units in a PAPI wing bar such that, during an approach, the pilot of an aeroplane observing a signal of one white and three reds will clear all objects in the approach area by a safe margin?	**5.3.5.38**	☐	☐	☐		
222. Is the angle of elevation settings of the light units in an APAPI wing bar such that, during an approach, the pilot of an aeroplane observing the lowest on slope signal, i.e. one white and one red, will clear all objects in the approach area by a safe margin?	**5.3.5.39**	☐	☐	☐		
223. Is the azimuth spread of the light beam suitably restricted where an object located outside the obstacle protection surface of the system, but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an aeronautical study indicates that the object could adversely affect the safety of operations?	**5.3.5.40**	☐	☐	☐		
A. Is the extent of the restriction such that the object remains outside the confines of the light beam? *Note — See paragraphs 5.3.5.42 to 5.3.6 of the ANO-14-I concerning the related obstacle protection surface.*		☐	☐	☐		
224. Where wing bars are installed on each side of the runway to provide roll guidance, are corresponding units set at the same angle so that the signals of each wing bar change symmetrically at the same time?	**5.3.5.41**	☐	☐	☐		
225. Is an obstacle protection surface established when it is intended to provide a visual approach slope indicator system?	**5.3.5.42**	☐	☐	☐		
226. Do the characteristics of the obstacle protection surface, i.e. origin, divergence, length and slope correspond to those specified in the relevant column of Table 5-3 and in ANO 14 Vol. I, Figure 5-21?	**5.3.5.43**	☐	☐	☐		
227. Are new objects or extensions of existing objects permitted above an obstacle protection surface except when, in the opinion of the aerodrome operator the new	**5.3.5.44**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
object or extension is shielded by an existing immovable object? *Note — Circumstances in which the shielding principle may reasonably be applied are described in the ICAO Airport Services Manual, Part 6.*						
228. Are existing objects above an obstacle protection surface removed except when, in the opinion of the aerodrome operator, 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?	**5.3.5.45**	☐	☐	☐		
229. Where an aeronautical study indicates that an existing object extending above an obstacle protection surface could adversely affect the safety of operations of aeroplanes, is one or more of the following measures taken: a) remove the object; b) suitably raise the approach slope of the system; c) reduce the azimuth spread of the system so that the object is outside the confines of the beam; d) displace the axis of the system and its associated obstacle protection surface by no more than 5°; and e) suitably displace the system upwind of the threshold such that the object no longer penetrates the OPS. Note 1.— Guidance on this issue is contained in the Aerodrome Design Manual (Doc 9157), Part 4. Note 2— The displacement of the system upwind of the threshold reduces the operational landing distance.	**5.3.5.46**	☐	☐	☐		
RUNWAY LEAD-IN LIGHTING SYSTEMS						
230. Is a runway lead-in lighting system provided where it is desired to provide visual guidance along a specific approach path, for reasons such as avoiding hazardous terrain or for purposes of noise abatement? *Note — Guidance on providing lead-in lighting systems is given in the ICAO Aerodrome Design Manual, Part 4.*	**5.3.7.1**	☐	☐	☐		
LOCATION						
231. Does the runway lead-in lighting system consist of groups of lights positioned so as to define the desired approach path and so that one group may be sighted from the preceding group, with the interval between adjacent groups not exceeding approximately 1 600 m?	**5.3.7.2**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
Note — Runway lead-in lighting systems may be curved, straight or a combination thereof.						
232. Does the runway lead-in lighting system extend from a point as determined by the Aerodrome operator, up to a point where the approach lighting system, if provided, or the runway or the runway lighting system is in view?	**5.3.7.3**	☐	☐	☐		
CHARACTERISTICS						
233. Does each group of lights of a runway lead-in lighting system consist of at least three flashing lights in a linear or cluster configuration, and augmented by steady burning lights where such lights would assist in identifying the system?	**5.3.7.4**	☐	☐	☐		
234. Are the flashing lights white, and the steady burning lights gaseous discharge lights?	**5.3.7.5**	☐	☐	☐		
235. Where practicable, do the flashing lights in each group flash in sequence towards the runway?	**5.3.7.6**	☐	☐	☐		
RUNWAY THRESHOLD IDENTIFICATION LIGHTS						
236. Are runway threshold identification lights installed: 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 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?	**5.3.8.1**	☐	☐	☐		
LOCATION						
237. Are runway threshold identification lights located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights?	**5.3.8.2**	☐	☐	☐		
CHARACTERISTICS						
238. Are runway threshold identification lights flashing white lights with a flash frequency between 60 and 120 per minute?	**5.3.8.3**	☐	☐	☐		
239. Are the lights visible only in the direction of approach to the runway?	**5.3.8.4**	☐	☐	☐		
RUNWAY EDGE LIGHTS						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
240. Are runway edge lights provided for a runway intended for use at night or for a precision approach runway intended for use by day or night?	**5.3.9.1**	☐	☐	☐		
241. Are runway edge lights provided on a runway intended for take-off with an operating minimum below an RVR of the order of 800 m by day?	**5.3.9.2**	☐	☐	☐		
LOCATION						
242. Are runway edge lights placed along the full length of the runway and in two parallel rows equidistant from the centre line?	**5.3.9.3**	☐	☐	☐		
243. Are 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?	**5.3.9.4**	☐	☐	☐		
244. Where the width of the area declared as runway exceeds 60 m, is the distance between the rows of lights determined taking into account the nature of the operations, the light distribution characteristics of the runway edge lights, and other visual aids serving the runway?	**5.3.9.5**	☐	☐	☐		
245. Are the lights uniformly spaced in rows at intervals of not more than 60 m for an instrument runway, and at intervals of not more than 100 m for a non-instrument runway?	**5.3.9.6**	☐	☐	☐		
A. Are the lights on opposite sides of the runway axis on lines at right angles to that axis?		☐	☐	☐		
B. At intersections of runways, are lights spaced irregularly or omitted, provided that adequate guidance remains available to the pilot?		☐	☐	☐		
CHARACTERISTICS						
246. Are runway edge lights fixed lights showing variable white, except that: a) in the case of a displaced threshold, the lights between the beginning of the runway and the displaced threshold shall show red in the approach direction; and b) a section of the lights 600 m or one-third of the runway length, whichever is the less, at the remote end of the runway from the end at which the take-off run is started, may show yellow?	**5.3.9.7**	☐	☐	☐		
247. Does the runway edge lights show at all angles in azimuth necessary to provide guidance to a pilot landing or taking off in either direction?	**5.3.9.8**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
A. When the runway edge lights are intended to provide circling guidance, do they show at all angles in azimuth (See paragraph 5.3.6.1 of the ANO-14-I)?		☐	☐	☐		
248. In all angles of azimuth required in paragraph 5.3.9.8 of the ANO-14-I, do the runway edge lights show at angles up to 15° above the horizontal with an intensity adequate for the conditions of visibility and ambient light in which use of the runway for take-off or landing is intended, but in any case, at least 50 cd except that at an aerodrome without extraneous lighting the intensity of the lights may be reduced to not less than 25 cd to avoid dazzling the pilot?	**5.3.9.9**	☐	☐	☐		
249. Are runway edge lights on a precision approach runway in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figure A2-9 or A2-10?	**5.3.9.10**	☐	☐	☐		
RUNWAY THRESHOLD AND WING BAR LIGHTS						
250. Are runway threshold lights provided for a runway 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?	**5.3.10.1**	☐	☐	☐		
LOCATION OF RUNWAY THRESHOLD LIGHTS						
251. When a threshold is at the extremity of a runway, are the threshold lights placed in a row at right angles to the runway axis as near to the extremity of the runway as possible and, in any case, not more than 3 m outside the extremity?	**5.3.10.2**	☐	☐	☐		
252. When a threshold is displaced from the extremity of a runway, are threshold lights placed in a row at right angles to the runway axis at the displaced threshold?	**5.3.10.3**	☐	☐	☐		
253. Does the threshold lighting consist of: a) on a non-instrument or non-precision approach runway, at least six lights; b) on a precision approach runway category I, at least the number of lights that would be required if the lights were uniformly spaced at intervals of 3 m between the rows of runway edge lights; and c) on a precision approach runway category II or III, lights uniformly spaced between the rows of runway edge lights at intervals of not more than 3 m?	**5.3.10.4**	☐	☐	☐		
254. Are the lights prescribed in paragraph 5.3.10.4 a) and b) of the ANO-14-I either:	**5.3.10.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
a) equally spaced between the rows of runway edge lights, or b) symmetrically disposed about the runway centre line 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?						
APPLICATION OF WING BAR LIGHTS						
255. Are wing bar lights provided on a precision approach runway when additional conspicuity is considered desirable?	**5.3.10.6**	☐	☐	☐		
256. Are wing bar lights provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but not provided?	**5.3.10.7**	☐	☐	☐		
LOCATION OF WING BAR LIGHTS						
257. Are wing bar lights symmetrically disposed about the runway centre line at the threshold in two groups, i.e. wing bars?	**5.3.10.8**	☐	☐	☐		
A. Is each wing bar formed by at least five lights extending at least 10 m outward from, and at right angles to, the line of the runway edge lights, with the innermost light of each wing bar in the line of the runway edge lights?		☐	☐	☐		
CHARACTERITICS OF RUNWAY THRESHOLD AND WING BAR LIGHTS						
258. Are runway threshold and wing bar lights fixed unidirectional lights showing green in the direction of approach to the runway, with adequate intensity and beam spread of the lights for the conditions of visibility and ambient light in which use of the runway is intended?	**5.3.10.9**	☐	☐	☐		
259. Are runway threshold lights on a precision approach runway in accordance with the specifications of ANO14 Vol. I, Appendix 2, Figure A2-3?	**5.3.10.10**	☐	☐	☐		
260. Are threshold wing bar lights on a precision approach runway in accordance with the specifications of ANO14 Vol. I, Appendix 2, Figure A2-4.?	**5.3.10.11**	☐	☐	☐		
RUNWAY END LIGHTS						
261. Are runway end lights provided for a run-way equipped with runway edge lights?	**5.3.11.1**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
Note — When the threshold is at the runway extremity, fittings serving as threshold lights may be used as runway end lights.						
LOCATION						
262. Are runway end lights placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end?	**5.3.11.2**	☐	☐	☐		
263. Does the runway end lighting consist of at least six lights, either: a) equally spaced between the rows of runway edge lights, or b) symmetrically disposed about the runway centre line in two groups with the lights uniformly spaced in each group and with a gap between the groups of not more than half the distance between the rows of runway edge lights?	**5.3.11.3**	☐	☐	☐		
CHARACTERISTICS						
264. Are runway end lights fixed unidirectional lights showing red in the direction of the runway with adequate intensity and beam spread of the lights for the conditions of visibility and ambient light in which use of the runway is intended?	**5.3.11.4**	☐	☐	☐		
265. Are runway end lights on a precision approach runway in accordance with the specifications of ANO14 Vol. I, Appendix 2, Figure A2-8?	**5.3.11.5**	☐	☐	☐		
RUNWAY CENTRE LINE LIGHTS						
266. Are runway centre line lights provided on a precision approach runway category II or III?	**5.3.12.1**	☐	☐	☐		
267. Are runway centre line lights provided on a precision approach runway category I, particularly when the runway is used by aircraft with high landing speeds or where the width between the runway edge lights is greater than 50 m?	**5.3.12.2**	☐	☐	☐		
268. Are runway centre line lights provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m?	**5.3.12.3**	☐	☐	☐		
269. Are runway centre line lights provided on a runway intended to be used for take-off with an operating minimum of an RVR of the order of 400 m or higher when used by aeroplanes with a very high take-off speed,	**5.3.12.4**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
particularly where the width between the runway edge lights is greater than 50 m?						
LOCATION						
270. Are runway centre line lights located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm where it is not practicable to locate them along the centre line?	**5.3.12.5**	☐	☐	☐		
A. Are the lights located from the threshold to the end at longitudinal spacing of approximately 15 m?		☐	☐	☐		
B. Where the serviceability level of the runway centre line lights specified as maintenance objectives in paragraph 10.5.7 or 10.5.11 of the ANO-14-I, as appropriate, can be demonstrated and the runway is intended for use in runway visual range conditions of 350 m or greater, is the longitudinal spacing approximately 30 m? *Note — Existing centre line lighting where lights are spaced at 7.5 m need not be replaced.*		☐	☐	☐		
271. **Recommendation** —Is centre line guidance for take-off from the beginning of a runway to a displaced threshold provided by: a) an approach lighting system if its characteristics and intensity settings afford the guidance required during take-off and it does not dazzle the pilot of an aircraft taking off; or b) runway centre line lights; or c) barrettes of at least 3 m length and spaced at uniform intervals of 30 m, as shown in ANO14 Vol. I, Figure 5-23, 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?	**5.3.12.6**	☐	☐	☐		
A. Is provision made to extinguish those centre line lights specified in b) or reset the intensity of the approach lighting system or barrettes when the runway is being used for landing? In no case should only the single source runway centre line lights show from the beginning of the runway to a displaced threshold when the runway is being used for landing.		☐	☐	☐		
CHARACTERISTICS						
272. Are runway centre line lights fixed lights showing variable white from the threshold to the point 900 m from	**5.3.12.7**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
the runway end; alternate red and variable white from 900 m to 300 m from the runway end; and red from 300 m to the runway end, except that for runways less than 1 800 m in length, the alternate red and variable white lights extending from the mid-point of the runway usable for landing to 300 m from the runway end? *Note — Care is required in the design of the electrical system to ensure that failure of part of the electrical system will not result in a false indication of the runway distance remaining.*						
273. Are the runway centre line lights in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figure A2-6 or A2-7?	**5.3.12.8**	☐	☐	☐		
RUWNAY TOUCHDOWN ZONE LIGHTS						
274. Are touchdown zone lights provided in the touchdown zone of a precision approach runway category II or III?	**5.3.13.1**	☐	☐	☐		
LOCATION						
275. Do touchdown zone lights extend from the threshold for a longitudinal distance of 900 m, except that, on runways less than 1 800 m in length, the system is shortened so that it does not extend beyond the midpoint of the runway?		☐	☐	☐		
A. Is the pattern formed by pairs of barrettes symmetrically located about the runway centre line, with the lateral spacing between the innermost lights of a pair of barrettes equal to the lateral spacing selected for the touchdown zone marking and the longitudinal spacing between pairs of barrettes either 30 m or 60 m? *Note — To allow for operations at lower visibility minima, it may be advisable to use a 30 m longitudinal spacing between barrettes*	**5.3.13.2**	☐	☐	☐		
CHARACTERISTICS						
276. Is a barrette composed of at least three lights with spacing between the lights of not more than 1.5m?	**5.3.13.3**	☐	☐	☐		
277. Is a barrette not less than 3 m or not more than 4.5 m in length?	**5.3.13.4**	☐	☐	☐		
278. Are touchdown zone lights fixed uni-directional lights showing variable white?	**5.3.13.5**	☐	☐	☐		
279. Are touchdown zone lights in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figure A2-5?	**5.3.13.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
RAPID EXIT TAXIWAY INDICATOR LIGHTS						
280. Are rapid exit taxiway indicator lights provided on a runway intended for use in runway visual range conditions less than a value of 350 m and/or where the traffic density is heavy? *Note – See ANO 14, Vol. 1, Attachment A, Section 14*	**5.3.15.1**	☐	☐	☐		
281. Are rapid exit taxiway indicator lights displayed in the event of any lamp failure or other failure that prevents the display of the light pattern depicted in ANO14, Vol.1, Figure 5-25, in full?	**5.3.15.2**	☐	☐	☐		
LOCATION						
282. Is a set of rapid exit taxiway indicator lights located on the runway on the same side of the runway centre line as the associated rapid exit taxiway, in the configuration shown in ANO14, Vol.1, Figure 5-25?	**5.3.15.3**	☐	☐	☐		
A. In each set, are the lights located 2 m apart and the light nearest to the runway centre line displaced 2 m from the runway centre line?		☐	☐	☐		
283. Where more than one rapid exit taxiway exists on a runway, does the set of rapid exit taxiway indicator lights for each exit overlap when displayed?	**5.3.15.4**	☐	☐	☐		
CHARACTERISTICS						
284. Are rapid exit taxiway indicator lights unidirectional yellow lights, aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway?	**5.3.15.5**	☐	☐	☐		
285. Are rapid exit taxiway indicator lights in accordance with the specifications in ANO 14, Vol.1, Appendix 2, Figure A2-6 or Figure A2-7, as appropriate?	**5.3.15.6**	☐	☐	☐		
286. Are rapid exit taxiway indicator lights supplied with power on a separate circuit to other runway lights so that they may be used when other lighting is switched off?	**5.3.15.7**	☐	☐	☐		
STOPWAY LIGHTS						
287. Are stopway lights provided for a stopway intended for use at night?	**5.3.16.1**	☐	☐	☐		
LOCATION						
288. Are stopway lights placed along the full length of the stopway in two parallel rows that are equidistant from the centre line and coincident with the rows of the runway edge lights?	**5.3.16.2**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
A. 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?		☐	☐	☐		
CHARACTERISTICS						
289. Are stopway lights fixed unidirectional lights showing red in the direction of the runway?	**5.3.16.3**	☐	☐	☐		
TAXIWAY CENTRE LINE LIGHTS						
290. Are taxiway centre line lights provided on an exit taxiway, taxiway and apron intended for use in runway visual range conditions less than a value of 350 m in such a manner as to provide continuous guidance between the runway centre line and aircraft stands, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance?	**5.3.17.1**	☐	☐	☐		
291. Are taxiway centre line lights provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater, and particularly on complex taxiway intersections and exit taxiways, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance? *Note — Where there may be a need to delineate the edges of a taxiway, e.g. on a rapid exit taxiway or narrow taxiway conditions, this may be done with taxiway edge lights or markers.*	**5.3.17.2**	☐	☐	☐		
292. Are taxiway centre line 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 centre line and aircraft stands?	**5.3.17.3**	☐	☐	☐		
293. Are taxiway centre line lights provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m, except that these lights need not be provided where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance? *Note — See paragraph 12.2.2.3 of this Manual for provisions concerning the interlocking of runway and taxiway lighting systems.*	**5.3.17.4**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
294. Are taxiway centre line lights provided in all visibility conditions on a runway forming part of a standard taxi-route where specified as components of an advanced surface movement guidance and control system?	**5.3.17.5**	☐	☐	☐		
CHARACTERISTICS						
295. Are taxiway centre line lights on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi-route fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or in the vicinity of the taxiway?	**5.3.17.6**	☐	☐	☐		
296. Are taxiway centre line lights on an exit taxiway fixed lights?	**5.3.17.7**	☐	☐	☐		
A. Do alternate taxiway centre line lights show green and yellow from their beginning near the runway centre line to the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway; and thereafter all lights show green (See ANO 14 Vol. I, Figure 5-26)?		☐	☐	☐		
B. Does the first light in the exit centre line always show green?		☐	☐	☐		
C. Does the light nearest to the perimeter always show yellow? *Note 1 — Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.* *Note 2 — For yellow filter characteristics see ANO 14 Vol. I, Appendix 1, 2.2.* *Note 3 — The size of the ILS/MLS critical/sensitive area depends on the characteristics of the associated ILS/MLS and other factors. Guidance is provided in ANO10, Volume I, Attachments C and G to Part I.* *Note 4 — See paragraph 5.4.3 for specifications on runway vacated signs.*		☐	☐	☐		
297. Are taxiway centre line lights in accordance with the specifications of: a) ANO 14 Vol. I, Appendix 2, Figure A2-12, A2-13, or A2-14 for taxiways intended for use in runway visual range conditions of less than a value of 350 m; and b) ANO 14 Vol. I, Appendix 2, Figure A2-15 or A2-16 for other taxiways?	**5.3.17.9**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
298. Where higher intensities are required from an operational point of view, are taxiway centre line lights on rapid taxiways intended for use in runway visual range conditions less than a value of 350 m in accordance with the specifications of ANO14, Vol.1, Appendix 2, Figure A2-12 with similar number of levels of brilliancy settings for these lights as that for the runway centre line lights?	**5.3.17.10**	☐	☐	☐		
299. Where taxiway centre line 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, are taxiway centre line lights in accordance with the specifications of ANO 14 Vol. I, Appendix 2, Figure A2-17, A2-18 or A2-19? *Note — High-intensity centre line lights should only be used in case of an absolute necessity and following a specific study.*	**5.3.17.11**	☐	☐	☐		
LOCATION						
300. Are taxiway centre line lights normally located on the taxiway centre line marking, except that they may be offset by not more than 30cm where it is not practicable to locate them on the marking?	**5.3.17.12**	☐	☐	☐		
TAXIWAY CENTRE LINE LIGHTS ON TAXIWAYS						
301. Are taxiway centre line lights on a straight section of a taxiway spaced at longitudinal intervals of not more than 30 m, except that: a) larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions, adequate guidance is provided by such spacing; b) intervals less than 30 m are provided on short straight sections; and c) on a taxiway intended for use in RVR conditions of less than a value of 350 m, the longitudinal spacing does not exceed 15 m?	**5.3.17.13**	☐	☐	☐		
302. Do taxiway centre line lights on a taxiway curve continue from the straight portion of the taxiway at a constant distance from the outside edge of the taxiway curve and the lights spaced at intervals such that a clear indication of the curve is provided?	**5.3.17.14**	☐	☐	☐		
303. On a taxiway intended for use in RVR conditions of less than a value of 350 m, do the lights on a curve exceed a	**5.3.17.15**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
spacing of 15 m, and on a curve of less than 400 m radius, spaced at intervals of greater than 7.5 m?						
A. Does this spacing extend for 60 m before and after the curve? *Note 1 — Spacing on curves that have been found suitable for a taxiway intended for use in RVR conditions of 350 m or greater are:* Curve radius — Light spacing up to 400 m — 7.5 m 401 m to 899 m — 15 m 900 m or greater — 30 m *Note 2 — See paragraph 3.9.5 and ANO14 Vol. I, Figure 3-2.*		☐	☐	☐		
TAXIWAY CENTER LINE LIGHTS ON RAPID EXIT TAXIWAYS						
304. Do taxiway centre line lights on a rapid exit taxiway commence at a point at least 60 m before the beginning of the taxiway centre line curve and continue beyond the end of the curve to a point on the centre line of the taxiway where an aeroplane can be expected to reach normal taxiing speed?	**5.3.17.16**	☐	☐	☐		
A. Are the lights on that portion parallel to the runway centre line always at least 60 cm from any row of runway centre line lights, as shown in ANO14 Vol. I, Figure 5-27?		☐	☐	☐		
305. Are the lights spaced at longitudinal intervals of not more than 15 m, except that, where runway centre line lights are not provided, a greater interval not exceeding 30 m may be used?	**5.3.17.17**	☐	☐	☐		
TAXIWAY CENTER LINE LIGHTS ON OTHER EXIT TAXIWAYS						
306. Do taxiway centre line lights on exit taxiways other than rapid exit taxiways commence at the point where the taxiway centre line marking begins to curve from the runway centre line, and follow the curved taxiway centre line marking at least to the point where the marking leaves the runway?	**5.3.17.18**	☐	☐	☐		
A. Is the first light at least 60 cm from any row of runway centre line lights, as shown in ANO14 Vol. I, Figure 5-27?		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
307. Are the lights spaced at longitudinal intervals of not more than 7.5 m?	**5.3.17.19**	☐	☐	☐		
TAXIWAY CENTERLINE LIGHTS ON RUNWAYS						
308. Are taxiway centre line lights on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m spaced at longitudinal intervals not exceeding 15 m?	**5.3.17.20**	☐	☐	☐		
TAXIWAY EDGE LIGHTS						
309. Are taxiway edge lights provided at the edges of a runway turn pad, holding bay, apron, etc. intended for use at night and on a taxiway not provided with taxiway centre line lights and intended for use at night, except that taxiway edge lights need not be provided where, considering the nature of the operations, adequate guidance can be achieved by surface illumination or other means? *Note – See paragraph 5.5.5 of the ANO-14-I for taxiway edge light markers.*	**5.3.18.1**	☐	☐	☐		
310. Are taxiway edge lights provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights? *Note – See paragraph 8.2.3 of the ANO-14-I for provisions concerning the interlocking of runway and taxiway lighting systems.*	**5.3.18.2**	☐	☐	☐		
LOCATION						
311. Are taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route spaced at uniform longitudinal intervals of not more than 60 m?	**5.3.18.3**	☐	☐	☐		
A. Are the lights on a curve spaced at intervals less than 60 m so that a clear indication of the curve is provided?		☐	☐	☐		
312. Are taxiway edge lights on a holding bay, apron, etc. spaced at uniform longitudinal intervals of not more than 60 m?	**5.3.18.4**	☐	☐	☐		
313. Are taxiway edge lights on a runway turn pad spaced at uniform longitudinal intervals of not more than 30m?	**5.3.18.5**	☐	☐	☐		
314. Are the lights located as near as practicable to the edges of the taxiway, runway turn pad, holding bay, apron or runway, etc. or outside the edges at a distance of not more than 3 m?	**5.3.18.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
CHARACTERISTICS						
315. Are taxiway edge lights fixed lights showing blue?	**5.3.18.7**	☐	☐	☐		
A. Do the lights show up to at least 75° above the horizontal and at all angles in azimuth necessary to provide guidance to a pilot taxiing in either direction?		☐	☐	☐		
B. At an intersection, exit or curve, are the lights shielded as far as practicable so that they cannot be seen in angles of azimuth in which they may be confused with other lights?		☐	☐	☐		
332. Is the intensity of taxiway edge lights at least 2 cd from 0° to 6°, and 0.2 cd at any vertical angles between 6° and 75°?	**5.3.18.8**	☐	☐	☐		
RUNWAY TURN PAD LIGHTS						
316. Are runway turn pad lights 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 centre line?	**5.3.19.1**	☐	☐	☐		
317. Are runway turn pad lights provided on a runway turn pad intended for use at night?	**5.3.19.2**	☐	☐	☐		
LOCATION						
318. Are runway turn pad lights located on the runway turn pad marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking?	**5.3.19.3**	☐	☐	☐		
319. Are runway turn pad lights on a straight section of the runway turn pad marking spaced at longitudinal intervals of not more than 15 m?	**5.3.19.4**	☐	☐	☐		
320. Do runway turn pad lights on a curved section of the runway turn pad marking exceed a spacing of 7.5 m?	**5.3.19.5**	☐	☐	☐		
CHARACTERISTICS						
321. Are runway turn pad lights unidirectional fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or approaching the runway turn pad?	**5.3.19.6**	☐	☐	☐		
322. Are runway turn pad lights in accordance with the specifications of ANO14, Vol. 1, Appendix 2, Figure A2-13, A2-14 or A2-15 as appropriate?	**5.3.19.7**	☐	☐	☐		
STOP BARS						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
323. Are stop bars provided at every runway-holding position serving a runway when it is intended that the runway be used in runway visual range conditions less than a value of 550 m, except where: (a) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or (b) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of: 1) aircraft on the manoeuvring area to one at a time; and 2) vehicles on the manoeuvring area to the essential minimum?	**5.3.20.1**	☐	☐	☐		
324. Where there is more than one stop bar associated with a taxiway/runway intersection, is there only one illuminated at any given time?	**5.3.20.2**	☐	☐	☐		
325. Are stop bars provided at intermediate holding positions when it is desired to supplement markings with lights and to provide traffic control by visual means?	**5.3.20.3**	☐	☐	☐		
LOCATION						
326. Are stop bars located across the taxiway at the point where it is desired that traffic stop?	**5.3.20.4**	☐	☐	☐		
A. Where the additional lights specified in paragraph 5.3.20.6 of the ANO-14-I are provided, are these lights located not less than 3 m from the taxiway edge?		☐	☐	☐		
CHARACTERISTICS						
327. Do the stop bars consist of lights spaced at uniform intervals of no more than 3 m across the taxiway, showing red in the intended direction(s) of approach to the intersection or runway-holding position? *Note – Where necessary to enhance conspicuity of an existing stop bar, extra lights are installed uniformly.*	**5.3.20.5**	☐	☐	☐		
328. Where the normal stop bar lights might be obscured (from a pilot's view), for example, by rain, 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, is a pair of elevated lights added to each end of the stop bar?	**5.3.20.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
329. Are stop bars installed at a runway-holding position unidirectional and show red in the direction of approach to the runway?	**5.3.20.7**	☐	☐	☐		
330. Where the additional lights specified in paragraph 5.3.20.6 of the ANO-14-I are provided, do these lights have the same characteristics as the lights in the stop bar, but are visible to approaching aircraft up to the stop bar position?	**5.3.20.8**	☐	☐	☐		
331. Is the intensity in red light and beam spreads of stop bar lights in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figures A2-12 through A2-16, as appropriate?	**5.3.20.9**	☐	☐	☐		
332. Where stop bars 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, is the intensity in red light and beam spreads of stop bar lights in accordance with the specifications of ANO14 Vol. I, Appendix 2, Figure A2-17, A2-18 or A2-19? *Note — High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.*	**5.3.20.10**	☐	☐	☐		
333. Where a wide beam fixture is required, is the intensity in red light and beam spreads of stop bar lights in accordance with the specifications of ANO14 Vol. I, Appendix 2, Figure A2-17 or A2-19?	**5.3.20.11**	☐	☐	☐		
334. Is the lighting circuit designed so that: a) stop bars located across entrance taxiways are selectively switchable;	**5.3.20.12**	☐	☐	☐		
b) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups;		☐	☐	☐		
c) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar shall be extinguished for a distance of at least 90 m; and		☐	☐	☐		
d) stop bars are interlocked with the taxiway centre line lights so that when the centre line lights beyond the stop bar are illuminated the stop bar is extinguished and vice versa? *Note — Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will*		☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
not fail at the same time. Guidance on this issue is given in the ICAO Aerodrome Design Manual, Part 5.						
INTERMEDIATE HOLDING POSITION LIGHTS						
335. Except where a stop bar has been installed, 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?	**5.3.21.1**	☐	☐	☐		
336. Are intermediate holding position lights provided at an intermediate holding position where there is no need for stop-and-go signals as provided by a stop bar?	**5.3.21.2**	☐	☐	☐		
LOCATION						
337. Are intermediate holding position lights located along the intermediate holding position marking at a distance of 0.3 m prior to the marking?	**5.3.21.3**	☐	☐	☐		
CHARACTERISTICS						
338. Do intermediate holding position lights consist of three fixed unidirectional lights showing yellow in the direction of approach to the intermediate holding position with a light distribution similar to taxiway centre line lights if provided?	**5.3.21.4**	☐	☐	☐		
A. Are the lights disposed symmetrically about and at right angle to the taxiway centre line, with individual lights spaced 1.5 m apart?		☐	☐	☐		
RUNWAY GUARD LIGHTS						
339. Are runway guard lights, Configuration A, provided at each taxiway/runway intersection associated with a runway intended for use in: a) runway visual range conditions less than a value of 550 m where a stop bar is not installed; and	**5.3.23.1**	☐	☐	☐		
b) runway visual range conditions of values between 550 m and 1 200 m where the traffic density is heavy?		☐	☐	☐		
Note 1.— Runway guard lights, Configuration B may supplement Configuration A when deemed necessary. *Note 2.— Guidance on the design, operation and the location of runway guard lights Configuration B is given in the* Aerodrome Design Manual *(Doc 9157), Part 4.*						
340. *As part of runway incursion prevention measures, are runway guard lights, Configuration A or B, be provided at each*	**5.3.23.2**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
taxiway/runway intersection where runway incursion hot spots have been identified, and used under all weather conditions during day and night?						
341. Are configuration B runway guard lights not be collocated with a stop bar?	**5.3.23.3**	☐	☐	☐		
342. Where more than one runway-holding positions exist at a runway/taxiway intersection, are only the set of runway guard lights associated with the operational runway-holding position be illuminated?	**5.3.23.4**	☐	☐	☐		
LOCATION						
343. Are Runway guard lights, Configuration A, located at each side of the taxiway on the holding side of the runway-holding position marking?	**5.3.23.5**	☐	☐	☐		
344. Runway guard lights, Configuration B, shall be located across the taxiway on the holding side of the runway-holding position marking?	**5.3.23.6**	☐	☐	☐		
CHARACTERISTICS						
345. Do the runway guard lights, Configuration A, consist of two pairs of yellow lights?	**5.3.23.7**	☐	☐	☐		
346. Where there is a need to enhance the contrast between the on and off state of runway guard lights, Configuration A, intended for use during the day, is a visor of sufficient size to prevent sunlight from entering the lens without interfering with the function of the fixture located above each lamp? *Note — Some other device or design, e.g. specially designed optics, may be used in lieu of the visor.*	**5.3.23.8**	☐	☐	☐		
347. Do the runway guard lights, Configuration B, consist of yellow lights spaced at intervals of 3 m across the taxiway?	**5.3.23.9**	☐	☐	☐		
348. Is the light beam unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position?	**5.3.23.10**	☐	☐	☐		
349. Is the intensity in yellow light and beam spreads of lights of Configuration A in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-24?	**5.3.23.11**	☐	☐	☐		
350. Where runway guard lights are intended for use during the day, is the intensity in yellow light and beam spreads of lights of Configuration A in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-25?	**5.3.23.12**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
351. Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, is the intensity in yellow light and beam spreads of lights of Configuration A in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-25? *Note — Higher light intensities may be required to maintain ground movement at a certain speed in low visibilities.*	**5.3.23.13**	☐	☐	☐		
352. Is the intensity in yellow light and beam spreads of lights of Configuration B in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-12?	**5.3.23.14**	☐	☐	☐		
353. Where runway guard lights are intended for use during the day, is the intensity in yellow light and beam spreads of lights of Configuration B in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-20?	**5.3.23.15**	☐	☐	☐		
354. Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, is the intensity in yellow light and beam spreads of lights of Configuration B in accordance with the specifications in ANO14 Vol. I, Appendix 2, Figure A2-20?	**5.3.23.16**	☐	☐	☐		
355. Are the lights in each unit of Configuration A illuminated alternately?	**5.3.23.17**	☐	☐	☐		
356. For Configuration B, are adjacent lights alternately illuminated and alternative lights illuminated in unison?	**5.3.23.18**	☐	☐	☐		
357. Are the lights illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods equal and opposite in each light? *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.*	**5.3.23.19**	☐	☐	☐		
APRON FLOODLIGHTING *(See also paragraphs 5.3.16.1 and 5.3.17.1 of the ANO-14-I)*						
358. Is apron floodlighting provided on an apron and on a designated isolated aircraft parking position intended to be used at night?	**5.3.24.1**	☐	☐	☐		

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
Note 1 — Not used. *Note 2 — The designation of an isolated aircraft parking position is specified in paragraph 7.2.14 of the ANO-14-I.* *Note 3 — Guidance on apron floodlighting is given in the ICAO Aerodrome Design Manual, Part 4.*						
LOCATION						
359. Are apron floodlights located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron?	**5.3.24.2**	☐	☐	☐		
A. Is the arrangement and aiming of floodlights such that an aircraft stand receives light from two or more directions to minimize shadows?		☐	☐	☐		
CHARACTERISTICS						
360. Is the spectral distribution of apron floodlights such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified?	**5.3.24.4**	☐	☐	☐		
361. Is the average illuminance at least the following: **Aircraft stand:** — horizontal illuminance: 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and — vertical illuminance: 20 lux at a height of 2 m above the apron in relevant directions. **Other apron areas:** — horizontal illuminance: 50 per cent of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1?	**5.3.24.4**	☐	☐	☐		
VISUAL DOCKING GUIDANCE SYSTEM						
362. Is a visual docking guidance system provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable? *Note — The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron and the precision required for manoeuvring into*	**5.3.25.1**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
the parking position due to aircraft servicing installation, passenger loading bridges, etc. See the ICAO Aerodrome Design Manual, Part 4 — Visual Aids for guidance on the selection of suitable systems.						
CHARACTERISTICS						
363. Does the system provide both azimuth and stopping guidance?	**5.3.25.2**	☐	☐	☐		
364. Are the azimuth guidance units and the stopping position indicators adequate for use in all weather, visibility, background lighting and pavement conditions for which the system is intended both by day and night, and does not dazzle the pilot? *Note — Care is required in both the design and on-site installation of the system to ensure that reflection of sunlight, or other light in the vicinity, does not degrade the clarity and conspicuity of the visual cues provided by the system.*	**5.3.25.3**	☐	☐	☐		
365. Are the azimuth guidance units and the stopping position indicators of a 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?	**5.3.25.4**	☐	☐	☐		
366. Are the azimuth guidance units and the stopping position indicators located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand manoeuvring guidance lights, if present, and the visual docking guidance system?	**5.3.25.5**	☐	☐	☐		
367. Is the accuracy of the system adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used?	**5.3.25.6**	☐	☐	☐		
368. Is the system usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation?	**5.3.25.7**	☐	☐	☐		
369. If selective operation is required to prepare the system for use by a particular type of aircraft, 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?	**5.3.25.8**	☐	☐	☐		
AZIMUTH GUIDANCE UNIT						
370. Are the azimuth guidance units located on or close to the extension of the stand centre line ahead of the aircraft so that its signals are visible from the cockpit of an aircraft	**5.3.25.9**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
throughout the docking manoeuvre and aligned for use at least by the pilot occupying the left seat?						
371. Are the azimuth guidance units aligned for use by the pilots occupying both the left and right seats?	**5.3.25.10**	☐	☐	☐		
CHARACTERISTICS						
372. Does the azimuth guidance unit provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over controlling?	**5.3.25.11**	☐	☐	☐		
373. When azimuth guidance is indicated by colour change, is green used to identify the centre line and red for deviations from the centre line?	**5.3.25.12**	☐	☐	☐		
STOPPING POSITION INDICATOR						
374. 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?	**5.3.25.13**	☐	☐	☐		
375. Are the stopping position indicators usable at least by the pilot occupying the left seat?	**5.3.25.14**	☐	☐	☐		
376. Are the stopping position indicators usable by the pilots occupying both the left and right seats?	**5.3.25.15**	☐	☐	☐		
CHARACTERISTICS						
377. Does the stopping position information provided by the indicator for a particular aircraft type account for the anticipated range of variations in pilot eye height and/or viewing angle?	**5.3.25.16**	☐	☐	☐		
378. Does the stopping position indicator show the stopping position for the aircraft for which guidance is being provided, and provides closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position?	**5.3.25.17**	☐	☐	☐		
379. Does the stopping position indicator provide closing rate information over a distance of at least 10 m?	**5.3.25.18**	☐	☐	☐		
380. When stopping guidance is indicated by colour change, is 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 stop point a third colour may be used to warn that the stopping point is close?	**5.3.25.19**	☐	☐	☐		
ADVANCED VISUAL DOCKING GUIDANCE SYSTEM						
381. Is an A-VDGS provided where it is operationally desirable to confirm the correct aircraft type for which	**5.3.26.1**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
guidance is being provided, and/or to indicate the stand centre line in use, where more than one is provided for?						
382. Is the A-VDGS suitable for use by all types of aircraft for which the aircraft stand is intended?	**5.3.26.2**	☐	☐	☐		
383. Is the A-VDGS only used in conditions in which its operational performance is specified?	**5.3.26.3**	☐	☐	☐		
384. Does the docking guidance information provided by an A-VDGS conflict with that provided by a conventional visual docking guidance system on an aircraft stand if both types are provided and are in operational use?	**5.3.26.4**	☐	☐	☐		
A. Is a method of indicating that the A-VDGS is not in operational use or unserviceable provided?		☐	☐	☐		
LOCATION						
385. Is the A-VDGS located such that unobstructed and unambiguous guidance is provided to the person responsible for, and persons assisting, the docking of the aircraft throughout the docking manoeuvre?	**5.3.26.5**	☐	☐	☐		
CHARACTERISTICS						
386. Does the A-VDGS provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre? a) an emergency stop indication;	**5.3.26.6**	☐	☐	☐		
b) the aircraft type and model for which the guidance is provided;		☐	☐	☐		
c) an indication of the lateral displacement of the aircraft relative to the stand centre line;		☐	☐	☐		
d) the direction of azimuth correction needed to correct a displacement from the stand centre line;		☐	☐	☐		
e) an indication of the distance to the stop position;		☐	☐	☐		
f) an indication when the aircraft has reached the correct stopping position; and		☐	☐	☐		
g) a warning indication if the aircraft goes beyond the appropriate stop position.		☐	☐	☐		
387. Is the A-VDGS capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre?	**5.3.26.7**	☐	☐	☐		
388. Does the time taken from the determination of the lateral displacement to its display result in a deviation of the aircraft, when operated in normal conditions, from the stand centreline greater than 1 m?	**5.3.26.8**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
389. Is the information on displacement of the aircraft relative to the stand centre line and distance to the stopping position, when displayed, provided with the accuracy specified in Table 9.4 of the ANO-14-I?	**5.3.26.9**	☐	☐	☐		
390. Are the symbols and graphics used to depict guidance information intuitively representative of the type of information provided?	**5.3.26.10**	☐	☐	☐		
391. Is information on the lateral displacement of the aircraft relative to the stand centre line provided at least 25m prior to the stop position?	**5.3.26.11**	☐	☐	☐		
392. Are continuous closure distance and closure rate provided from at least 15 m prior to the stop position?	**5.3.26.12**	☐	☐	☐		
393. Where provided, is closure distance displayed in numerals provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position?	**5.3.26.13**	☐	☐	☐		
394. Throughout the docking maneuver, is an appropriate means provided on the AVDGS to indicate the need to bring the aircraft to an immediate halt?	**5.3.26.14**	☐	☐	☐		
A. In such an event, which includes a failure of the A-VDGS, is no other information displayed in the A-VDGS?		☐	☐	☐		
395. Is a provision to initiate an immediate halt to the docking procedure made available to personnel responsible for the operational safety of the stand?	**5.3.26.15**	☐	☐	☐		
396. Is the word “STOP” in red characters displayed when an immediate cessation of the docking manoeuvre is required?	**5.3.26.16**	☐	☐	☐		
AIRCRAFT STAND MANOEUVRING GUIDANCE LIGHTS						
397. Are aircraft stand manoeuvring guidance lights provided to facilitate the positioning of an aircraft on an aircraft stand on a paved apron intended for use in poor visibility conditions, unless adequate guidance is provided by other means?	**5.3.27.1**	☐	☐	☐		
LOCATION						
398. Are aircraft stand manoeuvring guidance lights collocated with the aircraft stand markings?	**5.3.27.2**	☐	☐	☐		
CHARACTERISTICS						
399. Are aircraft stand manoeuvring guidance lights, other than those indicating a stop position, fixed yellow lights,	**5.3.27.3**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
visible throughout the segments within which they are intended to provide guidance?						
400. Are the lights used to delineate lead-in, turning and lead-out lines spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections?	**5.3.27.4**	☐	☐	☐		
401. Are the lights indicating a stop position fixed, unidirectional lights, showing red?	**5.3.27.5**	☐	☐	☐		
402. Is the intensity of the lights adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended?	**5.3.27.6**	☐	☐	☐		
403. Are the lighting circuits designed such that the lights may be switched on to indicate that an aircraft stand is to be used and switched off to indicate that it is not to be used?	**5.3.27.7**	☐	☐	☐		
ROAD-HOLDING POSITION LIGHT						
404. Is a road-holding position light provided at each road-holding position serving a runway when it is intended that the runway be used in runway visual range conditions less than a value of 350 m?	**5.3.28.1**	☐	☐	☐		
405. Is a road-holding position light provided at each road-holding position serving a runway when it is intended that the runway be used in runway visual range conditions of values between 350 m and 550 m?	**5.3.28.2**	☐	☐	☐		
LOCATION						
406. Is a 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? *Note — See paragraph 9.9 of the ANO-14-I for the mass and height limitations and frangibility requirements of navigation aids located on runway strips.*	**5.3.28.3**	☐	☐	☐		
CHARACTERISTICS						
407. Does the road-holding position lights comprise: a) a controllable red (stop)/green (go) traffic light; or b) a flashing-red light? *Note — It is intended that the lights specified in sub-paragraph a) be controlled by the air traffic control unit.*	**5.3.28.4**	☐	☐	☐		
408. Is the road-holding position light beam unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position?	**5.3.28.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
409. 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, and does not dazzle the driver? *Note — The commonly used traffic lights are likely to meet the requirements in paragraphs 5.3.28.5 and 5.3.28.6.of the ANO-14-I*	**5.3.28.6**	☐	☐	☐		
410. Is the flash frequency of the flashing-red light between 30 and 60 per minute?	**5.3.28.8**	☐	☐	☐		
SIGNS						
411. Are signs provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information to meet the requirements of paragraph 9.8.1 of the ANO-14-I? *Note — See paragraph 5.2.17 of the ANO-14-I for specifications on information marking.*	**5.4.1.1**	☐	☐	☐		
412. Is a variable message sign provided where: a) the instruction or information displayed on the sign is relevant only during a certain period of time; and/or b) there is a need for variable pre-determined information to be displayed on the sign to meet the requirements of paragraph 9.8.1 of the ANO-14-I?	**5.4.1.2**	☐	☐	☐		
CHARACTERISTICS						
413. Are the signs frangible?	**5.4.1.3**	☐	☐	☐		
A. Are those located near a runway or taxiway sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft?		☐	☐	☐		
B. Does the installed height of the sign exceed the dimension shown in the appropriate column of Table 5-5 of the ANO-14-I?		☐	☐	☐		
414. Are the signs rectangular, as shown in ANO14 Vol. I, Figures 5-30 and 5-31 with the longer side horizontal?	**5.4.1.4**	☐	☐	☐		
415. Are mandatory instruction signs the only signs on the movement area utilizing red?	**5.4.1.5**	☐	☐	☐		
416. Are the inscriptions on signs in accordance with the provisions of ANO14 Vol. I, Appendix 4?	**5.4.1.6**	☐	☐	☐		
417. Are the signs illuminated in accordance with the provisions of ANO14 Vol. I, Appendix 4 when intended for use:	**5.4.1.7**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
a) in runway visual range conditions less than a value of 800 m; or b) at night in association with instrument runways; or a) at night in association with non-instrument runways where the code number is 3 or 4.?						
418. Are the signs retroreflective and/or illuminated in accordance with the provisions of ANO14 Vol. I, Appendix 4 when intended for use at night in association with non-instrument runways where the code number is 1 or 2?	**5.4.1.8**	☐	☐	☐		
419. Does a variable message sign show a blank face when not in use?	**5.4.1.9**	☐	☐	☐		
420. In case of failure, does the variable message sign provide information that could lead to unsafe action from a pilot or a vehicle driver?	**5.4.1.10**	☐	☐	☐		
421. Is the time interval to change from one message to another on a variable message sign as short as practicable and does not exceed 5 seconds?	**5.4.1.11**	☐	☐	☐		
MANDATORY INSTRUCTION SIGNS						
422. Are mandatory instruction signs provided to identify locations beyond which an aircraft taxiing or vehicle shall not proceed unless authorized by the aerodrome control tower?	**5.4.2.1**	☐	☐	☐		
423. Do mandatory instruction signs include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and NO ENTRY signs? *Note — See paragraph 5.4.7 of the ANO-14-I for specifications on road-holding position signs.*	**5.4.2.2**	☐	☐	☐		
424. Are pattern "A" runway-holding position markings supplemented at taxiway/runway intersection or runway/runway intersection with runway designation signs?	**5.4.2.3**	☐	☐	☐		
425. Are pattern "B" runway-holding position markings supplemented with a category I, II or III holding position signs?	**5.4.2.4**	☐	☐	☐		
426. Are pattern "A" runway-holding position markings at runway-holding positions established in accordance with paragraph 7.2.12.3 of the ANO-14-I supplemented with runway-holding position signs?	**5.4.2.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
Note — See paragraph 5.2.10 of the ANO-14-I for specifications on runway-holding position marking.						
427. Are runway designation signs at taxiways/runway intersections supplemented with location signs in the outboard (farthest from the taxiway) positions, as appropriate? *Note — See paragraph 5.4.3 of the ANO-14-I for characteristics of location signs.*	**5.4.2.6**	☐	☐	☐		
428. Are NO ENTRY signs provided when entry into an area is prohibited?	**5.4.2.7**	☐	☐	☐		
LOCATION						
429. Is a runway designation sign at a taxiway/runway intersection or a runway/runway intersection located on each side of the runway-holding position marking facing the direction of approach to the runway?	**5.4.2.8**	☐	☐	☐		
430. Is a category I, II or III holding position sign located on each side of the runway-holding position marking facing the direction of the approach to the critical area?	**5.4.2.9**	☐	☐	☐		
431. Is a NO ENTRY sign located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot?	**5.4.2.10**	☐	☐	☐		
432. Is a runway-holding position sign located on each side of the runway-holding position established in accordance with paragraph 3.12.3 of the ANO-14-I, facing the approach to the obstacle limitation surface or ILS/MLS critical/sensitive area, as appropriate?	**5.4.2.11**	☐	☐	☐		
CHARACTERISTICS						
433. Does a mandatory instruction sign consist of an inscription in white on a red background?	**5.4.2.12**	☐	☐	☐		
434. Where, owing to environment or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, is the outside edge of the white inscription supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4?	**5.4.2.13**	☐	☐	☐		
435. Does the inscription on a runway designation sign consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the	**5.4.2.14**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
runway designation of the concerned runway extremity only?						
436. Does the inscription on a category I, II, III or joint II/III holding position sign consist of the runway designator followed by CAT I, CAT II, CAT III or CAT II/III, as appropriate?	**5.4.2.15**	☐	☐	☐		
437. Are the inscriptions on NO ENTRY signs in accordance with ANO14 Vol. I, Figure 5-30?	**5.4.2.16**	☐	☐	☐		
438. Does the inscription on a runway-holding position sign at a runway-holding position established in accordance with paragraph 3.12.3 of the ANO-14-I consist of the taxiway designation and a number?	**5.4.2.17**	☐	☐	☐		
439. Where installed, are the inscriptions/ symbol used as mentioned in Figure 5-30 ?	**5.4.2.18**	☐	☐	☐		
INFORMATION SIGNS						
440. Is an information sign provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information?	**5.4.3.1**	☐	☐	☐		
441. Do information signs include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs?	**5.4.3.2**	☐	☐	☐		
442. Is a runway exit sign provided where there is an operational need to identify a runway exit?	**5.4.3.3**	☐	☐	☐		
443. Are runway vacated signs provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface whichever is farther from the runway centre line? *Note — See paragraph 5.3.17 of the ANO-14-I for specifications on colour coding taxiway centre line lights.*	**5.4.3.4**	☐	☐	☐		
444. Are intersection take-off signs provided when there is an operational need to indicate the remaining take-off run available (TORA) for intersection take-offs?	**5.4.3.5**	☐	☐	☐		
445. Where necessary, are destination signs provided to indicate the direction to specific destinations on the aerodrome, such as cargo area, general aviation, etc?	**5.4.3.6**	☐	☐	☐		
446. Is a combined location and direction sign provided when it is intended to indicate routing information prior to a taxiway intersection?	**5.4.3.7**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
447. Are direction signs provided when there is an operational need to identify the designation and direction of taxiways at an intersection?	**5.4.3.8**	☐	☐	☐		
448. Are location signs provided at intermediate holding positions?	**5.4.3.9**	☐	☐	☐		
449. Are location signs provided in conjunction with runway designation signs except at runway/runway intersections?	**5.4.3.10**	☐	☐	☐		
450. Is a location sign provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not needed?	**5.4.3.11**	☐	☐	☐		
451. Where necessary, is a location sign provided to identify taxiways exiting an apron or taxiways beyond an intersection?	**5.4.3.12**	☐	☐	☐		
452. Where a taxiway ends at an intersection such as a ‘‘T’’ and it is necessary to identify this, are barricades, direction signs and/or other appropriate visual aids used?	**5.4.3.13**	☐	☐	☐		
LOCATION						
453. Except as specified in paragraphs 5.4.3.16 and 5.4.3.24 of the ANO-14-I, are information signs located on the left-hand side of the taxiway in accordance with Table 5-5 of the ANO-14-I?	**5.4.3.14**	☐	☐	☐		
454. At taxiway intersections, are information signs located prior to the intersection and in line with the taxiway intersection marking? *Note – A location sign installed beyond a taxiway intersection may be installed on either side of a taxiway.*	**5.4.3.15**	☐	☐	☐		
A. Where there is no taxiway intersection marking, are the signs installed at least 60m from the centre line of the intersecting taxiway where the code number is 3 or 4 and at least 40 m where the code number is 1 or 2?		☐	☐	☐		
455. Are runway exit signs located on the same side of the runway as the exit is located (i.e. left or right) and positioned in accordance with Table 5-5 of the ANO-14-I?	**5.4.3.16**	☐	☐	☐		
456. Is a runway exit sign located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2?	**5.4.3.17**	☐	☐	☐		
457. Are runway vacated signs located at least on one side of the taxiway? Is the distance between the signs and the	**5.4.3.18**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
centre line of a runway not less than the greater of the following: a) the distance between the centre line of the runway and the perimeter of the ILS/MLS critical/sensitive area; or b) the distance between the centre line of the runway and the lower edge of the inner transitional surface?						
458. Where provided in conjunction with a runway vacated sign, is the taxiway location sign positioned outboard of the runway vacated sign?	**5.4.3.19**	☐	☐	☐		
459. Is an intersection take-off sign located at the left-hand side of the entry taxiway such that the distance between the sign and the centre line of the runway is not less than 60 m where the code number is 3 or 4, and not less than 45 m where the code number is 1 or 2?	**5.4.3.20**	☐	☐	☐		
460. Is a taxiway location sign installed in conjunction with a runway designation sign positioned outboard of the runway designation sign?	**5.4.3.21**	☐	☐	☐		
461. Is a destination sign collocated with a location or direction sign?	**5.4.3.22**	☐	☐	☐		
462. Are information signs other than location signs collocated with mandatory instruction signs?	**5.4.3.23**	☐	☐	☐		
463. Are direction signs, barricades and/or other appropriate visual aids used to identify a ‘‘T’’ intersection located on the opposite side of the intersection facing the taxiway?	**5.4.3.24**	☐	☐	☐		
CHARACTERISTICS						
464. Does an information sign other than a location sign consist of an inscription in black on a yellow background?	**5.4.3.25**	☐	☐	☐		
465. Does a location sign consist of an inscription in yellow on a black background and where it is a stand-alone sign, have a yellow border?	**5.4.3.26**	☐	☐	☐		
466. Do the inscriptions on runway exit signs consist of the designator of the exit taxiway and an arrow indicating the direction to follow?	**5.4.3.27**	☐	☐	☐		
467. Do the inscriptions on runway vacated signs depict the pattern A runway-holding position marking as shown in ANO14 Vol. I, Figure 5-31?	**5.4.3.28**	☐	☐	☐		
468. Does the inscription on an intersection take-off sign consist of numerical messages indicating the remaining take-off run available in metres plus an arrow, appropriately located and oriented, indicating the	**5.4.3.29**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
direction of the take-off as shown in ANO14 Vol. I, Figure 5-31?						
469. Does the inscription on a destination sign comprise an alpha, alphanumerical or numerical message identifying the destination plus an arrow indicating the direction to proceed as shown in ANO14 Vol. I, Figure 5-31?	**5.4.3.30**	☐	☐	☐		
470. Does the inscription on a direction sign comprise an alpha or alphanumerical message identifying the taxiway(s) plus an arrow or arrows appropriately oriented as shown in ANO14 Vol. I, Figure 5-31?	**5.4.3.31**	☐	☐	☐		
471. Does the inscription on a location sign comprise the designation of the location taxiway, runway or other pavement the aircraft is on or is entering and does not contain arrows?	**5.4.3.32**	☐	☐	☐		
472. Where it is necessary to identify each of a series of intermediate holding positions on the same taxiway, do the location signs consist of the taxiway designation and a number?	**5.4.3.33**	☐	☐	☐		
473. Where a location sign and direction signs are used in combination, are: a) all direction signs related to left turns placed on the left side of the location sign and all direction signs related to right turns placed on the right side of the location sign, except that where the junction consists of one intersecting taxiway, the location signs may alternatively be placed on the left hand side; b) the direction signs placed such that the direction of the arrows departs increasingly from the vertical with increasing deviation of the corresponding taxiway; c) appropriate direction signs placed next to the location signs where the direction of the location taxiway changes significantly beyond the intersection; and d) adjacent direction signs delineated by a vertical black line as shown in ANO14 Vol. I, Figure 5-31?	**5.4.3.34**	☐	☐	☐		
474. Is a taxiway identified by a designator comprising a letter, letters or a combination of a letter or letters followed by a number?	**5.4.3.35**	☐	☐	☐		
475. When designating taxiways, are the letters I, O or X and the use of words such as inner and outer avoided wherever possible to avoid confusion with the numerals 1, 0 and closed marking?	**5.4.3.36**	☐	☐	☐		
476. Is the use of numbers alone on the manoeuvring area reserved for the designation of runways?	**5.4.3.37**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
VOR AERODROME CHECK-POINT SIGN						
477. When a VOR aerodrome check-point is established, is it indicated by a VOR aerodrome check-point marking and sign? *Note — See paragraph 5.2.12 of the ANO-14-I for VOR aerodrome check-point marking.*	**5.4.4.1**	☐	☐	☐		
LOCATION						
478. Is a VOR aerodrome check-point sign located as near as possible to the check-point such that the inscriptions are visible from the cockpit of an aircraft properly positioned on the VOR aerodrome check-point marking?	**5.4.4.2**	☐	☐	☐		
CHARACTERISTICS						
479. Does a VOR aerodrome check-point sign consist of an inscription in black on a yellow background?	**5.4.4.3**	☐	☐	☐		
480. Are the inscriptions on a VOR check-point sign in accordance with one of the alternatives shown in ANO14 Vol. I, Figure 5-33 in which: VOR is an abbreviation identifying this as a VOR check-point; 116.3 is an example of the radio frequency of the VOR concerned; 147° is an example of the VOR bearing, to the nearest degree, which should be indicated at the VOR check-point; and 4.3 NM is an example of the distance in nautical miles to a DME collocated with the VOR concerned. *Note — Tolerances for the bearing value shown on the sign are given in ANO10, Volume I, Attachment E to Part I. It will be noted that a check-point can only be used operationally when periodic checks show it to be consistently within ± 2degrees of the stated bearing.*	**5.4.4.4**	☐	☐	☐		
AERODROME IDENTIFICATION SIGNS						
481. Is an aerodrome identification sign provided at an aerodrome where there is insufficient alternative means of visual identification?	**5.4.5.1**	☐	☐	☐		
LOCATION						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
482. Is the aerodrome identification sign placed on the aerodrome so as to be legible, in so far as is practicable, at all angles above the horizontal?	**5.4.5.2**	☐	☐	☐		
CHARACTERISTICS						
483. Does the aerodrome identification sign consist of the name of the aerodrome?	**5.4.5.3**	☐	☐	☐		
484. Does the colour selected for the sign give adequate conspicuity when viewed against its background?	**5.4.5.4**	☐	☐	☐		
485. Are the characters less than 3 m high?	**5.4.5.5**	☐	☐	☐		
AIRCRAFT STAND IDENTIFICATION SIGNS						
486. Is an aircraft stand identification marking supplemented with an aircraft stand identification sign where feasible?	**5.4.6.1**	☐	☐	☐		
LOCATION						
487. Is an aircraft stand identification sign located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand?	**5.4.6.2**	☐	☐	☐		
CHARACTERISTICS						
488. Does an aircraft stand identification sign consist of an inscription in black on a yellow background?	**5.4.6.3**	☐	☐	☐		
ROAD-HOLDING POSITION SIGN						
489. Is a road-holding position sign provided at all road entrances to a runway?	**5.4.7.1**	☐	☐	☐		
LOCATION						
490. Is a road-holding position sign located 1.5 m from one edge of the road (left or right as appropriate to the local traffic regulations) at the holding position?	**5.4.7.2**	☐	☐	☐		
CHARACTERISTICS						
491. Does a road-holding position sign consist of an inscription in white on a red background?	**5.4.7.3**	☐	☐	☐		
492. Is the inscription on a road-holding position sign in the national language, in conformity with the local traffic regulations and includes the following: a) a requirement to stop; and b) where appropriate: 1) a requirement to obtain ATC clearance; and 2) location designator?	**5.4.7.4**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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			
Note — Examples of road-holding position signs are contained in the ICAO Aerodrome Design Manual, Part 4.						
493. Is a road-holding position sign intended for night use retroreflective or illuminated?	**5.4.7.5**	☐	☐	☐		
MARKERS						
494. Are the markers frangible, and if located near a runway or taxiway, sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft? *Note 1 – Anchors or chains to prevent markers which have broken from their mounting from blowing away, are sometimes used.* *Note 2 – Guidance on frangibility of markers is given in the ICAO Aerodrome Design Manual (Doc 9157), Part 6.*	**5.5.1**	☐	☐	☐		
UNPAVED RUNWAY EDGE MARKERS						
495. Are markers provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground?	**5.5.2.1**	☐	☐	☐		
LOCATION						
496. Are markers incorporated in the light fixtures where runway lights are provided, and markers of flat rectangular or conical shape placed so as to delimit the runway clearly where there are no lights?	**5.5.2.2**	☐	☐	☐		
CHARACTERISTICS						
497. Are the flat rectangular markers of minimum size of 1 m by 3 m and placed with their long dimension parallel to the runway centre line, with the height of the conical markers not exceeding 50 cm?	**5.5.2.3**	☐	☐	☐		
STOPWAY EDGE MARKERS						
498. Are stopway edge markers provided when the extent of a stopway is not clearly indicated by its appearance compared with that of the surrounding ground?	**5.5.3.1**	☐	☐	☐		
CHARACTERISTICS						
499. Are the stopway edge markers sufficiently different from any runway edge markers used to ensure that the two types of markers cannot be confused? *Note — Markers consisting of small vertical boards camouflaged on the reverse side, as viewed from the runway, have proved operationally acceptable.*	**5.5.3.2**	☐	☐	☐		
TAXIWAY EDGE MARKERS						

COMPLIANCE CHECKLIST OF CHAPTER-5

SUBJECT: VISUAL AIDS FOR NAVIGATION		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**			
500. Are taxiway edge markers provided on a taxiway where the code number is 1 or 2 and taxiway centre lines or edge lights or taxiway centre line markers are not provided?	**5.5.5.1**	☐	☐	☐		
LOCATION						
501. Are taxiway edge markers installed at least at the same locations as the taxiway edge lights had they been used?	**5.5.5.2**	☐	☐	☐		
CHARACTERISTICS						
502. Are the taxiway edge markers retro-reflective blue?	**5.5.5.3**	☐	☐	☐		
503. Is the marked surface as viewed by the pilots a rectangle with a minimum viewing area of 150 cm^2?	**5.5.5.4**	☐	☐	☐		
504. Are the taxiway edge markers frangible and their height sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft?	**5.5.5.5**	☐	☐	☐		
BOUNDARY MARKERS						
505. Are boundary markers provided at an aerodrome where the landing area has no runway?	**5.5.8.1**	☐	☐	☐		
LOCATION						
506. Are boundary markers spaced along the boundary of the landing area at intervals of not more than 200 m, if the type shown in ANO 14 Vol. I, Figure 5-34 is used, or approximately 90 m, if the conical type is used with a marker at any corner?	**5.5.8.2**	☐	☐	☐		
CHARACTERISTICS						
507. Are boundary markers of a form similar to that shown in ANO 14 Vol. I, Figure 5-34, or in the form of a cone not less than 50 cm high and not less than 75cm in diameter at the base?	**5.5.8.3**	☐	☐	☐		
A. Are the markers coloured to contrast with the background against which they will be seen, and either orange or red, or orange and white or alternatively red and white, except where such colours merge with the background?		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-5

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