COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		RESPONSE BY OPERATOR				
QUESTIONS	**REF TO ANO-14-I**	**YES**		**NO**	**N.A.**	**REMARKS** (Include reference todocumentation or reason for non-compliance / non-applicability)
		S	**NS**			
AERODROME EMERGENCY PLANNING						
1. Is the aerodrome emergency plan established at the aerodrome commensurate with the aircraft operations and other activities conducted at the aerodrome?	**9.1.1**	☐	☐	☐		
2. Does the aerodrome emergency plan provide for the coordination of actions to be taken in an emergency occurring at an aerodrome or in its vicinity and address a) aircraft crash emergencies; b) aircraft crash at sea; c) fires on the ground; d) dangerous goods incidents; and e) bomb warnings?	**9.1.2**	☐	☐	☐		
3. Does the plan coordinate the response or participation of all existing agencies which, in the opinion of the Aerodrome operator, could be of assistance in responding to an emergency?	**9.1.3**	☐	☐	☐		
4. Does the plan provide for cooperation and coordination amongst the various organizations involved, as necessary?	**9.1.4**	☐	☐	☐		
5. Does the aerodrome emergency plan document include at least the following: a) types of emergencies planned for; b) list of agencies involved in the plan; c) responsibility and role of each agency, the crisis management centre and the command post, for each type of emergency; d) information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and e) a grid map of the aerodrome and its immediate vicinity?	**9.1.5**	☐	☐	☐		
6. Does the plan observe Human Factors principles to ensure optimum response by all existing agencies participating in emergency operations?	**9.1.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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 OPERATIONS CENTRE AND COMMAND POST						
7. Is there a fixed crisis management centre and a mobile command post available for use during an emergency?	**9.1.7**	☐	☐	☐		
8. Is the crisis management operations centre part of the aerodrome facilities and responsible for the overall coordination and general direction of the response to an emergency?	**9.1.8**	☐	☐	☐		
9. Is the command post a facility capable of being moved rapidly to the site of an emergency, when required, and can undertake the local coordination of those agencies responding to the emergency?	**9.1.9**	☐	☐	☐		
10. Is there a person assigned to assume control of the crisis management centre and, when appropriate, another person the mobile command post?	**9.1.10**	☐	☐	☐		
COMMUNICATION SYSTEM						
11. Are adequate communication systems linking the command post and the crisis management centre with each other and with the participating agencies provided in accordance with the plan and consistent with the particular requirements of the aerodrome?	**9.1.11**	☐	☐	☐		
AERODROME EMERGENCY EXERCISE						
12. Does the plan contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness? *Note — The plan includes all participating agencies and associated equipment.*	**9.1.12**	☐	☐	☐		
13. Is the plan tested by conducting: a) a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or b) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years; and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency?	**9.1.13**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
EMERGENCIES IN DIFFICULT ENVIRONMENTS						
14. Does the plan include the ready availability of and coordination with appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of approach or departure operations takes place over these areas?	**9.1.14**	☐	☐	☐		
15. For aerodromes located close to water and/or swampy areas, or difficult terrain, does the aerodrome emergency plan include the establishment, testing and assessment at regular intervals of a pre-determined response for the specialist rescue services?	**9.1.15**	☐	☐	☐		
RESCUE AND FIRE FIGHTING						
16. Are rescue and fire fighting equipment and services provided at an aerodrome?	**9.2.1**	☐	☐	☐		
17. Where an aerodrome is located close to water/swampy areas or difficult terrain, and where a significant portion of approach or departure operations takes place over these areas, are special rescue services and fire fighting equipment appropriate to the hazard and risk available?	**9.2.2**	☐	☐	☐		
LEVEL OF PROTECTION TO BE PROVIDED						
18. Is the level of protection provided at an aerodrome for rescue and fire fighting appropriate to the aerodrome category determined using the principles in 9.2.5 and 9.2.6 of the ANO-14-I?	**9.2.3**	☐	☐	☐		
18 (a). Not Applicable	**9.2.4**					
19. Is the aerodrome category determined from Table 9-1 of the ANO-14-I and based on the longest aeroplanes normally using the aerodrome and their fuselage width? *Note — To categorize the aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width.*	**9.2.5**	☐	☐	☐		
20. If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 9-1 of the ANO-14-I, column 3 for that category, is the category for that aeroplane one category higher?	**9.2.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
21. During anticipated periods of reduced activity (if any), is the level of protection made available no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time irrespective of the number of movements?	**9.2.7**	☐	☐	☐		
EXTINGUISHING AGENTS						
22. Are both principal and complementary agents provided at an aerodrome?	**9.2.8**	☐	☐	☐		
23. Is the principal extinguishing agent: a) a foam meeting the minimum performance level A; or b) a foam meeting the minimum performance level B; or c) a combination of these agents except that the principal extinguishing agent for aerodromes in categories 1 to 3 should preferably meet the minimum performance level B?	**9.2.9**	☐	☐	☐		
24. Is a dry chemical powder suitable for extinguishing hydrocarbon fires used as complementary extinguishing agent ?	**9.2.10**	☐	☐	☐		
25. Are the amounts of water for foam production and the complementary agents to be provided on the rescue and fire fighting vehicles in accordance with the aerodrome category determined under paragraphs 9.2.3, 9.2.4, 9.2.5, 9.2.6 and Table 9-2 of the ANO-14-I, except: a) for aerodrome categories 1 and 2 up to 100 per cent of the water may be substituted with complementary agent; or b) for the purpose of agent substitution, 1kg complementary agent shall be taken as equivalent to 1.0L of water for production of a foam meeting performance level.	**9.2.11**	☐	☐	☐		
26. At aerodromes where operations by aeroplanes larger than the average size in a given category are planned, are the quantities of water recalculated and the amount of water for foam production and the discharge rates for foam solution increased accordingly?	**9.2.12**	☐	☐	☐		
27.Are the quantity of foam concentrates separately provided on vehicles for foam production be in proportion to the quantity of water provided and the foam concentrate selected ?	**9.2.13**	☐	☐	☐		
28.Is the amount of foam concentrate provided on a vehicle be sufficient to produce at least two loads of foam solution ?	**9.2.14**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
29.Are supplementary water supplies, for the expeditious replenishment of rescue and firefighting vehicles at the scene of an aircraft accident, be provided ?	**9.2.15**	☐	☐	☐		
30. When a combination of different performance level foams are provided at an aerodrome, is the total amount of water to be provided for foam production be calculated for each foam type and the distribution of these quantities, be documented for each vehicle and applied to the overall rescue and firefighting requirement ?.	**9.2.16**	☐	☐	☐		
31.Is the discharge rate of the foam solution be less than the rates shown in Table 9-2. 2 of the ANO-14-I?	**9.2.17**	☐	☐	☐		
32.Do the complementary agents shall comply with the appropriate specifications of the International Organization for Standardization (ISO) ?	**9.2.18**	☐	☐	☐		
33.Is the discharge rate of complementary agents less than the values shown in Table 9-2 ANO-14-I?	**9.2.19**	☐	☐	☐		
34. Are dry chemical powders only substituted with an agent that has equivalent or better fire fighting capabilities, for all types of fires where complementary agent is expected to be used?	**9.2.20**	☐	☐	☐		
35. Does reserve supply of foam concentrate, equivalent to 200 per cent of the quantities identified in Table 9-2 of ANO 14 Vol I be maintained on the aerodrome for vehicle replenishment purposes ?	**9.2.21**	☐	☐	☐		
36.Does a reserve supply of complementary agent, equivalent to 100 per cent of the quantity identified in Table 9-2 ANO 14 Vol I, maintained normally on the aerodrome for vehicle replenishment purposes & Sufficient propellant gas included to utilize this reserve complementary agent ?	**9.2.22**	☐	☐	☐		
37 Does Category 1 and 2 aerodromes that have replaced up to 100 per cent of the water with complementary agent hold a reserve supply of complementary agent of 200 per cent ?.	**9.2.23**	☐	☐	☐		
38.Where a major delay in the replenishment of the supplies is anticipated, are the amount of reserve supply in 9.2.22, 9.2.23 and 9.2.24 is to be increased as determined by a risk assessment ?. *Note.— For guidance on the conduct of a risk analysis to determine the quantities of reserve extinguishing agents is available in Airport Services Manual (Doc 9137), Part 1*	**9.2.24**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
RESCUE EQUIPMENT						
39.Are rescue equipment commensurate with the level of aircraft operations provided on the rescue and fire fighting vehicle(s)? *Note.— Guidance on the rescue equipment to be provided at an aerodrome is given in the* Airport Services Manual *(Doc 9137), Part 1.*	**9.2.25**	☐	☐	☐		
RESPONSE TIMES						
40.Does the operational objective of the rescue and firefighting service shall be to achieve a response time not exceeding three minutes, where practicable two minutes to any point of each operational runway, in optimum visibility and surface conditions ?.	**9.2.26**	☐	☐	☐		
41. Not applicable	**9.2.27**	☐	☐	☐		
42.Does the operational objective of the rescue and firefighting service achieve a response time exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions ?.	**9.2.28**	☐	☐	☐		
43.To meet the operational objective as nearly as possible in less than optimum conditions of visibility, especially during low visibility operations, are suitable guidance, equipment and/or procedures as appropriate for rescue and firefighting services provided?.	**9.2.29**	☐	☐	☐		
44.Do vehicles, other than the first responding vehicles(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 of the ANO-14-I provide continuous agent application and arrive no more than four minutes fromthe initial call?	**9.2.30**	☐	☐	☐		
45.Do vehicles, other than the first responding vehicles(s), required to deliver the amounts of extinguishing agents specified in Table 9-2 of the ANO-14-I provide continuous agent application and arrive no more than three minutes fromthe initial call?	**9.2.31**	☐	☐	☐		
46. Is a system of preventive maintenance of rescue and fire fighting vehicles employed to ensure effectiveness of the equipment and compliance with the specified response time throughout the life of the vehicle?	**9.2.32**	☐	☐	☐		
EMERGENCY ACCESS ROADS						

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
47. Are emergency access roads provided on an aerodrome where terrain conditions permit their construction, so as to facilitate achieving minimum response times?	**9.2.33**	☐	☐	☐		
A. Is particular attention given to the provision of ready access to approach areas up to 1 000 m from the threshold, or at least within the aerodrome boundary?		☐	☐	☐		
B. Where a fence is provided, is the need for convenient access to outside areas taken into account?		☐	☐	☐		
48. Are emergency access roads capable of supporting the heaviest vehicles which will use them, and usable in all weather conditions?	**9.2.34**	☐	☐	☐		
A. Are roads within 90 m of a runway surfaced to prevent surface erosion and the transfer of debris to the runway?		☐	☐	☐		
B. Is sufficient vertical clearance provided from overhead obstructions for the largest vehicles?		☐	☐	☐		
49. When the surface of the road is indistinguishable from the surrounding area, are edge markers placed at intervals of about 10 m?	**9.2.35**	☐	☐	☐		
FIRE STATIONS						
50. Are all rescue and fire fighting vehicles normally housed in a fire station?	**9.2.36**	☐	☐	☐		
A. Are satellite fire stations provided whenever theresponse time cannot be achieved from a single fire station?		☐	☐	☐		
51. Is the fire station located such that the access for rescue and fire fighting vehicles into the runway area is direct and clear, requiring a minimum number of turns?	**9.2.37**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
COMMUNICATION AND ALERTING SYSTEMS						
52. Is a discrete communication system provided linking a fire station with the control tower, any other fire station on the aerodrome and the rescue and fire fighting vehicles?	**9.2.38**	☐	☐	☐		
53. Is an alerting system for rescue and fire fighting personnel, capable of being operated from that station, provided at a fire station, any other fire station on the aerodrome and the aerodrome control tower?	**9.2.39**	☐	☐	☐		
NUMBER OF RESCUE AND FIRE FIGHTING VEHICLES						
54. Is the minimum number of rescue and fire fighting vehicles provided at an aerodrome in accordance with the tabulation as shown in Para 9.2.40 in the ANO-14-I?	**9.2.40**	☐	☐	☐		
PERSONNEL						
55. Are all rescue and fire fighting personnel properly trained to perform their duties in an efficient manner and participated in live fire drills commensurate with the types of aircraft and type of rescue and fire fighting equipment in use at the aerodrome, including pressure-fed fuel fires?	**9.2.41**	☐	☐	☐		
56. Does the rescue and fire fighting personnel training programme include training in human performance, including team coordination? *Note.— Guidance material to design training programmes on human performance and team coordination can be found in the* Human Factors Training Manual *(Doc 9683)*	**9.2.42**	☐	☐	☐		
57. During flight operations, are sufficient trained and competentpersonnel designated to be readily available to ride the rescue and fire fighting vehicles and operate the equipment at maximum capacity?	**9.2.43**	☐	☐	☐		
A. Are these personnel deployed in a way that ensures that minimum response times can be achieved and that continuous agent application at the appropriate rate canbe fully maintained?		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		RESPONSE BY OPERATOR				
QUESTIONS	**REF TO ANO-14-I**	**YES**		**NO**	**N.A.**	**REMARKS** (Include reference to documentation or reason for non-compliance / non-applicability)
		S	**NS**			
B. Is consideration given for personnel to use hand lines, ladders and other rescue and fire fighting equipment normally associated with aircraft rescue and fire fighting operations?		☐	☐	☐		
*58.*How the minimum number of rescue and firefighting personnel required determined by completing a task resource analysis and the level of staffing, so determined & documented in the Aerodrome Manual ?. *Note.— Guidance on the use of a task resource analysis can be found in the* Airport Services Manual *(Doc 9137), Part 1.*	**9.2.44**	☐	☐	☐		
59.Are all responding rescue and fire fighting personnel provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner?	**9.2.45**	☐	☐	☐		
OTHER SPECIAL SERVICES						
60. Does the aerodrome operator establish procedures to deal with fuel spillage, hot-works and other special services associated with fire risks?	**Doc-9137**	☐	☐	☐		
EMERGENCY HAND SIGNALS						
61. When the signals shown in ICAO Annex 2, Appendix 1, Section 6 are used, do they have the meaning indicated therein?	**App-1 Annex-2**	☐	☐	☐		
A. Are they used only for the purpose indicated and no other signals likely to be confused with them shall be used?		☐	☐	☐		
DISABLED AIRCRAFT REMOVAL						
62. Has the aerodrome operator established a plan for the removal of an aircraft disabled on, or adjacent to, the movement area established for an aerodrome?	**9.3.1**	☐	☐	☐		
A. Is a coordinator designated to implement the plan, when necessary?		☐	☐	☐		
63.Has the disabled aircraft removal plan take into account the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things: A. a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose; and B. arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes?	**9.3.2**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
WILDLIFE STRIKE HAZARD REDUCTION						
64. Is the wildlife strike hazard on, or in the vicinity of, an aerodrome assessed through: A. the establishment of a procedure by the aerodrome operator for recording and reporting wildlife strikes to aircraft; and	**9.4.1**	☐	☐	☐		
B. the collection of information from aircraft operators, airport personnel and other sources on the presence of birds on or around the aerodrome constituting a potential hazard to aircraft operations; and		☐	☐	☐		
C. an ongoing evaluation of the wildlife hazard by competent personnel? *Note – See ICAO Annex 15, Chapter 5*		☐	☐	☐		
65. Are wildlife strike reports collected by the aerodrome operator?	**9.4.2**	☐	☐	☐		
A. Do these reports include, but not limited to the following information: a) date and local time of occurrence, b) aircraft type c) runway d) phase of flight e) wildlife species f) effect on flight, and g) whether pilots warned of wildlife activity?		☐	☐	☐		
B. Are hardcopies of these reported submitted monthly to the Aerodromes & ANS Regulation Division for inclusion in the ICAO Bird Strike Information Database (IBIS)?		☐	☐	☐		
66. Does the aerodrome operator take action to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft?	**9.4.3**	☐	☐	☐		
67. Does the aerodrome operator take action to eliminate or prevent the establishment of garbage disposal dumps or any such other source which may attract wildlife to the aerodrome or its vicinity, unless an appropriate wildlife assessment	**9.4.4**	☐	☐	☐		

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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)
indicates that they are unlikely to create conditions conducive to a wildlife hazard problem?						
A. Where the elimination of existing sites is not possible, does the aerodrome operator ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable?		☐	☐	☐		
APRON MANAGEMENT SERVICE						
68. When warranted by the volume of traffic and operating conditions, is an appropriate apron management service provided on an apron by an aerodrome ATS unit, by the aerodrome operator, or by a cooperative combination of these, in order to: a. regulate movement with the objective of preventing collisions between aircraft, and between aircraft andobstacles; b. regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and c. ensure safe and expeditious movement of vehicles and appropriate regulation of other activities?	**9.5.1**	☐	☐	☐		
69. When the aerodrome control tower does not participate in the apron management service, are procedures established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower?	**9.5.2**	☐	☐	☐		
70. Is an apron management service provided with radiotelephony communications facilities?	**9.5.3**	☐	☐	☐		
71. Where low visibility procedures are in effect, are persons and vehicles operating on an apron restricted to the essential minimum?	**9.5.4**	☐	☐	☐		
72. Is priority given to an emergency vehicle responding to an emergency over all other surface movement traffic?	**9.5.5**	☐	☐	☐		
73. Does a vehicle operating on an apron: a. give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and b. give way to other vehicles in accordance with local regulations?	**9.5.6**	☐	☐	☐		
74. Are aircraft stands visually monitored to ensure that the recommended clearance distances are provided to aircraft using the stand?	**9.5.7**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
75. Is fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use readily available during the ground servicing of an aircraft, and a means of quickly summoning the rescue and fire fighting service in the event of a fire or major fuel spill provided?	**9.6.1**	☐	☐	☐		
76. When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, is ground equipment positioned so as to allow: a. the use of a sufficient number of exits for expeditiousevacuation; and b. a ready escape route from each of the exits to be used inan emergency?	**9.6.2**	☐	☐	☐		
77. Is a vehicle operated: A. on a manoeuvring area only as authorized by the aerodrome control tower; and B. on an apron only as authorized by the appropriate designated authority?	**9.7.1**	☐	☐	☐		
78. Does the driver of a vehicle on the movement area comply with all mandatory instructions conveyed by markings andsigns unless otherwise authorized by: A. the aerodrome control tower when on the manoeuvring area; or B. the appropriate designated authority when on the apron?	**9.7.2**	☐	☐	☐		
79. Does the driver of a vehicle on the movement area comply with all mandatory instructions conveyed by lights?	**9.7.3**	☐	☐	☐		
80. Is the driver of a vehicle on the movement area appropriately trained for the tasks to be performed and required to comply with the instructions issued by: a. the aerodrome control tower, when on the manoeuvring area; and b. the appropriate designated authority, when on the apron?	**9.7.4**	☐	☐	☐		
81. Does the driver of a radio-equipped vehicle establish satisfactory two-way radio communication with the aerodrome control tower before entering the manoeuvring area and with the appropriate designated authority before entering the apron?	**9.7.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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. Is the driver required to maintain a continuous listening watch on the assigned frequency when on the movement area?		☐	☐	☐		
SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEMS						
82. Is there a surface movement guidance and control system provided at an aerodrome?	**9.8.1**	☐	☐	☐		
CHARACTERISTICS						
83. Does the design of a surface movement guidance and control system take into account: a. the density of air traffic; b. the visibility conditions under which operations areintended; c. the need for pilot orientation; d. the complexity of the aerodrome layout; and e. movements of vehicles?	**9.8.2**	☐	☐	☐		
84. Are the visual aid components of a surface movement guidance and control system, i.e. markings, lights and signs designed to conform with the relevant specifications in sections 5.2, 5.3 and 5.4 of the ANO-14-I, respectively?	**9.8.3**	☐	☐	☐		
85. Is the surface movement guidance and control system designed to assist in the prevention of inadvertent incursions of aircraft and vehicles onto an active runway?	**9.8.4**	☐	☐	☐		
86. Is the system designed to assist in the prevention of collisions between aircraft, and between aircraft and vehicles or objects, on any part of the movement area?	**9.8.5**	☐	☐	☐		
87. Where a surface movement guidance and control system is provided by selective switching of stop bars and taxiway centre line lights, are the following requirements met: a. taxiway routes which are indicated by illuminated taxiway centre line lights shall be capable of being terminated by an illuminated stop bar; b. the control circuits shall be so arranged that when a stop bar located ahead of an aircraft is illuminated the appropriate section of taxiway centre line lights beyondit is suppressed; and c. the taxiway centre line lights are activated ahead of an aircraft when the stop bar is suppressed?	**9.8.6**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
88. Is surface movement radar for the manoeuvring area provided at an aerodrome intended for use in runway visual range conditions less than a value of 350 m?	**9.8.7**	☐	☐	☐		
89. Is a surface movement radar for the manoeuvring area provided at an aerodrome other than that in paragraph 9.8.7 of the ANO-14-I when traffic density and operating conditions are such that regularity of traffic flow cannot be maintained by alternative procedures and facilities?	**9.8.8**	☐	☐	☐		
90. Unless its function requires it to be there for air navigation or for aircraft safety purposes, are there equipment or installation a. on a runway strip, a runway end safety area, a taxiway strip or within the distances specified in Table 3-1 of the ANO-14-I, column 11, if it would endanger an aircraft; or b. on a clearway if it would endanger an aircraft in the air?	**9.9.1**	☐	☐	☐		
91. Is any equipment or installation required for air navigation or for aircraft safety purposes which must be located: a. on that portion of a runway strip within: i. 75 m of the runway centre line where the code number is 3 or 4; or ii. 45 m of the runway centre line where the code number is 1 or 2; or b. on a runway end safety area, a taxiway strip or within the distances specified in Table 3-1 of the ANO-14-I; or c. on a clearway and which would endanger an aircraft in the air; frangible and mounted as low as possible?	**9.9.2**	☐	☐	☐		
92. Is any equipment or installation required for air navigation or for aircraft safety purposes which must be located on the non-graded portion of a runway strip regarded as an obstacle?	**9.9.3**	☐	☐	☐		
A. Are those equipment or installations frangible and mounted as low as possible?		☐	☐	☐		
93. Unless its function requires it to be there for air navigation or for aircraft safety purposes, are there equipment or installations located within 240 m from the end of the strip and within: a. 60 m of the extended centre line where the code number is 3 or 4; or	**9.9.4**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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. 45 m of the extended centre line where the code number is 1 or 2; of a precision approach runway category I, II or III?						
94. Any equipment or installation required for air navigation or for aircraft safety purposes which must be located on or near a strip of a precision approach runway category I, II or III andwhich: A. is situated within 240 m from the end of the strip and within: 1. 60 m of the extended runway centre line where the code number is 3 or 4; or 2. 45 m of the extended runway centre line where the code number is 1 or 2; or B. penetrates the inner approach surface, the inner transitional surface or the balked landing surface; C. Are they frangible and mounted as low as possible?	**9.9.5**	☐	☐	☐		
95. Are all equipment and installations required for air navigation purposes which is an obstacle of operational significance in accordance with paragraphs 4.2.4, 4.2.11, 4.2.20 or 4.2.27 of the ANO-14-I frangible and mounted as low as possible?	**9.9.6**	☐	☐	☐		
FENCING						
96. Is a fence or other suitable barriers provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft?	**9.10.1**	☐	☐	☐		
97. Is a fence or other suitable barriers provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome?	**9.10.2**	☐	☐	☐		
98. Are there suitable means of protection provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome?	**9.10.3**	☐	☐	☐		
LOCATION						
99. Is the fence or barrier located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access?	**9.10.4**	☐	☐	☐		
100. When greater security is thought necessary, is a cleared area provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult?	**9.10.5**	☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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. Is consideration given to the provision of a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and security patrols?		☐	☐	☐		
SECURITY LIGHTING						
101. At an aerodrome where it is necessary for security reasons, is a fence or other barrier provided for the protection of international civil aviation and its facilities illuminated at a minimum essential level?	**9.11**	☐	☐	☐		
A. Is consideration given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated?		☐	☐	☐		
AUTONOMOUS RUNWAY INCURSION WARNING SYSTEM						
102 Where an ARIWS is installed at an aerodrome: A. does it provide autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or vehicle operator; B. does it function and be controlled independently of any other visual system on the aerodrome; C. are its visual aid components, i.e. lights, designed to conform with the relevant specifications in 9.2.3; and D. does the failure of part or all of it not interfere with normal aerodrome operations where to this end, provision shall be made to allow the ATC unit to partially or entirely shut down the system?	**9.12.1**	☐	☐	☐		
103 Where an ARIWS is installed at an aerodrome, are the information on its characteristics and status provided to the Aeronautical Information Service (AIS) for promulgation in the AIP with the description of the aerodrome surface movement guidance and control system and markings as specified in Annex 15?	**9.12.2**	☐	☐	☐		
AVIATION FUEL QUALITY AT AERODROMES						
104 Does the aerodrome operator satisfy himself that the aviation fuel provided at its aerodrome is						
A. of the fuel specifications as agreed between the aerodrome operator and the airport fuel storage and hydrant system operator/into-plane service provider?		☐	☐	☐		
B. uncontaminated?		☐	☐	☐		
105 Does the aerodrome operator coordinate with the airport fuel storage and hydrant system operator or into-plane service		☐	☐	☐		

COMPLIANCE CHECKLIST OF CHAPTER-9

SUBJECT: AERODROME OPERATIONAL SERVICES, EQUIPMENT AND PLANNING		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**			
provider to ensure that aviation fuel installations on the aerodrome are						
A. commissioned prior to operation?						
B. properly maintained?		☐	☐	☐		
106 Does the aerodrome operator satisfy himself that an organisation that carries out aircraft refuelling or maintains the aviation fuel installation has the capability and adequate resources including appropriately trained staff?		☐	☐	☐		
107 Does the aerodrome operator coordinate with the airport fuel storage and hydrant system operator to ensure that fuel quality checks are conducted and the fuel quality satisfies aviation fuel industry standards prior to operating any repaired or modified main hydrant pipeline fuel installations in the airside?		☐	☐	☐		

Comments of Inspector (s):

……
……..

Conclusions:

……
…….

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