



# **Civil Aviation Authority Bangladesh**

## **Aerodrome Inspection Checklist**

**For**

## **Aerodrome Standard Division**

**(AGA)**

**Version 3.0**

**November 2023**

**CAAB HQ, Kurmitola, Dhaka-1229**

**Bangladesh.**



**CIVIL AVIATION AUTHORITY OF BANGLADESH  
AERODROME STANDARD DIVISION,  
KURMITOLA, DHAKA-1229.**

**Aerodrome Inspection Checklist (AGA)**

Ref: ANO 14 Vol 1, Doc 9137 Part I, CAR 84, CA Act 2017.

Y=Yes, N=No, S=Satisfactory, U=Unsatisfactory, NA= Not Applicable

<b>Name of Aerodrome:</b>	<b>Ref Code:</b>	
<b>Date of Inspection:</b>	<b>From:</b>	<b>To:</b>
<b>Type of Inspection</b>		
<b>Aerodrome Inspector(s)</b>		
<b>Ref: Office Order</b>		

**SECTION 1: General Information & Documentation**

**Part 1. GENERAL**

**1.1 General Information**

Sl No	Topic	Remarks
1.	Address of the Aerodrome	
2.	Geographical Coordinate	
3.	Total land/water area acquired	
4.	Name of ED/Director/APM of Aerodrome	

**1.2 Documents Preserved**

Sl No	Ref.	Topic	Y	N	S	U	NA	Remarks
5.	CAR-84: Rule 260	Aerodrome Manual						
6.		SMS Manual						
7.		Aerodrome Emergency Planning (AEP)						
8.		Aerodrome Maintenance Manual						
9.		AIP						
10.		Are these documents distributed among the sectors enlisted in the distribution list?						

### 1.3 Common Ref System

SL No	Ref.	Topic	Remarks
11.	A14 V1: 1.3.1	Horizontal Ref System	
12.	A14 V1: 1.3.2	Vertical Ref system	
13.	A14 V1: 1.3.3	Temporal Ref system	

### 1.4 Certification of Aerodrome

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
14.	A14 V1: 1.4.1, CA Act 2017	Is the Aerodrome Certified/Licensed?						Certificate/License Valid till:
14.1		Has the Aerodrome operator applied for Certificate/License? (Applicable only if it is not certified/licensed yet)						
14.2		Has the Aerodrome operator applied for Certificate/License Renewal? (Applicable only if its validity of certificate/license is outdated)						
15.	A14 V1: 1.4.2	Is the aerodrome open to public use?						
15.1		Does the Airport facilitate international flights?						
15.2		Does the Airport facilitate Domestic flights?						
15.3		Does the Airport have separate terminal buildings for Domestic and International Passengers?						

### 1.5 Airport Design and Master Plan

SL No	Ref.:	Topic	Y	N	S	U	NA	Answer / Remarks
16.	A14 V1: 1.5.1	Does the Aerodrome have an Airport Master Plan?						
16.1		Is the Master Plan updated according to the current infrastructure of the Aerodrome?						
16.2		Which Institution/Organization has developed the Airport Master Plan?						
16.3		Does the State give the Institution/Organization permission to develop Airport Master Plan?						
16.4		Is the Master Plan approved by CAAB?						
17.	A14 V1: 1.5.2	Does the Master Plan contain detailed plans for the development of aerodrome infrastructure?						
17.1		Does the Master Plan contain a schedule of priorities including a phased implementation plan?						
17.2		Is the Master Plan reviewed periodically to consider current and future aerodrome traffic?						

SL No	Ref.:	Topic	Y	N	S	U	NA	Answer / Remarks
18.	A14 V1: 1.5.4	Does the design ensure optimum implementation of international civil aviation security measures?						
19.	A14 V1: 1.5.5	Does the design of aerodrome consider land-use planning and environmental control measures?						

### 1.6 Aerodrome Ref Code

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
20.	A14 V1:	Aerodrome Ref Code						
20.1	1.6.1	Is it published in any document?						
21.		Does the Aerodrome Ref code comply with the wingspan of the aircraft?						
22.	A14 V1: 1.7.1	Is the Aerodrome compatible for accommodation of an Aeroplane that exceeds the Certified Characteristics of the Aerodrome?						
23.		If yes, is the acceptable level of safety maintained during operations?						
24.		Any Additional Comments/ Recommendations?						

## SECTION: (E/M)

### Part 5: Visual Aids for Navigation

#### 5.1 Indicator & Signaling Devices

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
25.	A14 V1:	Wind Direction Indicator available?						Total:
25.1	5.1.1	Is each of those serviceable?						
25.2		Is it visible from aircraft in flight or on the movement area?						
25.3		Is it free from the effects of air disturbances caused by nearby objects?						
25.4		Total number of wind direction indicator made for Luminating at night						
26.	A14 V1: 5.1.2	Landing Direction Indicator available?						
27.	A14 V1:	Signaling Lamp available?						Total:
27.1	5.1.3	Is each of those serviceable?						
27.2		Is the Signaling Lamp capable of producing Red, Green and White Signals?						
27.3		Is the signaling lamp capable of transmitting a message in Morse Code?						
27.4		Are the ATC crew trained on Morse Code Transmission?						
28.	A14 V1:	Signaling Area available?						
28.1	5.1.4	Total area acquired by Signaling Area						
28.2		Does the color of the signaling area contrast with the colors of the signal panels used?						
<b>5.2 Markings</b>								
29.	A14 V1: 5.2.2	Runway Designation Marking available?						Color:
30.	A14 V1: 5.2.3	Runway Center line marking available?						Color:
30.1		Does it consist of a line of uniformly spaced stripes and gaps?						
30.2		Length and Width of each stripe and each gap						Stripe: L:                      W: Gap:
31.	A14 V1: 5.2.4	Runway Threshold marking available?						
32.	A14 V1: 5.2.4.4	Does the stripes commence 6m from the threshold?						
33.	5.2.5.1	Aiming point marking available?						
34.	A14 V1:	Distance from threshold to beginning of marking						
35.	Table 5-1	Dimensions of the stripes and the lateral spacing between their inner sides						L:                      W: Spacing between inner side:
36.	A14 V1: 5.2.6.1	Touchdown zone marking available?						
37.	A14 V1: 5.2.6.3	Is the number of pair(s) of Touchdown zone marking correctly placed with the LDA available?						
38.	A14 V1:5.2.7	Runway side stripe marking available?						

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
39.	A14 V1: 5.2.7.3	Are the stripes located 30m from the runway center line? (Applicable if the runway width is greater than 60m)						
40.	A14 V1: 5.2.8.1	Taxiway center line marking available on paved taxiway and apron?						Color:
41.	A14 V1: 5.2.8.4	Has enhanced taxiway center line marking been installed at each taxiway/runway intersection?						
42.	A14 V1: 5.2.9	Runway turn pad marking available?						Color:
42.1		Does it enable an aeroplane to complete a 180-degree turn and align with the runway centre line?						
43.	A14 V1: 5.2.10	Runway-holding position marking available?						
44.	A14 V1: Fig. 5-8	Are the patterns of runway-holding position markings correctly drawn?						
45.	A14 V1: 5.2.11	Intermediate holding position marking available?						
46.	A14 V1: 5.2.12	VOR aerodrome check-point marking available?						
47.	A14 V1: 5.2.13	Aircraft stand markings available?						Color:
48.	A14 V1: 5.2.13.4	Is the aircraft stand identification (number/letter) provided?						
49.	A14 V1: 5.2.14	Apron safety lines available?						Color:
50.	A14 V1: 5.2.15	Road-holding position marking available?						
51.	A14 V1: 5.2.16	Mandatory instruction marking available?						
52.	A14 V1: 5.2.17	Information marking available?						
<b>5.3 Lights</b>								
53.	A14 V1: 5.3.1.1, 5.3.1.3	Is there any non-aeronautical ground light on and in the vicinity of the aerodrome which might endanger the safety of aerodrome or create confusion to mariner?						
54.	A14 V1: 5.3.1.2	Have the following protective zone been established around aerodrome?						
54.1		laser-beam free flight zone (LFFZ)						
54.2		laser-beam critical flight zone (LCFZ)						
54.3		laser-beam sensitive flight zone (LSFZ)						
55.	A14 V1: 5.3.1.4	Does all the elevated approach light have frangible bases?						
56.	A14 V1: 5.3.1.5	Are all the elevated lights frangible?						
57.	A14 V1: 5.3.1.6	Do the heights of elevated lights preserve clearance for an aircraft?						
58.	A14 V1: 5.3.1.7	Are the inset lights of runways, stopways, taxiways and aprons designed and fitted as to withstand being run over by an aircraft without any damage?						

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
59.	A14 V1: 5.3.1.8	Temperature produced at interface between an installed inset light and an aircraft during a 10minute period of exposure. <b>(Recommended: Normally not exceeding 160°C.)</b>						
60.	A14 V1: 5.3.1.9	Is intensity of runway lighting adequate for the minimum conditions of visibility?						
61.	A14 V1: 5.3.1.10	Does the Aerodrome provide separate intensity control system for the following?						
		a. approach lighting system						
		b. runway edge lights						
		c. runway threshold lights						
		d. runway end lights						
		e. runway centre line lights						
		f. runway touchdown zone lights						
g. taxiway centre line lights								
62.	A14 V1: 5.3.2	Emergency Light Available?						
63.	A14 V1: 5.3.3	Aerodrome Beacon Available?						
64.	A14 V1: 5.3.3.4	Is there any high intensity light around Aerodrome Beacon?						
65.	A14 V1: 5.3.3.6	Colour of beacon flashlight						
66.	A14 V1:	Available Approach lighting system:						
66.1	5.3.4	Simple approach lighting system						
66.2		CAT I Lighting System						
66.3		CAT II/III Lighting System						
67.	A14 V1: 5.3.5	PAPI/VASIS available?						
68.	A14 V1: 5.3.6	Circling guidance lights available?						
69.	A14 V1: 5.3.7	Runway lead-in lighting systems available?						
70.	A14 V1: 5.3.8	Runway threshold identification lights available?						
71.	A14 V1: 5.3.9	Runway edge lights available?						Total:
71.1	A14 V1:	Is the intensity of lights satisfactory?						
71.2	5.3.9.9	Total serviceable lights						
71.3		Total unserviceable lights						
72.	A14 V1: 5.3.10	Runway threshold and wing bar lights available?						
73.	A14 V1: 5.3.11	Runway end lights available?						Total:
74.	A14 V1: 5.3.12	Runway centre line lights available?						
74.1	A14 V1:	Distance from runway centre line						
74.2	5.3.12.5	Longitudinal spacing between the lights						
74.3	A14 V1: 5.3.12.7	Based on the length of LDA, is the color formation correctly maintained?						
75.	A14 V1: 5.3.13	Runway touchdown zone lights available? (Practicable only for cat II and III)						
76.	A14 V1: 5.3.14	Simple touchdown zone lights available?						
77.	A14 V1: 5.3.15	Rapid exit taxiway indicator lights available?						

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
78.	A14 V1: 5.3.16	Stopway lights available?						
79.	A14 V1: 5.3.17	Taxiway centre line lights available?						
80.	A14 V1: 5.3.18	Taxiway edge lights available?						
81.	A14 V1: 5.3.19	Runway turn pad lights available?						
82.	A14 V1: 5.3.20	Stop bars available?						
83.	A14 V1: 5.3.21	Intermediate holding position lights available?						
84.	A14 V1: 5.3.22	De-icing/anti-icing facility exit lights available?						
85.	A14 V1: 5.3.23	Runway guard lights available?						Configuration:
86.	A14 V1: 5.3.24	Apron floodlighting available?						
87.	A14 V1: 5.3.25	Visual docking guidance system available?						
87.1	A14 V1: 5.3.25.2	Does it provide both azimuth and stopping guidance?						
87.2	A14 V1: 5.3.25.12	Does the azimuth guidance emit green color to identify centreline and red for deviation from centreline?						
87.3	A14 V1: 5.3.25.19	Does the stopping guidance emit proper colour?						
88.	A14 V1: 5.3.26	Advanced visual docking guidance system available?						
89.	A14 V1: 5.3.27	Aircraft stand maneuvering guidance lights available?						
89.1	A14 V1: 5.3.27.2	Is it collocated with the aircraft stand markings?						
89.2	A14 V1: 5.3.27.3	Color of lights throughout the segment						
89.3	A14 V1: 5.3.27.4	Color of light at stop position						
90.	A14 V1: 5.3.28	Road-holding position light available?						
90.1	A14 V1: 5.3.28.4	The type of road holding position light is						
91.	A14 V1: 5.3.29	No-entry bar available?						
92.	A14 V1: 5.3.30	Runway status lights available?						
<b>5.4 Signs</b>								
93.	A14 V1: 5.4.1.3	Are all signs located near the runway frangible and sufficiently lowered?						
93.1	A14 V1: Table 5-5	Are all signs have acceptable height and perpendicular distance?						
93.2	A14 V1: 5.4.1.7	Are all signs illuminated?						
94.	A14 V1: 5.4.1.9	Variable message sign available?						

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
95.	A14 V1: 5.4.2.8	Runway designation sign provided at every intersection (RWY/RWY and TWY/RWY)?						
96.	A14 V1: 5.4.2.10	NO ENTRY sign available at prohibited areas (if any)?						
97.	A14 V1: 5.4.3	Information signs available?						
98.	A14 V1:	VOR aerodrome checkpoint sign available?						
98.1	A14 V1: 5.4.4.4	Is the information of the sign correctly sequenced?						
99.	A14 V1: 5.4.5	Aerodrome identification sign available?						
100.	A14 V1: 5.4.6	Aircraft stand identification signs available?						
101.	A14 V1: 5.4.7	Road-holding position sign available?						
101.1	A14 V1:	Does it include a requirement to stop?						
101.2	5.4.7.4	Does it include requirement to obtain ATC clearance?						
101.3		Does it include location designator?						
10.4	A14 V1: 5.4.7.5	Is it retroreflective or illuminated?						
<b>5.5 Markers</b>								
102.	A14 V1: 5.5.1	Are all markers available near RWY and TWY frangible and sufficiently lowered in height?						
103.	A14 V1: 5.5.2	Unpaved runway edge markers available?						
104.	A14 V1: 5.5.3	Stopway edge markers available?						
104.1	A14 V1: 5.5.3.2	Is it significantly different from any of the runway edge markers?						
105.	A14 V1: 5.5.5	Taxiway edge markers available?						
105.1	A14 V1: 5.5.5.3	Is every taxiway edge marker retro reflective and blue in colour (if available)?						
106.	A14 V1: 5.5.8	Boundary markers available?						
107.		Any additional Comments/Recommendations?						

## Part 6. Visual Aids for Denoting Obstacles

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
108.	A14 V1: 6.1.1.1 6.2.2	Do vehicles and other mobile objects, intended to be used at night or low visibility on the movement area, have lighting facility?						
109.	A14 V1: 6.1.1.2 6.2.1	Are all elevated aeronautical ground lights within the movement area marked to be conspicuous?						
110.	A14 V1: 6.1.1.5 6.2.3	Is there any fixed object near the take-off climb surface? Is it marked and lighted?						
111.	A14 V1: 6.1.1.6 6.2.3	Is there any fixed object that extends above an approach surface within 3000 m of the inner edge or above a transitional surface? Is it marked and lighted?						
112.	A14 V1: 6.1.1.7 6.2.3	Are all fixed obstacles extending above horizontal surface marked and lighted?						
113.	A14 V1: 6.1.2	Marking/Light of Obstacle outside the OLS boundary						
114.	A14 V1: 6.2.4 - 6.2.5	Presence of following obstacles on and in the vicinity of the aerodrome:						
114.1		Wind turbines						
114.2		Overhead wires, cables, etc.						
114.3		Supporting towers						
114.3		Are those significantly coloured/marked and lighted?						
115.		Any additional comments/recommendations?						

**Part 7. VISUAL AIDS FOR DENOTING RESTRICTED USE**

**AREAS**

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
116.	A14 V1: 7.1.1 –	Is there any permanently/temporary closed RWY or TWY?						
116.1	7.1.2	Is closed marking displayed on the RWY and/or TWY						
116.2		Reason of the RWY/TWY being closed						
117.	A14 V1: 7.1.5	Are all markings of a permanently closed RWY and/or TWY obliterated?						
117.2	A14 V1: 7.1.6	Are all lights on the closed RWY/TWY turned off?						
118.	A14 V1: 7.1.7	Unserviceability lights across entrance available?						
119.	A14 V1: 7.2.1	Are all non-load bearing surfaces significantly distinguished with boundaries?						
119.2	7.2.2	What type of boundary has been placed along the edge of load-bearing pavement?						
120.	A14 V1: 7.3.1	Pre-threshold area available?						
120.1	Fig. 7-2	Is the entire length of pre-threshold area marked with chevron marking?						
121.	A14 V1: 7.4.1	Any unserviceable area available?						
121.1		Is the area marked and lighted?						
121.2	A14 V1: 7.4.3	Type of unserviceability marker						
121.3	A14 V1: 7.4.4	Type and colour of unserviceability light						
122.		Any additional comments/recommendations?						

## Part 8. Electrical System

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
123.	A14 V1: 8.1.1	Adequate primary power supply available for the safe functioning of air navigation facilities?						
124.	A14 V1: 8.1.2 -	Hard/Soft copy of the Design of electrical power system available?						
124.1	8.2.1	Does the design ensure adequate visual and non-visual guidance for pilot in case of equipment failure?						
125.	A14 V1: 8.1.3	Arrangement of secondary power supply						
125.1		Does the arrangement ensure automatic connection to navigation aids in failure of primary power supply?						
126.	A14 V1: Table 8-1	Availability of Secondary power supply at each position according to the category of RWY						
127.	A14 V1: Table 8-1	Switch over time requires						
128.	A14 V1: 8.2.2	Does the aerodrome use duplicate feeder for secondary power supply? Is the system physically and electrically separated?						
129.	A14 V1: 8.3.1	Does the aerodrome have any system to monitor the operational status of the lighting systems?						
130.	A14 V1: 8.3.2	Does the monitoring system provide automatic monitoring of lighting system which are used for aircraft control purposes?						
130.1		Does the system automatically provide indication of any fault in lighting?						
130.2		Does this information automatically relay to the air traffic services unit?						
131.	A14 V1: 8.3.3	Time requires for the indication of change in operational status of-						
131.1		stop bar						
131.2		all other types of visual aids						
132.		Any additional comments/recommendations?						

## Part 10. Aerodrome Maintenance

### 10.5 Visual aids

SL No	Ref.	Topic	Y	N	S	U	NA	Answer / Remarks
133.	A14 V1:	Total lights available which have very low intensity						
133.1	10.5.1 Appendix 2	Are all those lights deemed?						
134.	A14 V1: 10.5.1	Does the aerodrome have any system for preventive maintenance of the visual aids?						
135.	A14 V1: 10.5.3	Does the system (if employed for RWY cat II and III) includes the following functions-						
135.1		Measurement of intensity, beam spread and orientation of lights						
135.2		control and measurement of the electrical characteristics of each circuitry						
135.3		control of the correct functioning of light intensity settings used by ATC						
135.4	A14 V1: 10.5.7 10.5.8	Continuous monitoring of serviceability of lights (for both RWY and TWY)						
136.	A14 V1: 10.5.7	Is there any area where the basic pattern of AGL has been changed due to unserviceability of lights?						
137.		Is there any area (other than Barrett and cross bar) where 2(two) or more adjacent lights are unserviceable?						
138.	A14 V1: 10.5.9	Does the preventive maintenance system monitor at least 85% serviceability status (for RWY cat I) of the lights of the following areas:						
138.1		precision approach category I lighting system						
138.2		runway threshold lights						
138.3		runway edge lights						
138.4		runway end lights						
138.5		85% serviceability status available in all the mentioned areas for cat I operation?						
139.	A14 V1: 10.5.8 10.5.9	Based on the serviceability status, is the aerodrome able to run operations during night?						
139.1	10.5.11 10.5.12	Based on the serviceability status of lights, minimum visual range requires to allow take-off and landing operations						
140.		Any additional comments/recommendations?						



**CIVIL AVIATION AUTHORITY OF BANGLADESH  
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FS&R, KURMITOLA, DHAKA-1229**

**Aerodrome Inspection Checklist (AGA)**

Ref: ANO-14 Vol-1, Doc 9774, Doc 9981, Doc 9137, CAR-84

<b>Name of Aerodrome:</b>		<b>Ref Code:</b>
<b>Date of Inspection:</b>	<b>From:</b>	<b>To:</b>
<b>Type of Inspection</b>		
<b>Aerodrome Inspector(s)</b>		
<b>Ref: Office Order</b>		

**Section: Civil**

S= Satisfactory, U= Unsatisfactory, NA= Not available. [Tick (√) in the appropriate box]

Part 02								
Aerodrome Data								
Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
141.	A14 2.1	Aeronautical data ( Method used to verify the consistency & accuracy of data)						
142.	A14 2.2	Aerodrome Ref point						
143.	A14 2.3	Aerodrome and runway elevations						
144.	A14 2.4	Aerodrome Ref temperature						
145.	A14 2.5	Aerodrome dimensions and related information (m)						
	A14 2.6	Strength of pavements						
146.	A14 2.6.1	The procedures of measuring bearing strength of pavement (CBR test)						
147.	A14 2.6.2	The procedures of measuring tire pressure						
148.	A14 2.6.4	The procedure of measuring ACN of an aircraft in accordance with the standard procedures associated with ACN-PCN method						
149.	A14 2.6.6	The procedure of measuring PCN of pavement in accordance with the standard						

		procedures associated with ACN-PCN method						
150.	A14 2.7	Pre-flight altimeter check location						
	A14 2.8	Declared distances						
151.	A14 2.8	Take off run ABVL						
152.		Take off distance AVBL						
153.		Accelerating stop distance AVBL						
154.		Landing Distance AVBL						
	A14 2.9	Condition of the movement area and related facilities						
155.	A14 2.9.1	The arrangement to provide the appropriate AIS unit information regarding condition of the movement area						
156.		The arrangement ensure timely provision of such information to arriving and departing aircraft						
157.		The arrangement ensure any changes on the above information are reported immediately to the appropriate authority						
158.	A14 2.9.2	Procedure to provide the AT service unit information regarding the condition of the movement area						
159.	A14 2.9.3 Doc 9981 part 1- App.1 C2, 9774 App.1-4.5	The operator require an arrangement for aerodrome serviceability inspections each day at least twice						
160.		The procedures for safety inspections of the movement area						
161.		Does the serviceability inspection include the following surface conditions:						
161.1		ponding of water;						
161.2		pavement cracking or spalling;						
161.3		rubber build up;						
161.4		surface irregularities						
161.5		damage caused by spillage of corrosive fluids						
161.6		pipe drain faults particularly in fine grain non cohesive sub grades, in high rainfall areas						
161.7		scour or erosion ditches						
161.8		termite mounds or other ground obstacles obscured by long grass;						
161.9		soft ground, particularly in combination with surface roughness and slipperiness; and						
161.10		Any other sign of pavement distress which has the potential to develop quickly into a hazardous situation.						
162.		Arrangements for measurement of water depth						
163.	A14 2.9.4	Does the aerodrome operator have arrangement to ensure that the personnel assessing and reporting runway surface conditions are trained?						
164.	A14 2.9.5-	Is the runway surface condition reported through a runway condition code						

	2.9.7	(RWYCC) and described using the following terms? DRY/STANDING WATER/WET							
165.	A14, 2.9.9, 2.9.10	The procedure to notify the relevant aerodrome users when the friction level of a paved runway is less than the minimum friction level.							
166.		The procedure ensure that the notification specifies the location of the runway with which the friction level is below the minimum							
167.	Doc 9774 App.1- 4.1	The names of persons making the reports and his contact details.							
168.		Are the names of the reporting officers responsible for reporting changes and his contact details during and after working hours?							
169.		The nomination/s of the reporting officer notified in writing to the NOTAM office and CAAB							
170.		The persons other than employees of the aerodrome operator appointed as aerodrome reporting officers have appropriate training and experience							
171.		A knowledge of the NOTAM system and the ability to carry out aerodrome reporting							
172.		The arrangements for keeping an inspection logbook							
173.		The place where the log book is kept?							
174.		The arrangements for taking prompt follow-up action to ensure correction of unsafe conditions/defects							

**Part 03  
Physical Characteristics**

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
	A14 3.1	Runways						
175.	A14 3.1.5-6	Runway Threshold Location						
176.	A14 3.1.7, 3.1.10	Runway length & width						
177.	A14 3.1.11-12	Spacing for parallel runways						
178.	A14 3.1.17	Runway sight distance						
179.	A14 3.1.13-16, 3.1.19-20	Runway Overall slopes: Long:    %; Trans:    %						
180.	A14 3.1.21	Runway bearing strength						
181.	A14 3.1.22-27	Runway surface condition						
	A14 3.2	Runway shoulders						
182.	A14 3.2.1	Characteristics of runway shoulders						
183.	A14 3.2.2	Width of runway shoulder						

184.	A14 3.2.3	Slopes on runway shoulder						
185.	A14 3.2.4	Strength of runway shoulder						
186.	A14 3.2.5-6	Surface of runway shoulder						
	A14 3.3.1	Runway Turn Pads						
187.	A14 3.3.6	The procedure of design of turn pad						
188.	A14 3.3.7	Slopes on runway turn pads						
189.	A14 3.3.8	Strength of runway turn pads						
190.	A14 3.3.11-12	Shoulders for runway turn pads						
	A14 3.4	Runway strips						
191.	A14 3.4.2-5	Runway strip length & width						
192.	A14 3.4.6- 3.4.7	Objects on runway strips						
193.	A14 3.4.8- 3.4.9	Grading of RWY Strip.						
194.	A14 3.4.10	Surface of graded area of runway strip						
195.	A14 3.4.13	Longitudinal slope on graded area of runway strip						
196.	A14 3.4.14	Longitudinal Slope Changes on Graded Area of Runway Strip						
197.	A14 3.4.15-16	Runway Strip Transverse Slope						
198.	A14 3.4.17-18	Runway strip strength						
199.	A14 3.4.17-18	Runway graded area strength						
	A14 3.5.1- 3.5.6	Runway end safety areas( RESA)						
200.	A14 3.5.3- 3.5.6, 3.5.10-12	RESA: length, width, slopes, strength (m)						
	A14 3.6	Clearways (m)						
201.	A14 3.6.1	Location of clearways						
202.	A14 3.6.2- 3.6.5	Dimensions of clearways						
203.	A14 3.6.2	Length of Clearway						
204.	A14 3.6.3	Width of clearway						
205.	A14 3.6.4- 3.6.5	Slopes on clearways						
206.	A14 3.6.6	Objects on clearways						
	A14 3.7	Stop ways (m)						
207.	A14 Att.A	Dimensions of stopways						
208.	A14 3.7.2	Stopway slopes and slope changes						
209.	A14 3.7.3	Bearing strength of stopway						
210.	A14 3.7.4	Surface of stopway						
211.	A14 3.8	Radio altimeter operating area						
	A14 3.9	Taxiways						
212.	A14 3.9.3	The procedure of design of turn pad						
213.	A14 3.9.4	Taxiway width						

214.	A14 3.9.5	The procedure of design of taxiway curves							
215.	A14 3.9.7	Taxiway edge clearance & Taxiway minimum separation distances							
216.	A14 3.9.8	Taxiway Longitudinal Slope							
217.	A14 3.9.11	Taxiway Transverse Slope							
218.	A14 3.9.12	Bearing strength of Taxiway							
219.	A14 3.9.13	Taxiways surface condition							
220.	A14 3.9.15-18	Rapid exit taxiway							
221.	A14 3.9.19-3.9.21	Taxiways on bridges (minimum width)							
	A14 3.10	Taxiway shoulders							
222.	A14 3.10.1	Width of Taxiway shoulders							
223.	A14 3.10.2	Surface of Taxiway shoulders							
	A14 3.11	Taxiway strips							
224.	A14 3.11.2	Width of taxiway strip							
225.	A14 3.11.3	Objects on taxiway strip							
226.	A14 3.11.4	Width of graded area of taxiway strip							
227.	A14 3.11.5-6	Slopes on Taxiway Strip							
	<b>A14 3.12</b>	<b>Holding bays, runway-holding positions, intermediate holding positions and road-holding positions</b>							
228.	A14 3.12.2,3.12.5	Provision of a Holding Bay, Runway-holding Position, Intermediate Holding Position and Road-holding Position							
229.	A14 3.12.6-3.12.9	Location of Holding Bay, Runway-holding Position, Intermediate Holding Position or Road-holding Position							
230.	A14 3.12.6-3.12.8	Distance from Runway-holding Position, Intermediate Holding Position or Road-holding Position to Runway Centerline							
	A14 3.13	Aprons							
231.	A14 3.13.1	Location of apron							
232.	A14 3.13.2-3.13.5	Aprons: size, strength, slopes							
233.	A14 3.13.6	Clearance distances on Aircraft stands							
234.	A14 3.14	Isolated aircraft parking position							
235.	A14 3.15	De-icing/anti-icing facilities							
		Any Additional Remarks/Observations							

**Part 4**

**Obstacle Restriction and Removal**

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
	A14 4.1	Survey of Obstacle limitation surfaces						
236.		The procedures for establishment obstacle limitation surface (OLS)						
237.		Physical dimensions of the approach,						

	A14 4.1, Doc 9137 part 6 C4	transitional, inner horizontal, conical, outer horizontal OLS surfaces						
238.		Physical dimensions of the take-off climb OLS surfaces for take-off runways						
239.		Survey on any obstacle (nature, height, distance and bearing of the obstacle from the start of the take-off end of the runway if the obstacle is within the take-off area)						
	A14 4.2	Obstacle limitation requirements						
240.		Obstacle data requirements for the design of instrument procedures is determined in liaison with flight procedure designers						
241.	Doc 9137 part 6 C1	Obstacles on the obstacle restriction area taken into account when determining the obstacle clear approach or take-off surfaces						
242.		The procedures for monitoring building developments (in relation to the height of buildings and other structures) within the horizontal limits of the obstacle limitation surfaces						
243.		If the aerodrome has instrument approach procedures, the procedures for monitoring for new objects or building developments in any other areas nominated by the instrument procedure designers						
244.	Doc 9137 part 6 C2	The procedures for detecting obstacle as a fixed or mobile object stands on/ above, the specified surface of an obstacle restriction area which comprises the runway strips, RESA, clearways and taxiway strips						
245.		The procedures for detecting any object that penetrates the obstacle limitation surfaces (OLS)						
246.		Fence or any object that penetrates the OLS whether they will be a hazard to aircraft operations.						
247.		If a proposed object or structure is determined to be an obstacle, is the details of the proposal is referred to CAAB to determine whether it will be a hazard to aircraft operations.						
248.		The arrangements with CAAB, local planning authorities and other relevant organizations in relation to the approval of building developments that may infringe the obstacle limitation surfaces						
249.		The procedure of reporting on new proposed construction based on aerodrome operator inspection						
250.	Doc 9137 part 6 C3	Temporary obstacles and transient (Mobile) obstacles, such as road vehicles, rail carriages or ships, in close proximity to the aerodrome and which penetrate the OLS for a short duration whether they will be a hazard to aircraft operations.						

251.		Availability of a type A chart that identifies information on all significant obstacles within the take-off area of an aerodrome up to 10 km from the end of the runway						
252.	Doc 9137 part 6 C4	Availability of a Type A chart prepared for each runway that is used for international operations?						
253.		The procedures of obstacle data collection and the manner of presentation of the Type A chart are in accordance with the standards and procedures.						
254.		Maintaining distribution list of updated Type A chart holders in the Aerodrome Manual						
255.	Doc 9137 part 6 C5	The arrangements for equipment and installations required for air navigation purposes are to be of minimum practicable mass and height, frangibly designed and mounted, and sited in such a manner as to reduce the hazard to aircraft to a minimum						
	A14 4.3	Objects outside the obstacle limitation Surfaces						
256.	Doc 9137 part 6 C2	Obstacles beyond OLS surface whether they will be a hazard to aircraft operations.						
	A14 4.4	Other Objects						
257.	A14 4.4.1	The procedure of removing objects which do not project through the approach surface but which will nevertheless adversely affect the optimum siting or performance of visual or non-visual aids						
258.	A14 4.4.2	Aeronautical study for endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces						
259.		Implemented a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies						
260.	Doc 9981 part1, 2.4.3.3	The arrangements to report temporary obstacles to aircraft operations to NOTAM office.						
261.	Doc 9981 part1, 2.4.3.3	The arrangements to report temporary obstacles to aircraft operations to ATC.						
262.		The names, telephone numbers and roles of the persons responsible for planning and implementing obstacle control						
263.	Doc 9137 part 6	Are OLS surveys conducted by an appropriately trained or qualified person?						

264.		Is the staff aware of safety requirements related to obstacles?						
265.		Does field condition appear to reflect survey data and published information?						
		Any Additional Remarks/Observations						
<b>Part 10</b>								
<b>Aerodrome Maintenance</b>								
Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
	A14 10.1	General						
266.	A14 10.1.1	The establishment of maintenance programme to maintain facilities at an aerodrome.						
267.	Doc 9774, App1- 4.7	Has the operator provided sufficient and adequate equipment?						
268.		The arrangements for the maintenance of paved and/or unpaved runways and associated, shoulders and safety areas						
269.		The arrangements for maintenance of movement area surfaces and drainage systems to ensure that their performance will not be degraded						
270.		The arrangements for the maintenance of paved and or unpaved taxiways and associated shoulders						
271.		The arrangements for the maintenance of associated runway and taxiway strips						
272.	A14 10.1.2	The design and application of the maintenance programme observe Human Factors principles						
273.	A14 10.1.2	Availability of adequate and suitable staff and resources available according to no. of personnel and qualification standards/ experience/competency						
	A14 10.2	Pavements						
274.	A14 10.2.1	Are paved runway, taxiway and apron surfaces kept clear of objects or debris that may cause damage to aircraft structures or engines, or impair the operation of aircraft systems?						
275.	A14 10.2.2	Is the surface of a runway maintained in a condition such as to prevent formation of harmful irregularities?						
276.		The arrangements for regular runway						

		friction testing						
277.		What is the equipment used for the measurement/assessment						
278.		Is the equipment compatible with approved Continuous Friction Measuring Equipment (CFME)?						
279.	A14 10.2.3	What friction values are obtained during the last measurement						
280.		Is runway friction assessment conducted following any significant maintenance activity, such as runway resurfacing?						
281.		Is the paved runway maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level?						
282.		Are personnel operating the CFME properly trained in its operation and maintenance?						
283.	A14 10.2.4	Is the runway surface friction characteristics periodically measured with a continuous friction measuring device using self-wetting features and documented?						
284.	A14 10.2.5	Can runway friction test results be related to serviceability and safety limits?						
285.	A14 10.2.7	Is corrective maintenance action taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below a minimum friction level?						
	A14 10.3	Removal of contaminants						
286.	A14 10.3.1	The procedure of standing water, mud, dust, sand, oil, rubber deposits and other contaminants removed from the surface of runways.						
287.	A14 10.3.5	Does the aerodrome operator ensure that chemicals are not use that may have harmful effects on aircraft or pavements, or chemicals which may have toxic effects on the aerodrome environment?						
	A14 10.4	Runway Pavement Overlay						
288.	A14 10.4	Is there any provision for a temporary ramp between the new and the old runway surfaces at the end of an overlay work session, when the runway is to be returned to an operational status, left with an abrupt vertical surface of more than 25 mm?						
289.	A14 10.4.2	Where practicable, is the direction of pavement overlay proceeding from one end of the runway toward the other end so that based on runway utilization most aircraft operations will experience a down ramp?						

290.	A14 10.4.5	Is the overlay constructed and maintained above the minimum friction level?						
	Doc 9774 App.1- 4.8	Aerodrome Work Safety						
291.	Doc 9774 App.1- 4.8	The procedures for planning and safely carrying out aerodrome works						
292.		Including ensuring that the works do not create a hazard to aircraft or confusion to pilots?						
293.		Does it include details of the preparation of a method-of-working plan?						
294.		Identifying areas of the aerodrome affected during each stage of the work						
295.		Steps taken to ensure safety standards are met						
296.		The process for ensuring that any works safety officers have been trained accordingly						
297.		Does it include the distribution list for the method-of-working plan?						
298.		The arrangements for telling aircraft operators and other aerodrome users of the method-of-working plan and the telephone numbers for contacting those operators and users during and after working hours						
299.		The arrangements for communicating with air traffic control and aircraft during the carrying out of the works?						
300.		The arrangements for carrying out time-limited works						
301.	Doc 9774 App.1- 4.8	The names, telephone numbers and roles of the persons and organizations responsible for planning and carrying out the works, and the arrangements for contacting those persons and organizations at all times						
302.		Are time limited works done under supervision of a Works Safety Officer?						
303.		Are works related incidents noted, reported and followed up?						
304		Any Additional Remarks/Observations						



**CIVIL AVIATION AUTHORITY OF BANGLADESH  
AERODROME STANDARD DIVISION,  
KURMITOLA, DHAKA-1229.**

**Aerodrome Inspection Checklist (AGA)**

Ref: ANO 14 Volume 1, DOC 9137

Y=Yes, N=No, S=Satisfactory, U=Unsatisfactory, NA= Not Applicable

**SECTION: FIRE & OTHERS**

**Part 1: Level of protection to be provided**

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
305.	Doc 9137 Part-1 Chapter-2	Aerodrome Fire Category						
306.		Is the Aerodrome Categorized correctly?						
307.		Are the operation limited to the size of aircraft what the airport is licensed for?						
308.		Is the fire service compliant with the aerodrome license category?						
309.		Does the airport have a fire station and located at strategic location in relation to runway pattern?						
310.		Is the minimum useable amount of water for fire extinguishment available?						
311.		Is the minimum foam compound available for the depletion of two loads of water carried on the vehicles?						
312.		Is the minimum required complementary agent available on the vehicles?						
313.		Is the total quantity foam compound of the same level, level "A", "B" or C type?						
314.		Is the storage facility of the supplementary 200% extinguishing agent adequate? (Both primary and supplementary)						
315.		Can the end of the furthest runway be reached within 2 minutes but not exceeding 3 minutes?						

## Part 2: Airport facilities affecting Rescue and Fire Fighting Services

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
316.	Doc 9137 Part-1 Chapter-3	Are there any Hydrants available in the Aerodrome?						
317.		Is the Pressure in the Hydrants sufficient to enable rapid filling of Vehicles?						
318.		Are there adequate emergency access roads on the Aerodrome?						
319.		Are these roads maintained?						
320.		Are there any Emergency Gates on the Aerodrome?						
321.		Are these gates accessible to the emergency Vehicles?						
322.		Is unrestricted accessibility to the runways possible?						
323.		Is there any additional water available for firefighting on the Airport?						
324.		Does the Aerodrome have an appointed Fire Prevention Officer/s?						
325.		Does the Aerodrome have a fire prevention programme?						
326.		Are there any records require to this effect?						
327.		Are the escape routes in the Terminal building clearly demarcated?						
328.		Is the firefighting extinguishers, first aid hose reels and hydrants on the airport serviced as required?						
329.		Are there any records to substantiate this?						

## Part 3: Communication and Alarm Requirements

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
330.	Doc 9137 Part-1 Chapter-4	Are there any communication and alarm notification systems in place?						
331.		Is the alarm system tested regularly?						
332.		Are there any radios available for communication with ATC and ARFF crew ?						
333.		Are these radios on the required frequency?						
334.		Are these radios tested regularly?						
335.		Is the result of these test properly recorded?						
336.		Is the quantity sufficient to enable communication between vehicle operators, control personnel and rescue operators?						
337.		Has all personnel utilizing these radios been properly trained in radio telephony?						
338.		Are there any telephone or other type of system available to summon assisting parties to the Aerodrome Emergency Plan/Procedure?						

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
339.		Are this equipment tested regularly?						
340.		Is the result of these tests properly recorded?						

#### Part 4: Factors in the Specification process for Rescue and Fire Fighting Vehicles

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
341.	Doc 9137 Part-1 Chapter-5	Is the required number of serviceable vehicles available for the category of Aerodrome?						
342.		Does these vehicles have off road capability?						
343.		Are the vehicle's tires of an off-road type?						
344.		Can the vehicles achieve the required speed within the specified timeframe?						
345.		Does the foam induction systems work properly?						
346.		Provide proof of regular testing of induction system as per SOP						
347.		Does all the fire appliance valves operate properly?						
348.		Is the available equipment as per ICAO requirement? (For example: Helmets, protective cloth, hand gloves, boots etc.)						
349.		Are this rescue equipment maintained properly?						
350.		Are there any records available to substantiate the serviceability of the required pieces of equipment?						
351.		Are there electrical generators available for utilization with equipment and lighting?						
352.		Does all emergency lighting operate properly?						
353.		Does electrical equipment operate effectively?						

#### Part 5: Protective Clothing and Respiratory Equipment

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
354.	Doc 9137 Part-1 Chapter-6	Is every individual fire fighter equipped with protective clothing?						
355.		Does every fire fighter have protective gloves?						
356.		Does every fire fighter have fire resistant boots?						
357.		Does every fire fighter have fire hoods?						
358.		Does the aerodrome have proximity suits?						
359.		Are there sufficient Breathing apparatus sets?						

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
360.		Are these sets tested regularly?						
361.		Are all the cylinders filled to the required pressure?						
362.		Have these Breathing apparatus sets been subjected to pressure tests as required?						
363.		Are there any records to substantiate the above?						
364.		Are all users of breathing apparatus sets certified?						

### Part 6: Ambulance and Medical Service

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
365.	Doc 9137 Part-1 Chapter-7	Does the airport have a clinic or a first aid room as required?						
366.		Does the aerodrome have a medical clinic?						
367.		Is the clinic or first aid room suitably equipped?						
368.		Are there sufficient medical supplies available on the aerodrome?						
369.		Are there any medical supplies or first aid kits available on the fire engines?						
370.		Is there an ambulance available on the airport?						
371.		If not, is there any agreement in place to have an ambulance be made available within reasonable time, if needed, but not exceeding 20 minutes?						
372.		Are these agreement/s current?						
373.		Are these ambulances suitable type and equipped to deal with aircraft disasters?						
374.		If yes, is it regularly serviced and are there any records available?						
375.		Are the medical supplies on the airport regularly checked for expiry dates						

### Part 7: Extinguishing Agent Characteristics

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
376.	Doc 9137 Part-1 Chapter-8	Is the complementary agent compatible with the primary extinguishing agent?						
377.								
378.		Was the viscosity of the foam tested?						
379.		Are there any records to this effect available?						
380.		Was there any change in supplier or product?						
381.		Is the 200% backup supplies housed at the fire station?						
382.		If no, what arrangements are in place to have it made available when needed?						

### Part 8: Fire Stations

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
383.	Doc 9137 Part-1 Chapter-9	Does the airport have a fire station?						
384.		Can the fire station house all the vehicles?						
385.		If not, how and where are the vehicles housed?						
386.		Is unrestricted accessibility to the runways possible?						
387.		Is sufficient accommodation available for the required level of personnel?						
388.		6 Are there any training facilities available at the fire station?						
389.		Are there any ablution facilities available?						
390.		Is there any area defined for decontamination of protected clothing and equipment used in a radioactive or poisonous environment?						
391.		Is the fire station correctly located?						

### Part 9: Personnel

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
392.	Doc 9137 Part-1 Chapter-10	Are sufficient fire personnel available to utilize the fire vehicles effectively? (Including the hand-lines)						
393.		Are there personnel available to utilize the rescue equipment simultaneously with the firefighting process?						
394.		Are the handlines of the vehicles manned?						
395.		Does the driver of the vehicle from the cab operate the monitor/turret?						
396.		Total number of firefighting personnel?						
397.		Number of firefighting personnel per shift?						
398.		Are these numbers published in the AIP/Manual?						
399.		Has the personnel number been adjusted during the past 12 months?						
400.		Was this done after consultation with the authorities of Civil Aviation?						
401.		Was this adjustment done in accordance with re-categorization of the aerodrome? Up or Down?						
402.		Does the aerodrome ARFFS make provision for rescue work in the event of an accident?						
403.		Does the firefighting personnel perform other duties besides fire fighting						
404.		Do these duties affect response times?						
405.		Are these duties performed relevant to fire services?						

### Part 10: Emergency Organizations

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
406.	Doc 9137 Part-1 Chapter-11	Does the aerodrome have an emergency manual?						
407.		Was this Manual submitted to and approved by the Chairman? Is a copy of this manual available to all firemen?						
408.		Does this manual contain a grid Ref chart, which includes an Eight-kilometer radius from the aerodrome?						
409.		Is a grid Ref chart available on each fire fighting vehicle?						
410.		Did the prescribed annual emergency exercise take place?						
411.		Can rescue & firefighting operations be performed up to the Eight-kilometer radius from the airport?						

### Part 11: Aircraft Fire Fighting and Rescue Procedures

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
412.	Doc 9137 Part-1 Chapter-12	Does the fire fighting personnel know the appropriate techniques to enter or break into an aircraft structure?						
413.		Did all fire personnel receive aircraft construction for the fire fighters?						
414.		Is all the fire fighters certified in aircraft construction for the fire fighters?						
415.		Does all personnel know how to initiate the appropriate fire fighting techniques for an aircraft wheel fire?						
416.		Does all firemen know how to position the fire appliances to achieve the best possible firefighting capability at a potential aircraft accident?						
417.		Are clearly defined instructions available for immediate reaction to an aircraft accident?						
418.		Are individuals briefed on their role and responsibility each day, in the event of an accident?						
419.		Are these instructions clearly depicted on the daily duty roster?						
420.		Is there any documentation to substantiate the above?						

## Part 12: Rescue Operations in Difficult Environment

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
421.	Doc 9137 Part-1 Chapter -13	Is the process defined to address possible unforeseen scenarios such a swampy area, large masses pf water or a possible accident at sea?						
422.		If not self-provided for, does the airport have agreement with the other bodies?						
423.		Is a copy of such agreement available?						
424.		Is a process defined to address possible unforeseen scenarios such as deserts or mountainous areas? Or any other type of areas unique to your specific aerodrome?						
425.		Is there any proof of agreement/s available?						

## Part 13: Training

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
426.		Does Human performance & team coordination training required ?						
427.	Doc 9137 Part-1 Chapter -14	Did all fire-fighting personnel receive firefighting training? From which organization?						
428.		Is there any coordination between Airport Fire Station and Bangladesh Fire Service & Civil Defense in training purpose?						
429.		Did all the fire personnel receive aircraft construction related training? From which organization?						
430.		Is the theoretical training received applied in practice?						
431.		At what is the frequency of practical application of theoretical knowledge performed?						
432.		Are individual records kept of all fire related training?						
433.		Does the personnel periodically have live/hot fire drills? At what frequency?						
434.		Is this training done individually or in-group context?						
435.		Are these training records available?						
436.		Does all personnel sign against training received? Both theoretical and practical.						
437.		Is all fire fighting vehicle drivers certified as competent on the vehicle entrusted to them?						
438.		How frequently are these personnel subjected to re-testing?						
439.		Do the fire crews receive regular physical exercise in the morning?						
440.		Is there any gymnasium and swimming pool as a part of physical exercise for the fire crew?						

### Part 14: Aircraft Fueling Practices

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
441.	Doc 9137	Which organization supplies fuel at the aerodrome?						
442.	Part-1	What type of fuel is supplied at the aerodrome?						
443.	Chapter -15	Does Airport Operator receive Fuel Quality Test Report regularly from the suppliers?						
444.		Average Percentage of contamination present in the fuel supplied during last 3(three) months						
445.		Type of elements present as contaminants in fuel						
446.		Does Aerodrome Management approve the refueling process?						
447.		Does the fire-crew do periodic inspection on the aircraft fueling processes?						
448.		Is the bonding of aircraft and vehicles monitored?						
449.		Does the refueling personnel offload the fire extinguishers during refueling and placing them strategically?						
450.		Are all refueling personnel adequately trained? Including basic fire fighting?						
451.		Does the airport Management have the copies of the refueling personnel's competency certificate?						
452.		Are all the refueling vehicles inspected periodically and certified as safe? Either by refueling agencies, or airport management.						
453.		Is all fuel on the aerodrome stored in appropriate containers or storage facilities as required?						
454.		Is there any appropriate sign placed near the Container/storage?						
455.		Action taken during fuel spillage on Movement area.						
456.		Does Airport Management monitor the above? Is record there of available?						

### Part 15: Preventive maintenance of fire vehicle and rescue equipment

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
457.	Doc 9137	Is there any Preventive maintenance program?						
458.	Part-1	Is the maintenance conduct correctly?						
	Chapter -17	a) maintenance personnel						
		b) maintenance procedures						
		c) defect reporting system						
		d) designated maintenance work areas						
		e) tools						
		f) spare parts						

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
		g) storage of maintenance records						
459.		Is the maintenance personnel be appropriately skilled, trained and good practical working knowledge?						
		a) Heavy vehicle mechanical trade qualifications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		b) Fire pumps and foam systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		c) Complementary agent systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		d) Hydraulics / pneumatics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		e) Automotive electrical training	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		f) Self-Contained Breathing Apparatus (SCBA) systems / breathing air compressors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		g) Knowledge of regulatory requirements pertaining to provision of RFF	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		h) Knowledge of national or local regulations pertaining to maintenance activities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

### Part 16: Availability of Rescue and Fire Fighting Information

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
460.	Doc 9137 Part-1	Is all the relevant information pertaining to the fire services as required, published in the Aeronautical Information Publication (AIP)?						
461.	Chapter -16	Does this information contain the number of personnel per shift during hours of operation?						
462.		Is the ATC and airlines notified of deviations from the published personnel strength?						
463.		Is there any objection to the Chairman publishing this information?						

### Part 17: Wildlife strike hazard reduction

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
464.	ANO-14 Vol-1 Art-9.4	Common types of wildlife species frequently seen:	<input type="checkbox"/>	<input type="checkbox"/>				
		a) Bird	<input type="checkbox"/>	<input type="checkbox"/>				
		b) Dog	<input type="checkbox"/>	<input type="checkbox"/>				
		c) Cat	<input type="checkbox"/>	<input type="checkbox"/>				
		d) Monkey	<input type="checkbox"/>	<input type="checkbox"/>				
		e) Reptiles	<input type="checkbox"/>	<input type="checkbox"/>				
		f) Others	<input type="checkbox"/>	<input type="checkbox"/>				
465.			Does the Airport operator have any wildlife control committee?					
466.		Does the committee arrange meeting on reduction of Wildlife Hazard regularly?						
467.		Does the aerodrome maintain any record of wildlife hazard?						
468.		Total number of wildlife strikes in last 3(three) months? Is the number following decreasing trend?						
469.		Does the aerodrome operator submit wildlife hazard report regularly?						
470.		Equipment available to distract animals:						
		a) Gas Canon	<input type="checkbox"/>	<input type="checkbox"/>				
		b) Air Gun	<input type="checkbox"/>	<input type="checkbox"/>				
		c) Sonic amplifier	<input type="checkbox"/>	<input type="checkbox"/>				
		d) Others	<input type="checkbox"/>	<input type="checkbox"/>				
471.		Are the assigned personnel trained to operate all the equipment?						

### Part 18: Apron Management

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
472.	ANO-14 Vol-1 Art-9.5	Who provide the Apron Management service?						
473.		If not provided by Control Tower then the procedures followed						
474.		Is there any established procedure to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower?						
475.		Is there any procedure when low visibility is in effect?						
476.		Is there any unauthorized obstacle on the apron area?						
477.		Foreign Object Debris (FOD) found on apron area?						
478.		Vehicles operating on the apron? Do the drivers have appropriate driving license?						
479.		Are all the vehicles provided with walkie talkie / radiotelephony to communicate with the control tower?						
480.		Is the walkie talkie / radiotelephony working properly?						

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
481.		Are the drivers authorized by control tower/designated authority?						
482.		Do the drivers comply with mandatory instructions conveyed by markings and signs?						

### Part 19: Disable Aircraft

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
483.	A14 2.10, 9.3, Doc 9774 App.1- 4.14	The procedures for removing an aircraft that is disabled on or near the movement area?						
484.		Details of the roles of the aerodrome operator and the holder of the aircraft's certificate of registration						
485.		The arrangements for telling the holder of the certificate of registration						
486.		The arrangements for liaising with air traffic control and the responsible section						
487.		The arrangements for obtaining equipment and persons to remove the aircraft.						
488.		The names, role and telephone numbers of persons responsible for arranging for the removal of disabled aircraft						
489.		Is the operator maintaining records in accordance with the aerodrome manual?						
490.		Are adequate and suitable staff and resources available?						
491.		Is there a plan for the removal of an aircraft disabled on, or adjacent to, the movement area established for an aerodrome, and a coordinator designated to implement the plan, when necessary?						
492.		Does the aerodrome has plans for the rapid availability and deployment of salvage and removal equipment between aerodromes, and the protection of evidence, custody and the removal of aircraft in accordance with ICAO Annex 13?						
493.		Is the disabled aircraft removal plan based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome?						
494.		Is there a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such purpose?						
495.		Is there an information concerning the capability to remove an aircraft disabled on or adjacent to the movement area published in the AIP?						

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
496.		The arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes						
497.		The arrangements for contacting the certificate of registration in accordance with the manual						
498.		The arrangements for liaising with ATC and Air Safety Department.						
499.		Is the staff aware of safety requirements during aircraft removal?						
500.		Are any conditions or exemptions complied with?						
501.		If observed, was the removal in accordance with the manual?						
502.		Are disabled aircraft removal incidents noted, reported and followed up?						
503.		Rescue and firefighting Category & Capability						
504.		Procedure for Coordination between aeronautical information services (AIS) and aerodrome authorities						
505.		Is there an established quality system procedure to maintain the data quality?						
506.		Any Additional Remarks/Observations						

### Part 19: Miscellaneous

SI No	Ref	Topic	Y	N	S	U	NA	Remarks
507.	ANO-14 Vol-1 Chapter- 9	Is there an Emergency Operation Center (EOC) at the aerodrome? Where is it set up?						
508.		Establishment & manning of EOC and Command posts & for communication between them?						
509.		Does the EOC have any reflective signboard to be clearly identified?						
510.		Is the whole aerodrome visible from the EOC?						
511.		How many persons are assigned to run EOC?						
512.		Equipment supplied to EOC: a) Alerting System b) Telephone c) Walkie talkie d) Binocular e) Others	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
513.		Has the Aerodrome operator developed any Aerodrome Emergency Plan?						
514.		Does the operator arrange regular Aerodrome Emergency Exercise?						Last Date:

Sl No	Ref	Topic	Y	N	S	U	NA	Remarks
515.		Any approved document available as a proof of Aerodrome Emergency Exercise being taken place?						
516.		Emergencies performed during last exercise: a) Aircraft emergency b) Sabotage including bomb threats c) Unlawfully seized aircraft d) Dangerous goods occurrence e) Building Fire f) Natural disaster g) Public health emergency	<input type="checkbox"/>	<input type="checkbox"/>				
517.		Participation of all concerned officials during the exercise						
518.		Does the aerodrome have fencing to prevent authorized entry?						
519.		Security lighting available?						
520.		Autonomous runway incursion warning system (ARIWS) installed?						
521.		Action taken during ground servicing of aircraft.						
522.		Fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.						
523.		Is Surface movement guidance & control system procedures available?						

**Comments (if required) by Inspector :**

**Recommendations:**

**Signature of Aerodrome Inspector(s) with date:**

A handwritten signature in black ink, followed by the date '21-11-23' written in a similar style.

**Engr. Md. Habibur Rahman**

(Superintending Engineer)

Director

Aerodrome Standard Division

CAAB, Kurmitola, Dhaka-1229.