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2.8 - Lista de verificare privind conversia certificatului aerodromului/aeroportului (vis-a-vis de Regulamentul privind procedurile administrative referitoare la aerodromuri, aprobat prin Hotărârea Guvernului nr. 653/2018)

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018 **GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018**		
PARTEA CS	**SPECIFICAȚII DE CERTIFICARE LA REGULAMENTUL PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI**	
Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Numărul Certificatului:** **Certificate number:**	**Numărul Certificatului:** **Certificate number:**
Tel.: **Tel.:**	**Tel.:** **Tel.:**	**Tel.:** **Tel.:**
Locul desfășurării controlului: **The venue of the control:**	**Locul desfășurării controlului:** **The venue of the control:**	
Data ultimului control: **Date of last control:**	**Data ultimului control:** **Date of last control:**	
Conducătorul controlului: **Control team leader:**	**Conducătorul controlului:** **Control team leader:**	

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri CS		**Ref. CT-AD**	**DA/ NU/ n/a**	**Dovezi de conformare/ măsuri de remediere**	**Nota**
A. General					
CS-ADR-DSN.A.005	(a) An aerodrome reference code, consisting of a code number and letter which is selected for aerodrome planning purposes, should be determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended.				

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	(b) The aerodrome reference code numbers and letters should have the meanings assigned to them in Table A-1.				
	(c) The code number for element 1 should be determined from Table A-1, column 1, selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended. The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided.				
	(d) The code letter for element 2 should be determined from Table A-1, column 3, by selecting the code letter which corresponds to the greatest wingspan, or the greatest outer main gear wheel span whichever gives the more demanding code letter of the aeroplanes for which the facility is intended.				
CS ADR-DSN.A.010	Intentionally left blank				
B. RUNWAYS					
CS ADR-DSN.B.015	The number and orientation of runways at an aerodrome should be such that the usability factor of the aerodrome is optimized taking into account that safety is not compromised				
CS ADR-DSN.B.020	Intentionally left blank				
CS ADR-DSN.B.025	Intentionally left blank				
CS ADR-DSN.B.030	(a) A threshold should be provided on a runway.				
	(b) A threshold needs not to be provided on a take-off runway.				
	c) A threshold should be located at the extremity of a runway unless operational considerations justify the choice of another location				
	(d) When it is necessary to displace a threshold, either permanently or temporarily, from its normal location, account should be taken of the various factors which may have a bearing on the location of the threshold.				
	(e) When the threshold is displaced, the threshold location should be measured at the inner edge of the threshold marking (the transverse stripe across the runway).				
CS ADR-DSN.B.035	(a) The length of a runway should provide declared distances adequate to meet the operational requirements for the aircraft which the runway is intended to serve.				
	(b) The following distances should be calculated to the nearest metre for each runway: (1) Take-off run available; (2) Take-off distance available; (3) Accelerate-stop distance available; and				

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	(4) Landing distance available.				
	(c) The length of the runway is measured from the start of the runway pavement or where a transverse stripe marking is provided to indicate threshold displacement, at the inner edge of the transverse stripe across the runway.				
CS ADR-DSN.B.040	The length(s) of a stopway or clearway, where provided, should be of adequate distance to meet the operational requirements for the aircraft which the runway is intended to serve.				
CS ADR-DSN.B.045	(a) The width of a runway should be not less than the appropriate dimension specified in the Table B-1.				
	(b) The width of the runway should be measured at the outside edge of the runway side stripe marking where provided, or the edge of the runway.				
CS ADR-DSN.B.050	(a) Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be: (1) 210 m where the higher code number is 3 or 4; (2) 150 m where the higher code number is 2; and (3) 120 m where the higher code number is 1.				
CS ADR-DSN.B.055	(a) Where parallel instrument runways are intended for simultaneous use, the minimum distance between their centre lines should be: (1) 1 035 m for independent parallel approaches; (2) 915 m for dependent parallel approaches; (3) 760 m for independent parallel departures; and (4) 760 m for segregated parallel operations.				
	(b) Apart from provided in (a) above, for segregated parallel operations the specified minimum distance: (1) may be decreased by 30 m for each 150 m that the arrival runway is staggered toward the arriving aircraft, to a minimum of 300 m; and (2) should be increased by 30 m for each 150 m that the arrival runway is staggered away from the arriving aircraft.				
	(c) Other combinations of minimum distances should apply taking into account ATM and operational aspects.				
CS ADR-DSN.B.060	(a) The safety objective of limiting the longitudinal runway slope is to enable stabilized and safe use of runway by an aircraft.				
	(b) The slope computed by dividing the difference between the maximum and minimum elevation along the runway centre line by the runway length should not exceed: (1) 1 % where the code number is 3 or 4; and (2) 2 % where the code number is 1 or 2.				

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	(c) Along no portion of a runway should the longitudinal slope exceed: (1) 1.25 % where the code number is 4, except that for the first and last quarter of the length of the runway where the longitudinal slope should not exceed 0.8 %; (2) 1.5 % where the code number is 3, except that for the first and last quarter of the length of a precision approach runway Category II or III where the longitudinal slope should not exceed 0.8 %; and (3) 2 % where the code number is 1 or 2.				
CS ADR-DSN.B.065	(a) The safety objective of limiting the longitudinal runway slope changes is to avoid damage of aircraft and to enable safe use of runway by an aircraft.				
	(b) Where slope changes cannot be avoided, a slope change between two consecutive slopes should not exceed: (1) 1.5 % where the code number is 3 or 4; and (2) 2 % where the code number is 1 or 2.				
	© The transition from one slope to another should be accomplished by a curved surface with a rate of change not exceeding: (1) 0.1 % per 30 m (minimum radius of curvature of 30 000 m) where the code number is 4; (2) 0.2 % per 30 m (minimum radius of curvature of 15 000 m) where the code number is 3; and (3) 0.4 % per 30 m (minimum radius of curvature of 7 500 m) where the code number is 1 or 2.				
CS ADR-DSN.B.070	(a) The safety objective of minimum runway sight distance values is to achieve the necessary visibility to enable safe use of runway by an aircraft.				
	(b) Where slope changes on runways cannot be avoided, they should be such that there should be an unobstructed line of sight from: (1) any point 3 m above a runway to all other points 3 m above the runway within a distance of at least half the length of the runway where the code letter is C, D, E, or F; (2) any point 2 m above a runway to all other points 2 m above the runway within a distance of at least half the length of the runway where the code letter is B; and (3) any point 1.5 m above a runway to all other points 1.5 m above the runway within a distance of at least half the length of the runway where the code letter is A.				
CS ADR-DSN.B.075	Undulations or appreciable changes in slopes located close together along a runway should be avoided. The distance between the points of intersection of two successive curves should not be less than: (a) the sum of the absolute numerical values of the corresponding slope changes multiplied by the appropriate value as follows: (1) 30 000 m where the code number is 4;				

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	(2) 15 000 m where the code number is 3; and (3) 5 000 m where the code number is 1 or 2; or				
	(b) 45 m; whichever is greater.				
CS ADR-DSN.B.080	(a) The safety objective of runway transverse slopes is to promote the most rapid drainage of water from the runway.				
	(b) To promote the most rapid drainage of water, the runway surface should be cambered, except where a single crossfall from high to low in the direction of the wind most frequently associated with rain would ensure rapid drainage. The transverse slope should be: (1) not less than 1 % and not more than 1.5 % where the code letter is C, D, E or F; and; (2) not less than 1 % and not more than 2 % where the code letter is A or B; except at runway or taxiway intersections where flatter slopes may be necessary.				
	(c) For a cambered surface, the transverse slope on each side of the centre line should be symmetrical.				
	(d) The transverse slope should be substantially the same throughout the length of a runway except at an intersection with another runway or a taxiway where an even transition should be provided taking account of the need for adequate drainage.				
CS ADR-DSN.B.085	The runway should be of sufficient strength to support normal operations of the most demanding aircraft without risk of damage either to the aeroplane or the runway.				
CS ADR-DSN.B.090	(a) The surface of a runway should be constructed without irregularities that would impair the runway surface friction characteristics or otherwise adversely affect the take-off or landing of an aeroplane.				
	(b) A paved runway should be so constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level.				
	(c) The average surface texture depth of a new surface should be not less than 1.0 mm.				
	(d) When the surface is grooved or scored, the grooves or scorings should be either perpendicular to the runway centre line or parallel to non-perpendicular transverse joints where applicable.				
SECTION 1 — RUNWAY TURN PADS					
	(a) The safety objective of the runway turn pad is to facilitate a safe 180-degree turn by aeroplanes on runway ends that are not served by a taxiway or taxiway turnaround.				

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CS ADR-DSN.B.095	(b) Where the end of a runway is not served by a taxiway or a taxiway turnaround, and if required, a runway turn pad should be provided to facilitate a 180-degree turn of aeroplanes.				
	(c) The design of a runway turn pad should be such that when the cockpit of the most demanding aircraft for which the turn pad is intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the turn pad should be not less than that given				
	(d) The runway turn pad should be located on either the left or right side of the runway and adjoining the runway pavement at both ends of the runway and at some intermediate locations where deemed necessary.				
	(e) The intersection angle of the runway turn pad with the runway should not exceed 30 degrees.				
	(f) The nose wheel steering angle to be used in the design of the runway turn pad should not exceed 45 degrees.				
CS ADR-DSN.B.100	The longitudinal and transverse slopes on a runway turn pad should be sufficient to prevent the accumulation of water on the surface and facilitate rapid drainage of surface water. The slopes should be the same as those on the adjacent runway pavement surface.				
CS ADR-DSN.B.105	The strength of a runway turn pad should be compatible with the adjoining runway which it serves, due consideration being given to the fact that the turn pad should be subjected to slow-moving traffic making hard turns and consequent higher stresses on the pavement.				
CS ADR-DSN.B.110	(a) The surface of a runway turn pad should not have surface irregularities that may cause damage to an aeroplane using the turn pad.				
	(b) The surface of a runway turn pad should be so constructed or resurfaced as to provide surface friction characteristics at least equal to that of the adjoining runway.				
CS ADR-DSN.B.115	The runway turn pads should be provided with shoulders of such width as is necessary to prevent surface erosion by the jet blast of the most demanding aircraft for which the turn pad is intended and any possible foreign object damage to the aeroplane engines.				
CS ADR-DSN.B.120	The strength of runway turn pad shoulders should be capable of withstanding the occasional passage of the most demanding aircraft it is designed to serve without inducing structural damage to the aircraft and to the supporting ground vehicles that may operate on the shoulder.				
SECTION 2 — RUNWAY SHOULDERS					

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CS ADR-DSN.B.125	(a) The safety objective of runway shoulder is that it should be so constructed as to mitigate any hazard to an aircraft running off the runway or stopway or to avoid the ingestion of loose stones or other objects by turbine engines.				
	(b) Runway shoulders should be provided for a runway where the code letter is D, E or F, for aeroplanes with an OMGWS from 9 m up to but not including 15 m.				
CS ADR-DSN.B.130	(a) The safety objective of runway shoulder transverse slopes is to promote the most rapid drainage of water from the runway and runway shoulder.				
	(b) The surface of the paved shoulder that abuts the runway should be flush with the surface of the runway and its transverse slope should not exceed 2.5 %.				
CS ADR-DSN.B.135	For aeroplanes with an OMGWS from 9 m up to but not including 15 m the runway shoulders should extend symmetrically on each side of the runway so that the overall width of the runway and its shoulders is not less than (a) 60 m where the code letter is D or E;				
	(b) 60 m where the code letter is F with two- or three-engined aeroplanes; and				
	(c) 75 m where the code letter is F with four (or more) engined aeroplanes.				
CS ADR-DSN.B.140	The portion of a runway shoulder between the runway edge and a distance of 30 m from the runway centre line should be prepared or constructed so as to be capable, in the event of an aeroplane running off the runway, of supporting the aeroplane without inducing structural damage to the aeroplane and of supporting ground vehicles which may operate on the shoulder.				
CS ADR-DSN.B.145	(a) The surface of a runway shoulder should be prepared or constructed so as to resist erosion and prevent the ingestion of the surface material by aeroplane engines.				
	(b) Runway shoulders for code letter F aeroplanes should be paved to a minimum overall width of runway and shoulder of not less than 60 m.				
SECTION 3 — RUNWAY STRIP					
CS ADR-DSN.B.150	(a) The safety objective of the runway strip is to reduce the risk of damage to an aircraft accidentally running off the runway, to protect aircraft flying over it when taking-off or landing, and to enable safe use by rescue and firefighting (RFF) vehicles.				
	(b) A runway and any associated stopways should be included in a strip.				
CS ADR-DSN.B.155	(a) A strip should extend before the threshold and beyond the end of the runway or stopway for a distance of at least: (1) 60 m where the code number is 2, 3, or 4; (2) 60 m where the code number is 1 and the runway is an instrument one; and (3) 30 m where the code number is 1 and the runway is a non-instrument one.				

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CS ADR-DSN.B.160	(a) A strip including a precision approach runway should extend laterally to a distance of at least: (1) 140 m where the code number is 3 or 4; and (2) 70 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout the length of the strip.				
	(b) A strip including a non-precision approach runway should extend laterally to a distance of at least: (1) 140 m where the code number is 3 or 4; and (2) 70 m where the code number is 1 or 2; on each side of the centre line of the runway and its extended centre line throughout the length of the strip.				
	(c) A strip including a non-instrument runway should extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least: (1) 75 m where the code number is 3 or 4; (2) 40 m where the code number is 2; and (3) 30 m where the code number is 1.				
CS ADR-DSN.B.165	(a) An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practicable, be removed.				
	(b) No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in Chapter T, should be permitted on a runway strip: (1) within 77.5 m of the runway centre line of a precision approach runway Category I, II or III where the code number is 4 and the code letter is F; or (2) within 60 m of the runway centre line of a precision approach runway Category I, II or III where the code number is 3 or 4; or (3) within 45 m of the runway centre line of a precision approach runway Category I where the code number is 1 or 2. No mobile object should be permitted on this part of the runway strip during the use of the runway for landing or take-off.				
	(c) To eliminate a buried vertical surface on objects situated on a graded portion of the runway strip, a slope should be provided to minimize hazards to aeroplanes running off the runway.				
CS ADR-DSN.B.170	Intentionally left blank				
	(a) That portion of a strip of an instrument runway within a distance of at least:				

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CS ADR-DSN.B.175	(1) 75 m where the code number is 3 or 4; and (2) 40 m where the code number is 1 or 2; from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.				
	(b) That portion of a strip of a non-instrument runway within a distance of at least: (1) 75 m where the code number is 3 or 4; (2) 40 m where the code number is 2; and (3) 30 m where the code number is 1; from the centre line of the runway and its extended centre line should provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.				
	(c) The surface of that portion of a strip that abuts a runway, shoulder, or stopway should be flush with the surface of the runway, shoulder, or stopway.				
	(d) That portion of a strip to at least 30 m before the start of a runway should be prepared against blast erosion in order to protect a landing aeroplane from the danger of an exposed edge.				
CS ADR-DSN.B.180	(a) The safety objective of longitudinal runway strip slope is to define maximum gradient values that should not interfere with the safe use of the runway strip by an aircraft.				
	(b) A longitudinal slope along that portion of a strip to be graded should not exceed: (1) 1.5 % where the code number is 4; (2) 1.75 % where the code number is 3; and (3) 2 % where the code number is 1 or 2.				
	(c) Longitudinal slope changes on that portion of a strip to be graded should be as gradual as practicable, and abrupt changes or sudden reversals of slopes should be avoided.				
CS ADR-DSN.B.185	a) Transverse slopes on that portion of a strip to be graded should be adequate to prevent the accumulation of water on the surface but should not exceed: (1) 2.5 % where the code number is 3 or 4; and (2) 3 % where the code number is 1 or 2; except that to facilitate drainage from the slope for the first 3 m outward from the runway, shoulder or stopway edge should be negative as measured in the direction away from the runway and may be as great as 5 %.				
	(b) The transverse slopes of any portion of a strip beyond that to be graded should not exceed an upward slope of 5 % as measured in the direction away from the runway.				

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CS ADR-DSN.B.190	(a) That portion of a strip of an instrument runway within a distance of at least: (1) 75 m where the code number is 3 or 4; and (2) 40 m where the code number is 1 or 2; from the centre line of the runway and its extended centre line should be prepared or constructed so as to minimize hazards arising from differences in load-bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.				
	(b) That portion of a strip containing a non-instrument runway within a distance of at least: (1) 75 m where the code number is 3 or 4; (2) 40 m where the code number is 2; and (3) 30 m where the code number is 1; from the centre line of the runway and its extended centre line should be prepared or constructed so as to minimize hazards arising from differences in load-bearing capacity to aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.				
CS ADR-DSN.B.191	The safety objective of the drainage systems of the movement area and adjacent areas is to minimize water depth on the surface by draining surface water off the runway in the shortest path practicable and particularly out of the area of the wheel path.				
SECTION 4 — CLEARWAYS, STOPWAYS AND RADIO ALTIMETER OPERATING AREA					
CS ADR-DSN.B.195	(a) The inclusion of detailed specifications for clearways below is not intended to imply that a clearway has to be provided. (b) Location of clearways: The origin of a clearway should be at the end of the take-off run available. (c) Length of clearways: The length of a clearway should not exceed half the length of the takeoff run available. (d) Width of clearways: A clearway should extend laterally to a distance of at least 75 m on each side of the extended centre line of the runway. (e) Slopes on clearways: The ground in a clearway should not project above a plane having an upward slope of 1.25 %, the lower limit of this plane being a horizontal line which: (1) is perpendicular to the vertical plane containing the runway centre line; and (2) passes through a point located on the runway centre line at the end of the take-off run available.				
	(f) An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed.				

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CS ADR-DSN.B.200	(a) The inclusion of detailed specifications for stopways below is not intended to imply that a stopway has to be provided.				
	(b) Width of stopways: A stopway should have the same width as the runway with which it is associated.				
	(c) Slopes on stopways: Slopes and changes in slope on a stopway, and the transition from a runway to a stopway, should comply with the specifications in CS ADR-DSN.B.060 to CS ADRDSN.B.080 for the runway with which the stopway is associated except that: (1) the limitation in CS ADR-DSN.B.060(b) of a 0.8 per cent slope for the first and last quarter of the length of a runway need not be applied to the stopway; and (2) at the junction of the stopway and runway and along the stopway the maximum rate of slope change may be 0.3 per cent per 30 m (minimum radius of curvature of 10 000 m) for a runway where the code number is 3 or 4.				
	(d) Strength of stopways: A stopway should be prepared or constructed so as to be capable, in the event of an abandoned take-off, of supporting the aeroplane which the stopway is intended to serve without inducing structural damage to the aeroplane.				
	(e) Surface of stopways: The surface of a paved stopway should be so constructed or resurfaced as to provide surface friction characteristics at or above those of the associated runway.				
CS ADR-DSN.B.205	(a) A radio altimeter operating area should be established in the pre-threshold area of a precision approach runway Category II and III, and where practicable, in the pre-threshold area of a precision approach runway Category I.				
	(b) Length of the area: A radio altimeter operating area should extend before the threshold for a distance of at least 300 m.				
	(c) Width of the area: A radio altimeter operating area should extend laterally, on each side of the extended centre line of the runway, to a distance of 60 m, except that, when special circumstances so warrant, the distance may be reduced to no less than 30 m if a safety assessment indicates that such reduction would not affect the safety of operations of aircraft.				
CHAPTER C — RUNWAY END SAFETY AREA					
CS ADR-DSN.C.210	(a) The safety objective of the runway end safety area (RESA) is to minimize risks to aircraft and their occupants when an aeroplane overruns or undershoots a runway.				
	(b) A runway end safety area should be provided at each end of a runway strip where:				

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	(1) the code number is 3 or 4; and (2) the code number is 1 or 2 and the runway is an instrument one.				
	(c) Where practicable, a runway end safety area should be provided at each end of a runway strip where the code number is 1 or 2 and the runway is a non-instrument one				
CS ADR-DSN.C.215	(a) Length of runway end safety area (1) A runway end safety area should extend from the end of a runway strip to a distance of at least 90 m and, as far as practicable, extend to a distance of: (i) 240 m where the code number is 3 or 4 and (ii) 120 m where the code number is 1 or 2 and the runway is an instrument one;				
	(2) A runway end safety area should extend from the end of a runway strip, as far as practicable, to a distance of 30 m where the code number is 1 or 2 and the runway is a non-instrument one.				
	(b) Notwithstanding the provisions in (a) above, the length of the runway end safety area may be reduced where an arresting system is installed, based on the design specifications of the system.				
	(c) Width of runway end safety area The width of a runway end safety area should be at least twice that of the associated runway and, wherever practicable, be equal to that of the graded portion of the associated runway strip.				
CS ADR-DSN.C.220	No fixed object, other than equipment and installations required for air navigation or for aeroplane safety purposes and satisfying the relevant frangibility requirement CS ADRDSN.T.910, should be permitted on a runway end safety area. The detailed requirements for siting objects on a RESA are in CS ADR-DSN.T.915.				
CS ADR-DSN.C.225	A runway end safety area should provide a cleared and graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane undershooting or overrunning the runway.				
CS ADR-DSN.C.230 Slopes	(a) Longitudinal slopes (1) The slopes of a runway end safety area should be such that no part of the runway end safety area penetrates the approach or take-off climb surface. (2) The longitudinal slopes of a runway end safety area should not exceed a downward slope of 5 %. Longitudinal slope changes should be as gradual as practicable, and abrupt changes or sudden reversals of slopes should be avoided.				
	(b) Transverse slopes The transverse slopes of a runway end safety area should not exceed an upward or downward slope of 5 %. Transitions between differing slopes should be as gradual as practicable.				

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CS ADR-DSN.C.235	A runway end safety area should have a bearing strength sufficient to serve its primary purpose.				
CHAPTER D — TAXIWAYS					
CS ADR-DSN.D.240	Unless otherwise indicated, the requirements in Chapter D - Taxiways are applicable to all types of taxiways. The design of a taxiway should be such that, when the cockpit of the aeroplane for which the taxiway is intended, remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway should be not less than that given by the following tabulation				
CS ADR-DSN.D.245	A straight portion of a taxiway should have a width of not less than that given by the following tabulation:				
CS ADR-DSN.D.250	(a) Changes in direction of taxiways should be as few and small as possible. The radii of the curves should be compatible with the maneuvering capability and normal taxiing speeds of the aeroplanes for which the taxiway is intended.				
	(b) The design of the curve should be such that when the cockpit of the aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheels of the aeroplane and the edge of the taxiway should be not less than those specified in CS ADR-DSN.D.240.				
CS ADR-DSN.D.255	(a) To facilitate the movement of aeroplanes, fillets should be provided at junctions and intersections of taxiways with runways, aprons, and other taxiways.				
	(b) The design of the fillets should ensure that the minimum wheel clearances specified in CS ADR-DSN.D.240 are maintained when aeroplanes are maneuvering through the junctions or intersections.				
CS ADR-DSN.D.260	(a) The safety objective of minimum taxi separation distances is to allow safe use of taxiways and aircraft stand taxilanes to prevent possible collision with other aeroplanes operating on adjacent runways or taxiways, or collision with adjacent objects.				
	(b) The separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object should not be less than the appropriate dimension specified in Table D-1.				
	(a) The safety objective of limiting the longitudinal taxiway slope is to enable stabilized safe use of taxiway by an aircraft.				

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CS ADR-DSN.D.265	(b) The longitudinal slope of a taxiway should not exceed: (1) 1.5 % where the code letter is C, D, E, or F; and (2) 3 % where the code letter is A or B.				
CS ADR-DSN.D.270	(a) The safety objective of limiting the longitudinal taxiway slope changes is to avoid damage of aircraft and to enable safe use of taxiway by an aircraft.				
	(b) Where slope changes on a taxiway cannot be avoided, the transition from one slope to another slope should be accomplished by a curved surface with a rate of change not exceeding: (1) 1 % per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E, or F; and (2) 1 % per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A or B.				
	(c) Where slope changes in (b)(1) and (2) are not achieved and slopes on a taxiway cannot be avoided, the transition from one slope to another slope should be accomplished by a curved surface which should allow the safe operation of all aircraft in all weather conditions.				
CS ADR-DSN.D.275	(a) The safety objective of minimum taxiway sight distance values is to achieve the necessary visibility to enable safe use of taxiway by an aircraft.				
	(b) Where a change in slope on a taxiway cannot be avoided, the change should be such that, from any point: (1) 3 m above the taxiway, it should be possible to see the whole surface of the taxiway for a distance of at least 300 m from that point where the code letter is C, D, E, or F; (2) 2 m above the taxiway, it should be possible to see the whole surface of the taxiway for a distance of at least 200 m from that point where the code letter is B; and (3) 1.5 m above the taxiway, it should be possible to see the whole surface of the taxiway for a distance of at least 150 m from that point where the code letter is A.				
CS ADR-DSN.D.280	(a) The safety objective of taxiway transverse slopes is to promote the most rapid drainage of water from the taxiway.				
	(b) The transverse slopes of a taxiway should be sufficient to prevent the accumulation of water on the surface of the taxiway but should not exceed: (1) 1.5 % where the code letter is C, D, E, or F; and (2) 2 % where the code letter is A or B.				

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CS ADR-DSN.D.285	The strength of a taxiway should be suitable for the aircraft that the taxiway is intended to serve.				
CS ADR-DSN.D.290	(a) The surface of a taxiway should not have irregularities that cause damage to aeroplane structures.				
	(b) The surface of a paved taxiway should be so constructed or resurfaced as to provide suitable surface friction characteristics				
CS ADR-DSN.D.295	(a) The safety objective of rapid exit taxiway is to facilitate safe rapid exit of aeroplanes from a runway.				
	(b) A rapid exit taxiway should be designed with a radius of turn-off curve of at least: (1) 550 m where the code number is 3 or 4; and (2) 275 m where the code number is 1 or 2; to enable under wet conditions exit speeds of: (i) 93 km/h where the code number is 3 or 4; and (ii) 65 km/h where the code number is 1 or 2.				
	(c) The radius of the fillet on the inside of the curve at a rapid exit taxiway should be sufficient to provide a widened taxiway throat in order to facilitate early recognition of the entrance and turn-off onto the taxiway				
	(d) A rapid exit taxiway should include a straight distance after the turn-off curve sufficient for an exiting aircraft to come to a full stop clear of any intersecting taxiway (Figure D-1).				
	(e) The intersection angle of a rapid exit taxiway with the runway should not be greater than 45°, nor less than 25° and preferably should be 30°.				
CS ADR-DSN.D.300	(a) The width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, should not be less than the width of the graded area of the strip provided for that taxiway unless a proven method of lateral restraint is provided which should not be hazardous for aeroplanes for which the taxiway is intended.				
	(b) Access should be provided to allow rescue and firefighting vehicles to intervene in both directions within the specified response time to the largest aeroplane for which the taxiway bridge is intended				
	(c) A bridge should be constructed on a straight section of the taxiway with a straight section on both ends of the bridge to facilitate the alignment of aeroplanes approaching the bridge				
CS ADR-DSN.D.305	(a) Straight portions of a taxiway where the code letter is C, D, E, or F should be provided with shoulders which extend symmetrically on each side of the taxiway so that the overall width of the taxiway and its shoulders on straight portions is not less than:				

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	(1) 44 m where the code letter is F; (2) 38 m where the code letter is E; (3) 34 m where the code letter is D; and (4) 25 m where the code letter is C.				
	(b) On taxiway curves and on junctions or intersections where increased pavement is provided, the shoulder width should be not less than that on the adjacent straight portions of the taxiway				
	(c) When a taxiway is intended to be used by turbine-engined aeroplanes, the surface of the taxiway shoulder should be prepared so as to resist erosion and the ingestion of the surface material by aeroplane engines.				
CS ADR-DSN.D.310	A taxiway, other than an aircraft stand taxilane, should be included in a strip.				
CS ADR-DSN.D.315	(a) The safety objective of the width of taxiway strips is to allow safe use of taxiways in relation to adjacent objects.				
	(b) A taxiway strip should extend symmetrically on each side of the centre line of the taxiway throughout the length of the taxiway to at least the distance from the centre line given in Table D-1, column (11).				
CS ADR-DSN.D.320	The taxiway strip should provide an area clear of objects which may endanger taxiing aeroplanes.				
CS ADR-DSN.D.325	(a) The safety objective of the grading of a taxiway strip is to reduce the risk of damage to an aircraft accidentally running off the taxiway.				
	(b) The centre portion of a taxiway strip should provide a graded area to a distance from the centre line of the taxiway of not less than that given by the following tabulation: (1) 10.25 m where the OMGWS is up to but not including 4.5 m; (2) 11 m where the OMGWS is 4.5 m up to but not including 6 m; (3) 12.50 m where the OMGWS is 6 m up to but not including 9 m; (4) 18.50 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is D; (5) 19 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is E; (6) 22 m where the OMGWS is 9 m up to but not including 15 m, where the code letter is F.				
CS ADR-DSN.D.330	(a) The safety objective of limiting the longitudinal taxiway strip slopes and slope changes and of minimum sight distances values is to reduce the probability of damage to an aircraft accidentally running off the taxiway and to enable safe use of these areas by rescue and firefighting vehicles.				

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	(b) The surface of the strip should be flush at the edge of the taxiway or shoulder if provided, and the graded portion should not have an upward transverse slope exceeding: (1) 2.5 % for strips where the code letter is C, D, E, or F; and (2) 3 % for strips of taxiways where the code letter is A or B; the upward slope being measured with reference to the transverse slope of the adjacent taxiway surface and not the horizontal. The downward transverse slope should not exceed 5 % measured with reference to the horizontal				
	(c) The transverse slopes on any portion of a taxiway strip beyond that to be graded should not exceed an upward or downward slope of 5 % as measured in the direction away from the taxiway.				
CS ADR-DSN.D.335	(a) Holding bay(s) or other bypasses of sufficient size and adequate construction should be provided where necessary, to make deviations in the departure sequence possible.				
	(b) A runway-holding position or positions should be established: (1) on the taxiway, if the location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or ILS/MLS critical/sensitive area or interfere with the operation of radio navigation aids; (2) on the taxiway, at the intersection of a taxiway and a runway; and (3) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route.				
	(c) An intermediate holding position should be established on a taxiway at any point other than a runway-holding position where it is desirable to define a specific holding limit.				
	(d) An emergency access road should be equipped with road-holding positions at all intersections with runways and taxiways.				
	(e) A road-holding position should be established at each intersection of a road with a runway.				
CS ADR-DSN.D.340	(a) The distance between a holding bay, runway-holding position established at a taxiway/runway intersection or road-holding position and the centre line of a runway should be in accordance with Table D-2 and such that a holding aircraft or vehicle should not interfere with the operation of radio navigation aids.				
	(b) At elevations greater than 700 m the distance of 90 m specified in Table D-2 for a precision approach runway code number 4 should be increased as follows: (1) up to an elevation of 2 000 m; 1 m for every 100 m in excess of 700 m; (2) elevation in excess of 2 000 m and up to 4 000 m; 13 m plus 1.5 m for every 100 m in excess of 2 000 m; and				

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	(3) elevation in excess of 4 000 m and up to 5 000 m; 43 m plus 2 m for every 100 m in excess of 4 000 m.				
	(c) The location of a runway-holding position established in accordance with CS ADRDSN. D.335 should be such that a holding aircraft or vehicle will not infringe the obstacle free zone, approach surface, take-off climb surface or ILS/MLS critical/sensitive area or interfere with the operation of radio navigation aids.				
CHAPTER E — APRONS					
CS ADR-DSN.E.345	Aprons should be provided to permit the safe loading and off-loading of passengers, cargo, or mail as well as the servicing of aircraft without interfering with the aerodrome traffic.				
CS ADR-DSN.E.350	Intentionally left blank				
CS ADR-DSN.E.355	Each part of an apron should be capable of withstanding the traffic of the aircraft it is intended to serve, due consideration being given to the fact that some portions of the apron should be subjected to a higher density of traffic and, as a result of slow moving or stationary aircraft, to higher stresses than a runway.				
CS ADR-DSN.E.360	(a) Slopes on an apron, including those on an aircraft stand taxilane, should be sufficient to prevent accumulation of water on the surface of the apron but should be kept to the minimum required to facilitate effective drainage.				
	(b) On an aircraft stand the maximum slope should not exceed 1 % in any direction.				
CS ADR-DSN.E.365	(a) The safety objective of clearance distances on aircraft stands is to provide safe separation between an aircraft using the stand and any adjacent building, aircraft on another stand and other objects.				
	(b) An aircraft stand should provide the following minimum clearances between an aircraft entering or exiting the stand and any adjacent building, aircraft on another stand and other objects: Code Letter Clearance A 3 m B 3 m C 4.5 m D 7.5 m E 7.5 m F 7.5 m				
	(c) The minimum clearance distance for code letters D, E and F can be reduced: (1) for height limited objects, (2) if the stand is restricted for aircraft with specific characteristics,				

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	(3) in the following locations (for aircraft using a taxi-in, push-back procedure only): (i) between the terminal (including passenger loading bridges) and the nose of an aircraft; and (ii) over a portion of the stand provided with azimuth guidance by a visual docking guidance system.				
CHAPTER F — ISOLATED AIRCRAFT PARKING POSITION					
CS ADR-DSN.F.370	(a) The safety objective of the isolated aircraft parking position is to provide safe separation between aircraft that need isolation and other aerodrome activities.				
	(b) General An isolated aircraft parking position should be designated by the aerodrome operator for parking of aircraft that needs isolation from normal aerodrome activities.				
	(c) Location The isolated aircraft parking position should be located at the maximum distance practicable and in any case never less than 100 m from other parking positions, buildings, or public areas, etc.				
CHAPTER G — DE-ICING/ANTI-ICING FACILITIES					
CS ADR-DSN.G.375	Aeroplane de-icing/anti-icing facilities should be provided at an aerodrome where icing conditions are expected to occur.				
CS ADR-DSN.G.380	(a) De-icing/anti-icing facilities should be provided either at aircraft stands or at specified remote areas.				
	(b) The de-icing/anti-icing facilities should be located to be clear of the obstacle limitation surfaces to not cause interference to the radio navigation aids and be clearly visible from the air traffic control tower for clearing the treated aeroplane.				
CS ADR-DSN.G.385	(a) The safety objective of the de-icing/anti-icing pad dimensions is to allow safe positioning of aircraft for de-icing/anti-icing, including sufficient room for the safe movement of de-icing vehicles around the aircraft.				
	(b) The size of a de-icing/anti-icing pad should be equal to the parking area required by the most demanding aircraft in a given category with at least 3.8 m clear paved area all around the aeroplane for the movement of the de-icing/anti-icing vehicles.				
CS ADR-DSN.G.390	The de-icing/anti-icing pads should be provided with suitable slopes: (a) to ensure satisfactory drainage of the area;				
	(b) to permit collection of all excess de-icing/anti-icing fluid running off an aeroplane; and				
	(c) not to hinder the movement of aircraft on or off the pad.				

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CS ADR-DSN.G.395	The de-icing/anti-icing pad should be capable of withstanding the traffic of the aircraft it is intended to serve.				
CS ADR-DSN.G.400	(a) The safety objective of the clearance distances on a de-icing/anti-icing pad is to provide safe separation between an aircraft using the stand and any adjacent building, aircraft on another stand and other objects.				
	b) A de-icing/anti-icing pad should provide the following minimum clearances between an aircraft using the stand and any adjacent building, aircraft on another stand and other objects:				
	(c) If the pad layout is such as to include bypass configuration, the minimum separation distances specified in Table D-1, column (13) should be provided.				
	(d) Where the de-icing/anti-icing facility is located adjoining a regular taxiway, the taxiway minimum separation distance specified in Table D-1, column (11) should be provided (see Figure G-1).				
CHAPTER H — OBSTACLE LIMITATION SURFACES					
CS ADR-DSN.H.405	Applicability: The purpose of the obstacle limitation surfaces is to define the airspace around aerodromes to be maintained free from obstacles so as to permit the intended aeroplane operations at the aerodromes to be conducted safely.				
CS ADR-DSN.H.410	Intentionally left blank				
CS ADR-DSN.H.415	(a) Applicability: The purpose of the **conical** surface is to facilitate safe visual manoeuvring in the vicinity of the aerodrome.				
	(b) Description: A surface sloping upwards and outwards from the periphery of the inner horizontal surface.				
	(c) Characteristics: The limits of the conical surface should comprise: (1) a lower edge coincident with the periphery of the inner horizontal surface; and (2) an upper edge located at a specified height above the inner horizontal surface.				
	(d) The slope of the conical surface should be measured in a vertical plane perpendicular to the periphery of the inner horizontal surface				
CS ADR-DSN.H.420	(a) Applicability: The purpose of the **inner horizontal** surface is to protect airspace for visual maneuvering prior to landing.				
	(b) Description: A surface located in a horizontal plane above an aerodrome and its environs.				
	(c) Characteristics: The outer limits of the inner horizontal surface are defined by a circle centred on the geometric centre of the runway, by a convex contour composed of circular arcs centred on the intersections of the extended RWY centre line with the end of the RWY strip, joined tangentially by straight lines				

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	parallel to the runway centre line, as shown in Figure H-1, or on other points established for such purpose.				
	(d) The height of the inner horizontal surface should be measured above an established elevation datum. The elevation datum used for the height of the inner horizontal surface should be: (1) the elevation of the highest point of the lowest threshold of the related runway; or (2) the elevation of the highest point of the highest threshold of the related runway; or (3) the elevation of the highest point of the runway; or (4) the aerodrome elevation.				
CS ADR-DSN.H.425	(a) Applicability: The purpose of the **approach** surface is to protect an aircraft during the final approach to the runway by defining the area that should be kept free from obstacles to protect an aeroplane in the final phase of the approach-to-land manoeuvre.				
	(b) Description: An inclined plane or combination of planes preceding the threshold.				
	(c) Characteristics. The limits of the approach surface should comprise: (1) an inner edge of specified length, horizontal and perpendicular to the extended centre line of the runway, and located at a specified distance before the threshold; (2) two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the runway; and (3) an outer edge parallel to the inner edge. The above surfaces should be varied when lateral offset, offset or curved approaches are utilized, specifically, two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the extended centre line of the lateral offset, offset or curved ground track.				
	(d) The elevation of the inner edge should be equal to the elevation of the mid-point of the threshold				
	(e) The slope(s) of the approach surface should be measured in the vertical plane containing the centre line of the runway and should continue containing the centre line of any lateral offset or curved ground track.				
CS ADR-DSN.H.430	(a) Applicability: The purpose of the **transitional** surface is to define the limit of the area available for buildings, other structures or natural obstructions, such as trees.				
	(b) Description: A complex surface along the side of the strip and part of the side of the approach surface that slopes upwards and outwards to the inner horizontal surface.				

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	(c) Characteristics: The limits of a transitional surface should comprise: (1) a lower edge beginning at the intersection of the side of the approach surface with the inner horizontal surface and extending down the side of the approach surface to the inner edge of the approach surface and from there along the length of the strip parallel to the runway centre line; and (2) an upper edge located in the plane of the inner horizontal surface.				
	(d) The elevation of a point on the lower edge should be: (1) along the side of the approach surface — equal to the elevation of the approach surface at that point; and (2) along the strip — equal to the elevation of the nearest point on the centre line of the runway or its extension.				
	(e) The slope of the transitional surface should be measured in a vertical plane at right angles to the centre line of the runway.				
CS ADR-DSN.H.435	(a) Applicability: The purpose of the **take-off climb** surface is to protect an aircraft on take-off and during climb-out.				
	(b) Description: An inclined plane or other specified surface beyond the end of a runway or clearway.				
	(c) Characteristics: The limits of the take-off climb surface should comprise: (1) an inner edge horizontal and perpendicular to the centre line of the runway, and located either at a specified distance beyond the end of the runway, or at the end of the clearway when such is provided, and its length exceeds the specified distance; (2) two sides originating at the ends of the inner edge, diverging uniformly at a specified rate from the take-off track to a specified final width and continuing thereafter at that width for the remainder of the length of the take-off climb surface; and (3) an outer edge horizontal and perpendicular to the specified take-off track.				
	(d) The elevation of the inner edge should be equal to the highest point on the extended runway centre line between the end of the runway and the inner edge, except that when a clearway is provided, the elevation should be equal to the highest point on the ground on the centre line of the clearway.				
	(e) In the case of a straight take-off flight path, the slope of the take-off climb surface should be measured in the vertical plane containing the centre line of the runway.				
	(f) In the case of a take-off flight path involving a turn, the take-off climb surface should be a complex surface containing the horizontal normal to its centre line, and the slope of the centre line should be the same as that for a straight take-off flight path.				

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CS ADR-DSN.H.440	Intentionally left blank				
CS ADR-DSN.H.445	(a) An **OFZ** is intended to protect aeroplanes from fixed and mobile obstacles during Category II and III operations when approaches are continued below decision height, and during any subsequent missed approach or balked landing with all engines operating normally. It is not intended to supplant the requirement of other surfaces or areas where these are more demanding.				
	(b) The OFZ is made up of the following obstacle limitation surfaces: (1) inner approach surface; (2) inner transitional surfaces; and (3) balked landing surface.				
CS ADR-DSN.H.450	(a) Applicability: The purpose of the **inner approach** surface is to protect final precision approaches.				
	(b) Description: A rectangular portion of the approach surface immediately preceding the threshold.				
	(c) Characteristics: The limits of the inner approach surface should comprise: (1) an inner edge coincident with the location of the inner edge of the approach surface but of its own specified length; (2) two sides originating at the ends of the inner edge and extending parallel to the vertical plane containing the centre line of the runway; and (3) an outer edge parallel to the inner edge.				
CS ADR-DSN.H.455	(a) Applicability: The purpose of the **inner transitional** surface is to protect aeroplanes during precision approaches and balked landing.				
	(b) Description: A surface similar to the transitional surface but closer to the runway.				
	(c) Characteristics: The limits of an inner transitional surface should comprise: (1) a lower edge beginning at the end of the inner approach surface and extending down the side of the inner approach surface to the inner edge of that surface, from there along the strip parallel to the runway centre line to the inner edge of the balked landing surface, and from there up the side of the balked landing surface to the point where the side intersects the inner horizontal surface; and (2) an upper edge located in the plane of the inner horizontal surface.				
	(d) The elevation of a point on the lower edge should be: (1) along the side of the inner approach surface and balked landing surface — equal to the elevation of the particular surface at that point; and (2) along the strip — equal to the elevation of the nearest point on the centre line of the runway or its extension.				

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	(e) The slope of the inner transitional surface should be measured in a vertical plane at right angles to the centre line of the runway.				
CS ADR-DSN.H.460	(a) Applicability: The purpose of the **balked landing** surface is to protect balked landing				
	(b) Description: An inclined plane located at a specified distance after the threshold, extending between the inner transitional surfaces.				
	(c) Characteristics: The limits of the balked landing surface should comprise: (1) an inner edge horizontal and perpendicular to the centre line of the runway and located at a specified distance after the threshold; (2) two sides originating at the ends of the inner edge and diverging uniformly at a specified rate from the vertical plane containing the centre line of the runway; and (3) an outer edge parallel to the inner edge and located in the plane of the inner horizontal surface.				
	(d) The elevation of the inner edge should be equal to the elevation of the runway centre line at the location of the inner edge.				
	(e) The slope of the balked landing surface should be measured in the vertical plane containing the centre line of the runway.				
CHAPTER J — OBSTACLE LIMITATION REQUIREMENTS					
CS ADR-DSN.J.465	Obstacle limitation requirements should be distinguished between: (a) non-instrument runways;				
	(b) non-precision approach runways				
	(c) precision approach runways; and				
	(d) runways meant for take-off.				
CS ADR-DSN.J.470	(a) The following obstacle limitation surfaces should be established for a non-instrument runway: (1) conical surface; (2) inner horizontal surface; (3) approach surface; and (4) transitional surfaces.				
	(b) The heights and slopes of the surfaces should not be greater than, and their other dimensions not less than, those specified in Table J-1.				
	(c) New objects or extensions of existing objects should not be permitted above an approach or transitional surface except when the new object or extension would be shielded by an existing immovable object.				
	(d) New objects or extensions of existing objects should not be permitted above the conical surface or inner horizontal surface except when the object would be shielded by an existing immovable object, or if after a safety assessment, it is				

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	determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
	(e) Existing objects above any of the conical surface, inner horizontal surface, approach surface and transitional surfaces should, as far as practicable, be removed except when the object is shielded by an existing immovable object, or if after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
	(f) In considering proposed construction, account should be taken of the possible future development of an instrument runway and consequent requirement for more stringent obstacle limitation surfaces.				
CS ADR-DSN.J.475	(a) The following obstacle limitation surfaces should be established for a non-precision approach runway: (1) conical surface; (2) inner horizontal surface; (3) approach surface; and (4) transitional surfaces.				
	(b) The heights and slopes of the surfaces should not be greater than, and their other dimensions not less than, those specified in Table J-1, except in the case of the horizontal section of the approach surface (see paragraph (c) below).				
	(c) The approach surface should be horizontal beyond the point at which the 2.5 % slope intersects: (1) a horizontal plane 150 m above the threshold elevation; or (2) the horizontal plane passing through the top of any object that governs the obstacle clearance altitude/height (OCA/H); whichever is the higher.				
	(d) New objects or extensions of existing objects should not be permitted above an approach surface within 3 000 m of the inner edge or above a transitional surface except when the new object or extension would be shielded by an existing immovable object.				
	(e) New objects or extensions of existing objects should not be permitted above the approach surface beyond 3 000 m from the inner edge, the conical surface or inner horizontal surface except when the object would be shielded by an existing immovable object, or after an safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
	(f) Existing objects above any of the surfaces required by paragraph (a) should as far as practicable be removed except when the object would be shielded by an existing immovable object, or if after a safety assessment, it is determined that				

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	the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
CS ADR-DSN.J.480	(a) The following obstacle limitation surfaces should be established for a precision approach runway Category I: (1) conical surface; (2) inner horizontal surface; (3) approach surface; and (4) transitional surfaces.				
	(b) The following obstacle limitation surfaces should be established for a precision approach runway Category II or III: (1) conical surface; (2) inner horizontal surface; (3) approach surface and inner approach surface; (4) transitional surfaces and inner transitional surfaces; and (5) balked landing surface.				
	(c) The heights and slopes of the surfaces should not be greater than, and their other dimensions not less than, those specified in Table J-1, except in the case of the horizontal section of the approach surface in paragraph (d) below.				
	(d) The approach surface should be horizontal beyond the point at which the 2.5 % slope intersects: (1) a horizontal plane 150 m above the threshold elevation; or (2) the horizontal plane passing through the top of any object that governs the obstacle clearance limit; whichever is the higher.				
	(e) Fixed objects should not be permitted above the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function should be located on the strip. Mobile objects should not be permitted above these surfaces during the use of the runway for landing.				
	(f) New objects or extensions of existing objects should not be permitted above an approach surface or a transitional surface except when the new object or extension would be shielded by an existing immovable object.				
	(g) New objects or extensions of existing objects should not be permitted above the conical surface and the inner horizontal surface except when an object would be shielded by an existing immovable object, or if after a safety assessment , it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				

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	(h) Existing objects above an approach surface, a transitional surface, the conical surface and inner horizontal surface should, as far as practicable, be removed except when an object would be shielded by an existing immovable object, or if after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
CS ADR-DSN.J.485	(a) The safety objective of the take-off climb surface slopes and dimensions is to allow safe take-off operations by defining the limits above which new obstacles should not be permitted unless shielded by an existing immoveable object.				
	(b) A take-off climb surface should be established for a runway meant for take-off.				
	(c) The dimensions of the surface should be not less than the dimensions specified in Table J-2, except that a lesser length may be adopted for the take-off climb surface where such lesser length would be consistent with procedural measures adopted to govern the outward flight of aeroplanes				
	(d) New objects or extensions of existing objects should not be permitted above a take-off climb surface except when the new object or extension would be shielded by an existing immovable object.				
	(e) Existing objects that extend above a take-off climb surface should as far as practicable be removed except when an object is shielded by an existing immovable object, or if after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.				
CS ADR-DSN.J.486	(a) Objects which do not project through the approach surface but which would nevertheless adversely affect the optimum siting or performance of visual or non-visual aids should, as far as practicable, be removed.				
	(b) Anything which may, after a safety assessment, endanger aeroplanes on the movement area or in the air within the limits of the inner horizontal and conical surfaces should be regarded as an obstacle and should be removed in so far as practicable.				
CS ADR-DSN.J.487	(a) Applicability: The specifications in paragraph (b) below apply only to the area under control of the aerodrome operator.				
	(b) In areas beyond the limits of the obstacle limitation surfaces, at least those objects which extend to a height of 150 m or more above ground elevation should be regarded as obstacles, unless a safety assessment indicates that they do not constitute a hazard to aeroplanes.				
CHAPTER K — VISUAL AIDS FOR NAVIGATION					
	(a) An aerodrome should be equipped with a sufficient number of wind direction indicators in order to provide wind information to the pilot during approach and take-off.				

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CS ADR-DSN.K.490	(b) Location: Each wind direction indicator should be located so that at least one wind direction indicator is visible from aircraft in flight, during approach or on the movement area before take-off, and in such a way as to be free from the effects of air disturbances caused by nearby objects.				
	(c) Characteristics: (1) Each wind direction indicator should be in the form of a truncated cone made of fabric and should have a length of not less than 3.6 m and a diameter, at the larger end, of not less than 0.9 m. (2) It should be constructed so that it gives a clear indication of the direction of the surface wind and a general indication of the wind speed. (3) The colour or colours should be so selected as to make the wind direction indicator clearly visible and understandable from a height of at least 300 m. Having regard to background: (i) where practicable, a single colour should be used; and (ii) where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they should preferably be orange and white, red and white, or black and white, and should be arranged in five				
	(d) Night conditions: Provision should be made for illuminating a sufficient number of wind indicators at an aerodrome intended for use at night.				
CS ADR-DSN.K.495	(a) Location: Where provided, a landing direction indicator should be located in a conspicuous place on the aerodrome.				
	(b) Characteristics: (1) The landing direction indicator should be in the form of a 'T'. (2) The shape and minimum dimensions of a landing 'T' should be as shown in Figure K-1. (3) The colour of the landing 'T' should be either white or orange, the choice being dependent on the colour that contrasts best with the background against which the indicator should be viewed. (4) Where used at night, the landing 'T' should either be illuminated or outlined by white lights.				
CS ADR-DSN.K.500	(a) A signalling lamp should be provided at a controlled aerodrome in the aerodrome control tower.				
	(b) Characteristics: (1) A signalling lamp should be capable of producing red, green and white signals, and of: (i) being aimed manually at any target as required; and				

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	(ii) giving a signal in any one colour followed by a signal in either of the two other colours. (2) The beam spread should be not less than 1° or greater than 3°, with negligible light beyond 3°. When the signalling lamp is intended for use in the daytime, the intensity of the coloured light should be not less than 6 000 cd.				
CS ADR-DSN.K.505	Intentionally left blank				
CS ADR-DSN.K.510	Intentionally left blank				
CS ADR-DSN.K.515	Intentionally left blank				
CHAPTER L — VISUAL AIDS FOR NAVIGATION					
CS ADR-DSN.L.520	Markings should be of a conspicuous colour and contrast with the surface on which they are laid. (a) Runway markings should be white.				
	(b) Markings for taxiways, runway turn pads, and aircraft stands should be yellow.				
	(c) Apron safety lines should be of a conspicuous colour which should contrast with that used for aircraft stand markings.				
	(d) When it is operationally necessary to apply temporary runway or taxiway markings, those markings should comply with the relevant CS.				
CS ADR-DSN.L.525	(a) Applicability: A runway designation marking should be provided at the thresholds of a runway.				
	(b) Location and positioning: A runway designation marking should be located at a threshold as shown in Figure L-1 as appropriate				
	(c) Characteristics: (1) A runway designation marking should consist of a two-digit number and on parallel runways should be supplemented with a letter. (i) On a single runway, dual parallel runways and triple parallel runways, the two-digit number should be the whole number nearest the onetenth of the magnetic North when viewed from the direction of approach. (ii) On four or more parallel runways, one set of adjacent runways should be numbered to the nearest one-tenth magnetic azimuth and the other set of adjacent runways numbered to the next nearest one-tenth of the magnetic azimuth. (iii) When a runway designation marking consists of a single digit number, it should be preceded by a zero. (2) In the case of parallel runways, each runway designation number should be supplemented by a letter as follows, in the order shown from left to right when viewed from the direction of approach:				

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	(i) for two parallel runways: 'L' 'R'; (ii) for three parallel runways: 'L' 'C' 'R'; (iii) for four parallel runways: 'L' 'R' 'L' 'R'; (iv) for five parallel runways: 'L' 'C' 'R' 'L' 'R' or 'L' 'R' 'L' 'C' 'R'; and (v) for six parallel runways: 'L' 'C' 'R' 'L' 'C' 'R'. (3) The numbers and letters should be in the form and proportion shown in Figure L-2. The dimensions should be not less than those shown in Figure L-2. Where the numbers are incorporated in the threshold marking, larger dimensions should be used in order to fill adequately the gap between the stripes of the threshold marking.				
CS ADR-DSN.L.530	(a) Applicability: A runway centre line marking should be provided on a paved runway.				
	(b) Location: A runway centre line marking should be located along the centre line of the runway between the runway designation marking as shown in Figure L-1, except when interrupted as given in CS ADR-DSN.L.560.				
	c) Characteristics: (1) A runway centre line marking should consist of a line of uniformly spaced stripes and gaps. The length of a stripe plus a gap should be not less than 50 m or more than 75 m. The length of each stripe should be at least equal to the length of the gap or 30 m, whichever is greater. (2) The width of the stripes should be not less than: (i) 0.90 m on precision approach Category II and III runways; (ii) 0.45 m on non-precision approach runways where the code number is 3 or 4, and precision approach Category I runways; and (iii) 0.30 m on non-precision approach runways where the code number is 1 or 2, and on non-instrument runways.				
CS ADR-DSN.L.535	(a) Applicability: A threshold marking should be provided at the threshold of a runway.				
	(b) Characteristics: (1) The stripes of the threshold marking should commence 6 m from the threshold. (2) A runway threshold marking should consist of a pattern of longitudinal stripes of uniform dimensions disposed symmetrically about the centre line of a runway as shown in Figure L-1(A) and L-1(B) for a runway width of 45 m. The number of stripes should be in accordance with the runway width as follows: Runway width Number of stripes 18 m 4 23 m 6 30 m 8				

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	45 m 12 60 m 16 except that on non-precision approach and non-instrument runways 45 m or greater in width, they may be as shown in Figure L-1(C). (3) The stripes should extend laterally to within 3 m of the edge of a runway or to a distance of 27 m on either side of a runway centre line, whichever results in the smaller lateral distance. (4) Where a runway designation marking is placed within a threshold marking, there should be a minimum of three stripes on each side of the centre line of the runway. (5) Where a runway designation marking is placed above a threshold marking, the stripes should be continued across the runway. The stripes should be at least 30 m long and approximately 1.80 m wide with spacings of approximately 1.80 m between them. Where the stripes are continued across a runway, a double spacing should be used to separate the two stripes nearest the centre line of the runway, and in the case where the designation marking is included within the threshold marking, this spacing should be 22.5 m.				
	(c) Displaced threshold: (1) Where a threshold is displaced from the extremity of a runway or where the extremity of a runway is not square with the runway centre line, a transverse stripe as shown in Figure L-3(B) should be added to the threshold marking. (2) A transverse stripe should be not less than 1.80 m wide. (3) Where a runway threshold is permanently displaced, arrows conforming to Figure L-3(B) should be provided on the portion of the runway before the displaced threshold. (4) When a runway threshold is temporarily displaced from the normal position, it should be marked as shown in Figure L-3(A) or L-3(B), and all markings prior to the displaced threshold should be obscured except the runway centre line marking which should be converted to arrows.				
CS ADR-DSN.L.540	(a) Applicability: (1) An aiming point marking should be provided at each approach end of an instrument runway where the code number is 2, 3, or 4. (2) An aiming point marking should be provided when additional conspicuity of the aiming point is required at each approach end of: (i) a non-instrument runway where the code number is 3 or 4, (ii) an instrument runway where the code number is 1.				
	b) Characteristics. The aiming point marking should commence no closer to the threshold than the distance indicated in the appropriate column of Table L-1,				

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	except that, on a runway equipped with a PAPI system, the beginning of the marking should be coincident with the visual approach slope origin.				
	(c) An aiming point marking should consist of two conspicuous stripes. The dimensions of the stripes and the lateral spacing between their inner sides should be in accordance with the provisions of the appropriate column of Table L-1.				
CS ADR-DSN.L.545	(a) Applicability: (1) A touchdown zone marking should be provided in the touchdown zone of a paved precision approach runway where the code number is 2, 3, or 4. (2) A touchdown zone marking should be provided in the touchdown zone of a paved non-precision approach or non-instrument runway where the code number is 3 or 4 and additional conspicuity of the touchdown zone is desirable.				
	(b) Location: A touchdown zone marking should consist of pairs of rectangular markings symmetrically disposed about the runway centre line with the number of such pairs related to the landing distance available and, where the marking is to be displayed at both the approach directions of a runway, the distance between the thresholds, as follows:				
	(c) Characteristics: (1) A touchdown zone marking should conform to the patterns shown in Figure L-4. For the pattern shown in Figure L-4(A), the markings should be not less than 22.5 m long and 3 m wide. For the pattern shown in Figure L-4(B), each stripe of each marking should be not less than 22.5 m long and 1.8 m wide with spacing of 1.5 m between adjacent stripes. (2) The lateral spacing between the inner sides of the rectangles should be equal to that of the aiming point marking where provided. Where an aiming point marking is not provided, the lateral spacing between the inner sides of the rectangles should correspond to the lateral spacing specified for the aiming point marking in Table L-1 (columns (2), (3), (4), or (5), as appropriate). The pairs of markings should be provided at longitudinal spacings of 150 m beginning from the threshold, except that pairs of touchdown zone markings coincident with or located within 50 m of an aiming point marking should be deleted from the pattern. (3) On a non-precision approach runway where the code number is 2, an additional pair of touchdown zone marking stripes should be provided 150 m beyond the beginning of the aiming point marking.				
CS ADR-DSN.L.550	(a) Applicability: (1) A runway side stripe marking should be provided between the thresholds of a runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.				

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	(2) A runway side stripe marking should be provided on a precision approach runway irrespective of the contrast between the runway edges and the shoulders or the surrounding terrain.				
	b) Location and characteristics: (1) A runway side stripe marking should consist of two stripes, one placed along each edge of the runway with the outer edge of each stripe approximately on the edge of the runway, except that, where the runway is greater than 60 m in width, the stripes should be located 30 m from the runway centre line. (2) Where a runway turn pad is provided, the runway side stripe marking should be continued between the runway and the runway turn pad. (3) A runway side stripe should have an overall width of at least 0.9 m on runways 30 m or more in width and at least 0.45 m on narrower runways.				
CS ADR-DSN.L.555	(a) Applicability: (1) Taxiway centre line marking should be provided on a taxiway, deicing/anti-icing facility and apron in such a way as to provide continuous guidance between the runway centre line and aircraft stands. (2) Taxiway centre line marking should be provided on a runway when the runway is part of a standard taxi-route and where the taxiway centre line is not coincident with the runway centre line.				
	(b) Characteristics: (1) On a straight section of a taxiway, the taxiway centre line marking should be located along the taxiway centre line. (2) On a taxiway curve, the marking should continue from the straight portion of the taxiway at a constant distance from the outside edge of the curve. (3) At an intersection of a taxiway with a runway, where the taxiway serves as an exit from the runway, the taxiway centre line marking should be curved into the runway centre line marking as shown in Figure L-5. The taxiway centre line marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2. (4) Where taxiway centre line marking is provided in accordance with (a) 2 above, the marking should be located on the centre line of the designated taxiway. (5) A taxiway centre line marking should be at least 15 cm in width and continuous in length except where it intersects with a runway-holding position marking or an intermediate holding position marking as shown in Figure L-5. Taxiway markings (shown with basic runway markings).				
	(a) At an intersection of two (or more) runways, the markings of the more important runway, except for the runway side stripe marking, should be displayed and the markings of the other runway(s) should be interrupted. The runway side stripe				

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CS ADR-DSN.L.560	marking of the more important runway should be either continued across the intersection or interrupted.				
	(b) The order of importance of runways for the display of runway markings should be as follows: (1) precision approach runway; (2) non-precision approach runway; and (3) non-instrument runway.				
	(c) At an intersection of a runway and taxiway the markings of the runway should be displayed and the markings of the taxiway interrupted, except that runway side stripe markings should be either continued across the intersection or interrupted.				
CS ADR-DSN.L.565	(a) Applicability: Where a runway turn pad is provided, a runway turn pad marking should be provided for continuous guidance to enable an aeroplane to complete a 180-degree turn and align with the runway centre line.				
	(b) Characteristics: (1) The runway turn pad marking should be curved from the runway centre line into the turn pad. The radius of the curve should be compatible with the maneuvering capability and normal taxiing speeds of the aeroplanes for which the runway turn pad is intended. (2) The intersection angle of the runway turn pad marking with the runway centre line should not be greater than 30 degrees. (3) The runway turn pad marking should be extended parallel to the runway centre line marking for a distance of at least 60 m beyond the point of tangency where the code number is 3 or 4, and for a distance of at least 30 m where the code number is 1 or 2. (4) A runway turn pad marking should guide the aeroplane in such a way as to allow a straight portion of taxiing before the point where a 180-degree turn is to be made. The straight portion of the runway turn pad marking should be parallel to the outer edge of the runway turn pad. (5) The design of the curve allowing the aeroplane to negotiate a 180-degree turn should be based on a nose wheel steering angle not exceeding 45 degrees. (6) The design of the turn pad marking should be such that when the cockpit of the aeroplane remains over the runway turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the runway turn pad should be not less than those specified in CS ADR-DSN.B.095(c). (7) A runway turn pad marking should be at least 15 cm in width and continuous in length.				
	(a) Where provided, an enhanced taxiway centre line marking should be installed at each taxiway/runway intersection where it is necessary to denote the proximity of a runway holding position.				

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CS ADR-DSN.L.570	(b) Characteristics: (1) Enhanced taxiway centre line marking should be as shown in Figure L-6. An enhanced taxiway centre line marking should extend from the runway holding position Pattern A (as defined in Figure L-5) to a distance of up to 47 m in the direction of travel away from the runway (see Figure L-6(a)). (2) If the enhanced taxiway centre line marking intersects another runway holding position marking, such as for a precision approach Category II or III runway, that is located within 47 m of the first runway-holding position marking, the enhanced taxiway centre line marking should be interrupted 0.9 m prior to and after the intersected runway-holding position marking. The enhanced taxiway centre line marking should continue beyond the intersected runway-holding position marking for at least three dashed line segments or 47 m from start to finish, whichever is greater (see Figure L-6(b)). (3) If the enhanced taxiway centre line marking continues through a taxiway/taxiway intersection that is located within 47 m of the runway holding position marking, the enhanced taxiway centre line marking should be interrupted 1.5 m prior to and after the point where the intersected taxiway centre line crosses the enhanced taxiway centre line. The enhanced taxiway centre line marking should continue beyond the taxiway/taxiway intersection for at least three dashed line segments or 47 m from start to finish, whichever is greater (see Figure L-6(c)). (4) Where two taxiway centre lines converge at or before the runway-holding position marking, the inner dashed line should not be less than 3 m in length (see Figure L-6(d)). (5) Where there are two opposing runway-holding position markings and the distance between the markings is less than 94 m, the enhanced taxiway centre line markings should extend over this entire distance. The enhanced taxiway centre line markings should not extend beyond either runway-holding position marking (see Figure L-6(e)).				
CS ADR-DSN.L.575	A runway-holding position marking should be displayed along a runway-holding position. (a) Characteristics: (1) At an intersection of a taxiway and a non-instrument, non-precision approach or take-off runway, the runway-holding position marking should be as shown in Figure L-5, pattern A. (2) Where a single runway-holding position is provided at an intersection of a taxiway and a precision approach Category I, II or III runway, the runway holding position marking should be as shown in Figure L-5, pattern A. (3) Where two or three runway-holding positions are provided at such an intersection, the runway-holding position marking closer (closest) to the runway				

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	should be as shown in Figure L-5, pattern A, and the markings farther from the runway should be as shown in Figure L-5, pattern B. (4) The runway-holding position marking displayed at a runway-holding position established in accordance with CS ADR-DSN.D.335(b)(1) should be as shown in Figure L-5, pattern A. (5) Where increased conspicuity of the runway-holding position is required, the runway-holding position marking should be as shown in Figure L-7, pattern A or pattern B, as appropriate. (6) Where a pattern B runway-holding position marking is located on an area here it would exceed 60 m in length, a mandatory instruction marking containing the term 'CAT II' or 'CAT III' as appropriate should be marked on the surface at the ends of the runway-holding position marking and at equal intervals of 45 m maximum between successive marks. The letters should be not less than 1.8 m high and should be placed not more than 0.9 m on the holding side of the runway holding position marking. (7) The runway-holding position marking displayed at a runway/runway intersection should be perpendicular to the centre line of the runway forming part of the standard taxi-route. The pattern of the marking should be as shown in Figure L-7, pattern A.				
CS ADR-DSN.L.580	(a) Applicability: (1) An intermediate holding position marking should be displayed along an intermediate holding position. (2) An intermediate holding position marking should be displayed at the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.				
	(b) Location: (1) Where an intermediate holding position marking is displayed at an intersection of two taxiways, it should be located across the taxiway atь sufficient distance from the near edge of the intersecting taxiway to ensure safe clearance between taxiing aircraft. It should be coincident with a stop bar or intermediate holding position lights where provided. (2) The distance between an intermediate holding position marking at the exit boundary of a remote de-icing/anti-icing facility and the centre line of the adjoining taxiway should not be less than the dimension specified in the table below. **Code letter Distance (meters)** B 20 C 26 D 37 E 43.5 F 51				

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	(c) Characteristics: An intermediate holding position marking should consist of a single broken line as shown in Figure L-5.				
CS ADR-DSN.L.585	(a) Applicability: When a VOR aerodrome check-point is established, it should be indicated by a VOR aerodrome check-point marking and sign.				
	(b) Location: A VOR aerodrome check-point marking should be centred on the spot at which an aircraft is to be parked to receive the correct VOR signal.				
	(c) Characteristics: (1) A VOR aerodrome check-point marking should consist of a circle 6 m in diameter and have a line width of 15 cm (see Figure L-8(A)). (2) When it is preferable for an aircraft to be aligned in a specific direction, a line should be provided that passes through the centre of the circle on the desired azimuth. The line should extend 6 m outside the circle in the desired direction of heading and terminate in an arrowhead. The width of the line should be 15 cm (see Figure L-8(B)). (3) A VOR aerodrome check-point marking should differ from the colour used for the taxiway markings and when applicable from a contrasting viewpoint, be white in colour				
CS ADR-DSN.L.590	(a) Applicability: Aircraft stand markings should be provided for designated parking positions on an apron and on a de-icing/anti-icing facility.				
	(b) General characteristics: Aircraft stand markings should include such elements as stand identification, lead-in line, turn bar, turning line, alignment bar, stop line and lead-out line as are required by the parking configuration and to complement other parking aids.				
	(c) Aircraft stand identification: (1) An aircraft stand identification (letter and/or number) should be included in the lead-in line a short distance after the beginning of the lead-in line. The height of the identification should be adequate to be readable from the cockpit of aircraft using the stand. (2) Identification of the aircraft for which each set of markings is intended, should be added to the stand identification where two sets of aircraft stand markings are superimposed on each other in order to permit more flexible use of the apron and safety would be impaired if the wrong marking was followed.				
	(d) Lead-in, turning, and lead-out lines: (1) Lead-in, turning, and lead-out lines should, as far as practicable, be continuous in length and have a width of not less than 15 cm. Where one or more sets of stand markings are superimposed on a stand marking, the lines should be continuous for the most demanding aircraft and broken for other aircraft.				

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	(2) The curved portions of lead-in, turning, and lead-out lines should have radii appropriate to the most demanding aircraft type for which the markings are intended. (3) Where it is intended that an aircraft proceeds in one direction only, arrows pointing in the direction to be followed should be added as part of the lead-in and lead-out lines.				
	(e) Alignment bar: An alignment bar should be placed so as to be coincident with the extended centre line of the aircraft in the specified parking position and visible to the pilot during the final part of the parking manoeuvre. It should have a width of not less than 15 cm.				
	(f) Turn bar and stop line: (1) A turn bar should be located at right angles to the lead-in line, abeam the left pilot position at the point of initiation of any intended turn. It should have a length and width of not less than 6 m and 15 cm respectively and include an arrowhead to indicate the direction of turn. (2) A stop line should be located at right angles to the alignment bar, abeam the left pilot position at the intended point of stop. It should have a length and width of not less than 6 m and 15 cm respectively. (3) If more than one turn bar and/or stop line is required, they should be designated for the appropriate aircraft types.				
CS ADR-DSN.L.595	(a) Applicability: Apron safety lines should be provided on an apron as required by the parking configurations and ground facilities.				
	(b) Location: Apron safety lines should be located so as to define the areas intended for use by ground vehicles and other aircraft servicing equipment to provide safe separation from aircraft.				
	(c) Characteristics: (1) Apron safety lines should include such elements as wing tip clearance lines and service road boundary lines as required by the parking configurations and ground facilities. (2) Apron safety lines should be of a conspicuous colour which should contrast with that used for aircraft stand markings. (3) An apron safety line should be continuous in length and at least 10 cm in width.				
CS ADR-DSN.L.597	(a) Applicability: The limits of an apron service road, should be defined by apron service road markings.				
	(b) Location: Apron service road markings should define the areas intended for use by group				
	(c) Characteristics: (1) Apron service road markings should be white.				

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	(2) Apron service road markings should be continuous in length on the edges, continuous or broken in the middle, as appropriate, and at least 10 cm in width. (3) When an apron service road crosses a taxiway or aircraft stand taxilane, the apron service road edge marking should be laterally dashed along the crossing. The stripes should be 1.0 m in length, and their width should be equal to the width of the continuous part of the marking.				
	(d) Apron service road markings should be discontinued when they intersect with other markings on an apron. The interrupted gap should be not more than 1 m on each side from the edge of the interested marking.				
CS ADR-DSN.L.600	(a) Applicability: A road-holding position marking should be provided at all road entrances or intersections to a runway or a taxiway.				
	(b) Location: (1) The road-holding position marking should be located across the road at the holding position. (2) Where a road intersects a taxiway, a road-holding position marking should be located across the road at the appropriate distance to ensure vehicles remain clear of the taxiway strip.				
	(c) Characteristics: (1) The road-holding position marking should be in accordance with the local road traffic regulations. (2) The road-holding position marking at the intersection of a road with a taxiway should be in accordance with the local traffic regulations for a yield right-of-way or mandatory stop.				
CS ADR-DSN.L.605	(a) Applicability: (1) Where a mandatory instruction sign in accordance with CS ADRDSN. N.780 is not installed, a mandatory instruction marking should be provided on the surface of the pavement. (2) On taxiways exceeding 60 m in width, or to assist in the prevention of a runway incursion, a mandatory instruction sign should be supplemented by a mandatory instruction marking.				
	b) Location: (1) The mandatory instruction marking on taxiways, where the code letter is A, B, C, or D, should be located across the taxiway equally placed about the taxiway centre line and on the holding side of the runway-holding position marking as shown in Figure L-9(A). The distance between the nearest edge of the marking and the runway-holding position marking or the taxiway centre line marking should be not less than 1 m. (2) The mandatory instruction marking on taxiways where the code letter is E or F, should be located on the both sides of the taxiway centre line marking and on				

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	the holding side of the runway-holding position marking as shown in Figure L-9(B). The distance between the nearest edge of the marking and the runway-holding position marking, or the taxiway centre line marking should be not less than 1 m.				
	(c) Characteristics: (1) A mandatory instruction marking should consist of an inscription in white on a red background. Except for a NO ENTRY marking, the inscription should provide information identical to that of the associated mandatory instruction sign. (2) A NO ENTRY marking should consist of an inscription in white reading NO ENTRY on a red background. (3) Where there is insufficient contrast between the marking and the pavement surface, the mandatory instruction marking should include an appropriate border, preferably white or black. (4) The character height should be 4 m for inscriptions where the code letter is C, D, E, or F, and at least 2 m where the code letter is A or B. The inscription should be in the form and proportions shown in Figures L-10A to L-10D. (5) The background should be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription. (6) The spacing of characters for mandatory instruction marking should be obtained by first determining the equivalent elevated sign character height and then proportioning from the spacing values given in Table N-3.				
CS ADR-DSN.L.610	(a) Applicability: Where an information sign in accordance with CS ADR-DSN.N.785 is not installed, an information marking should be displayed on the surface of the pavement.				
	(b) Characteristics: (1) An information marking should consist of: (i) an inscription in yellow upon a black background when it replaces or supplements a location sign; and (ii) an inscription in black upon a yellow background when it replaces or supplements a direction or destination sign. (2) Where there is insufficient contrast between the marking background and the pavement surface, the marking should include: (i) a black border where the inscriptions are in black; and (ii) a yellow border where the inscriptions are in yellow. (3) The character height should be as for mandatory instruction markings. (4) The spacing of characters for information marking should be as specified in Table N-3(c).				
CHAPTER M — VISUAL AIDS FOR NAVIGATION (LIGHTS)					
	(a) Elevated approach lights:				

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CS ADR-DSN.M.615	(1) Elevated approach lights and their supporting structures should be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold: (i) where the height of a supporting structure exceeds 12 m, the frangibility requirement should apply to the top 12 m only; and (ii) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects should be frangible. 2) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it should be suitably marked.				
	(b) Elevated lights: Elevated runway, stopway, and taxiway lights should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.				
	(c) Surface lights: (1) Light fixtures inset in the surface of runways, stopways, taxiways, and aprons should be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves. (2) The temperature produced by conduction or radiation at the interface between an installed inset light and an aircraft tire should not exceed 160°C during a 10-minute period of exposure.				
	(d) Light intensity and control: (1) The intensity of runway lighting should be adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided. (2) Where a high-intensity lighting system is provided, a suitable intensity control should be incorporated to allow for adjustment of the light intensity to meet the prevailing conditions. Separate intensity controls or other suitable methods should be provided to ensure that the following systems when installed, can be operated at compatible intensities: (i) approach lighting system; (ii) runway edge lights; (iii) runway threshold lights; (iv) runway end lights; (v) runway centre line lights; (vi) runway touchdown zone lights; and (vii) taxiway centre line lights. (3) On the perimeter of and within the ellipse defining the main beam in CS ADR-DSN.U.940, the maximum light intensity value should not be greater than three				

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	times the minimum light intensity value measured in accordance with CS ADR-DSN.U.940. On the perimeter of and within the rectangle defining the main beam in CS ADR-DSN.U.940, the maximum light intensity value should not be greater than three times the minimum light intensity value measured in accordance with CS ADR-DSN.U.940.				
CS ADR-DSN.M.620	(a) General (1) When operationally necessary an aerodrome beacon or identification beacon should be provided at each aerodrome intended for use at night. (2) The operational requirement should be determined having regard to the requirements of the air traffic using the aerodrome, the conspicuity of the aerodrome features in relation to its surroundings, and the installation of other visual and non-visual aids useful in locating the aerodrome.				
	(b) Aerodrome beacon (1) Applicability An aerodrome beacon should be provided at an aerodrome intended for use at night if aircraft navigate predominantly by visual means and one or more of the following conditions exist: (i) reduced visibilities are frequent; or (ii) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain. (2) Location (i) The aerodrome beacon should be located on or adjacent to the aerodrome in an area of low ambient background lighting. (ii) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land. (3) Characteristics (i) The aerodrome beacon should show either coloured flashes alternating with white flashes or white flashes only. (ii) The frequency of total flashes should be from 20 to 30 per minute. (iii) The light from the beacon should show at all angles of azimuth. The vertical light distribution should extend upwards from an elevation of not more than 1° to an elevation sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used, and the effective intensity of the flash should be not less than 2 000 cd. (iv) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10.				
	(c) Identification beacon (1) Applicability				

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An identification beacon should be provided at an aerodrome which is intended for use at night and cannot be easily identified from the air by other means. (2) Location (i) The identification beacon should be located on the aerodrome in an area of low ambient background lighting. (ii) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land. (3) Characteristics (i) An identification beacon at a land aerodrome should show at all angles of azimuth. The vertical light distribution should extend upwards from an elevation of not more than 1° to an elevation sufficient to provide guidance at the maximum elevation at which the (c) Identification beacon (1) Applicability An identification beacon should be provided at an aerodrome which is intended for use at night and cannot be easily identified from the air by other means. (2) Location (i) The identification beacon should be located on the aerodrome in an area of low ambient background lighting. (ii) The location of the beacon should be such that the beacon is not shielded by objects in significant directions and does not dazzle a pilot approaching to land. (3) Characteristics (i) An identification beacon at a land aerodrome should show at all angles of azimuth. The vertical light distribution should extend upwards from an elevation of not more than 1° to an elevation sufficient to provide guidance at the maximum elevation at which the beacon is intended to be used, and the effective intensity of the flash should be not less than 2 000 cd. (ii) At locations where a high ambient background lighting level cannot be avoided, the effective intensity of the flash should be required to be increased by a factor up to a value of 10. (iii) An identification beacon should show flashing-green. (iv) The identification characters should be transmitted in the International Morse Code. (v) The speed of transmission should be between six and eight words per minute, the corresponding range of duration of the Morse dots being from 0.15 to 0.2 seconds per dot.				
SECTION 1 — APPROACH LIGHTING SYSTEMS				
(a) The safety objective of the approach lighting system is to provide alignment and roll guidance, and limited distance-to-go information to enable safe approach to a runway.				

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CS ADR-DSN.M.625	(b) Non-instrument runway Applicability: Where physically practicable, a simple approach lighting system as specified in CS ADR-DSN.M.626 should be provided to serve a non-instrument runway where the code number is 3 or 4, and intended for use at night, except when the runway is used only in conditions of good visibility, and sufficient guidance is provided by other visual aids.				
	(c) Non-precision approach runway Applicability: Where physically practicable, a simple approach lighting system specified in CS ADR-DSN.M.626 should be provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids.				
	(d) Precision approach runway Category I Applicability: Where physically practicable, a precision approach Category I lighting system as specified in CS ADR-DSN.M.630 should be provided to serve a precision approach runway Category I.				
	(e) Precision approach runway Categories II and III Applicability: A precision approach Category II and III lighting system as specified in S ADR-DSN.M.635 should be provided to serve a precision approach runway Category II or III.				
CS ADR-DSN.M.626	(a) Location and composition: (1) A simple approach lighting system should consist of a row of lights on the extended centre line of the runway extending whenever possible, over a distance of not less than 420 m from the threshold with a row of lights forming a crossbar 18 m or 30 m in length at a distance of 300 m from the threshold (see Figure M-1). (2) The certification specifications, as prescribed in these documents provide for the basic characteristics for simple approach lighting systems. For certain aspects of these systems, some latitude is permitted, for example, in the spacing between centre line lights and crossbar.				
	(b) Crossbar lights: (1) The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. (2) The lights of the crossbar should be spaced so as to produce a linear effect, except that, when a crossbar of 30 m is used, gaps may be left on each side of the centre line. These gaps should be kept to a minimum to meet local requirements, and each should not exceed 6 m. (3) Spacing for the crossbar lights between 1 m and 4 m are in use. Gaps on each side of the centre line may improve directional guidance when approaches are				

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made with a lateral error and facilitate the movement of rescue and firefighting vehicles.				
(c) Centre line lights: (1) The lights forming the centre line should be placed at longitudinal intervals of 60 m, except that when it is desired to improve the guidance, an interval of 30 m may be used. (2) The innermost light should be located either 60 m or 30 m from the threshold, depending on the longitudinal interval selected for the centre line lights. If it is not physically possible to provide a centre line extending for a distance of 420 m from the threshold, it should be extended to 300 m so as to include the crossbar. If this is not possible, the centre line lights should be extended as far as practicable, and each centre line light should then consist of a barrette at least 3 m in length. Subject to the approach system having a crossbar at 300 m from the threshold, an additional crossbar may be provided at 150 m from the threshold. (3) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and (ii) no light other than a light located within the central part of a crossbar or a centre line barrette, excluding their extremities, should be screened from an approaching aircraft. Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated as an obstacle, and marked and lighted accordingly as specified in the requirements for obstacle marking and lighting.				
(d) Characteristics: The lights of a simple approach lighting system should be fixed lights and the colour of the lights should be such as to ensure that the system is readily distinguishable from other aeronautical ground lights, and from extraneous lighting if present, but should be preferably fixed lights showing variable white. Each centre line light should consist of either: (i) a single source; or (ii) a barrette at least 3 m in length.				
(e) Barrettes of 4 m in length should be so designed if it is anticipated that the simple approach lighting system should be developed into a precision approach lighting system.				
(f) Where provided for a non-instrument runway, the lights should show at all angles in azimuth necessary to a pilot on base leg and final approach. The intensity of the lights should be adequate for all conditions of visibility and ambient light for which the system has been provided.				

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	(g) Where provided for a non-precision approach runway, the lights should show at all angles in azimuth necessary to the pilot of an aircraft which on final approach does not deviate by an abnormal amount from the path defined by the non-visual aid. The lights should be designed to provide guidance during both day and night in the most adverse conditions of visibility and ambient light for which it is intended that the system should remain usable.				
CS ADR-DSN.M.630	(a) The safety objective of the approach lighting system is to provide alignment and roll guidance, and limited distance-to-go information to enable safe approach to a runway.				
	(b) Location and composition (1) General: A precision approach Category I lighting system should consist of a row of lights on the extended centre line of the runway extending wherever possible, over a distance of 900 m from the runway threshold with a row of lights forming a crossbar 30 m in length at a distance of 300 m from the runway threshold (see Figure M-2). (2) Crossbar lights: The lights forming the crossbar should be as close as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights of the crossbar should be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps should be kept to a minimum to meet local requirements and each should not exceed 6 m. (3) Centre line lights: The lights forming the centre line should be placed at longitudinal intervals of 30 m with the innermost light located 30 m from the threshold. (4) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and (ii) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) should be screened from an approaching aircraft. (iii) Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated as an obstacle and marked and lighted accordingly.				
	(c) Characteristics: (1) The centre line and crossbar lights of a precision approach Category I lighting system should be fixed lights showing variable white. Each centre line light position should consist of either:				

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(i) a single light source in the innermost 300 m of the centre line, two light sources in the central 300 m of the centre line, and three light sources in the outer 300 m of the centre line to provide distance information; or (ii) a barrette. (2) Where the serviceability level of the approach lights specified as a maintenance objective in CS ADR-DSN.S.895 can be demonstrated, each centre line light position should consist of either: (i) a single light source; or (ii) a barrette. When barrettes are composed of lights approximating to point sources, the lights should be uniformly spaced at intervals of not more than 1.5 m. The barrettes should be at least 4 m in length. (3) If the centre line consists of lights as described in paragraph (c)(1)(i) or (c)(2)(i) above, additional crossbars of lights to the crossbar provided at 300 m from the threshold should be provided at 150 m, 450 m, 600 m and 750 m from the threshold. The lights forming each crossbar should be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights. The lights should be spaced so as to produce a linear effect, except that gaps may be left on each side of the centre line. These gaps should be kept to a minimum to meet local requirements and each should not exceed 6 m. 4) Where the additional crossbars are incorporated in the system, the outer ends of the crossbars should lie on two straight lines that either are parallel to the line of the centre line lights or converge to meet the runway centre line 300 m upwind from threshold. (5) The characteristics of lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-5. The chromaticity of lights should be in accordance with the specifications in CS ADRDSN. U.930 and Figure U-1A or U-1B, as appropriate. (6) If the centre line consists of barrettes as described in paragraph (c)(1)(ii) or (c)(2)(ii) above, each barrette should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system, and the nature of the meteorological conditions. (7) Each flashing light, as described in paragraph (c)(6), should be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit should be such that these lights can be operated independently of the other lights of the approach lighting system.				
(a) Location and composition:				

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CS ADR-DSN.M.635	(1) The approach lighting system should consist of a row of lights on the extended centre line of the runway, extending wherever possible, over a distance of 900 m from the runway threshold. In addition, the system should have two side rows of lights, extending 270 m from the threshold, and two crossbars, one at 150 m and one at 300 m from the threshold, all as shown in Figure M-3A. Where the serviceability level of the approach lights specified as maintenance objectives in CS ADR-DSN.S.895 can be demonstrated, the system may have two side rows of lights extending 240 m from the threshold, and two crossbars, one at 150 m, and one at 300 m from the threshold, all as shown in Figure M-3B. (2) The lights forming the centre line should be placed at longitudinal intervals of 30 m with the innermost lights located 30 m from the threshold. (3) The lights forming the side rows should be placed on each side of the centre line, at a longitudinal spacing equal to that of the centre line lights and with the first light located 30 m from the threshold. Where the serviceability level of the approach lights specified as maintenance objectives can be demonstrated, lights forming the side rows may be placed on each side of the centre line, at a longitudinal spacing of 60 m with the first light located 60 m from the threshold. The lateral spacing (or gauge) between the innermost lights of the side rows should be not less than 18 m nor more than 22.5 m, and preferably 18 m, but in any event should be equal to that of the touchdown zone lights. (4) The crossbar provided at 150 m from the threshold should fill in the gaps between the centre line and side row lights. (5) The crossbar provided at 300 m from the threshold should extend on both sides of the centre line lights to a distance of 15 m from the centre line. (6) If the centre line beyond a distance of 300 m from the threshold consists of lights as described in paragraphs (b)(2)(ii) and (b)(3)(ii) below, additional crossbars of lights should be provided at 450 m, 600 m and 750 m from the threshold. Where such additional crossbars are incorporated in the system, the outer ends of these crossbars should lie on two straight lines that either are parallel to the centre line or converge to meet the runway centre line 300 m from the threshold. (7) The system should lie as nearly as practicable in the horizontal plane passing through the threshold, provided that: (i) no object other than an ILS or MLS azimuth antenna should protrude through the plane of the approach lights within a distance of 60 m from the centre line of the system; and (ii) no light other than a light located within the central part of a crossbar or a centre line barrette (not their extremities) should be screened from an approaching aircraft.				

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(iii) Any ILS or MLS azimuth antenna protruding through the plane of the lights should be treated as an obstacle and marked and lighted accordingly.				
(b) Characteristics: (1) The centre line of a precision approach Category II and III lighting system for the first 300 m from the threshold should consist of barrettes showing variable white, except that where the threshold is displaced 300 m or more, the centre line may consist of single light sources showing variable white. Where the serviceability level of the approach lights specified in CS ADR-DSN.S.895 can be demonstrated, the centre line of a precision approach Category II and III lighting system for the first 300 m from the threshold may consist of: (i) barrettes where the centre line beyond 300 m from the threshold consists of barrettes as described in paragraph (b)(3)(i) below; or (ii) alternate single light sources and barrettes, where the centre line beyond 300 m from the threshold consists of single light sources as described in paragraph (b)(3)(ii) below, with the innermost single light source located 30 m and the innermost barrette located 60 m from the threshold; or (iii) single light sources where the threshold is displaced 300 m or more; all of which should show variable white. (2) Beyond 300 m from the threshold each centre line light position should consist of either: (i) a barrette as used on the inner 300 m; or (ii) two light sources in the central 300 m of the centre line, and three light sources in the outer 300 m of the centre line; all of which should show variable white. (3) Where the serviceability level of the approach lights in CS ADR-DSN.S.895 as maintenance objectives can be demonstrated beyond 300 m from the threshold, each centre line light position may consist of either: (i) a barrette; or (ii) a single light source; all of which should show variable white. (4) The barrettes should be at least 4 m in length. When barrettes are composed of lights approximating to point sources, the lights should be uniformly spaced at intervals of not more than 1.5 m. (5) If the centre line beyond 300 m from the threshold consists of barrettes as described in paragraphs (b)(2)(i) and (b)(3)(i), each barrette beyond 300 m should be supplemented by a flashing light, except where such lighting is considered unnecessary taking into account the characteristics of the system and the nature of the meteorological conditions.				

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	(6) Each flashing light should be flashed twice a second in sequence, beginning with the outermost light and progressing toward the threshold to the innermost light of the system. The design of the electrical circuit should be such that these lights can be operated independently of the other lights of the approach lighting system. (7) The side row should consist of barrettes showing red. The length of a side row barrette and the spacing of its lights should be equal to those of the touchdown zone light barrettes. (8) The lights forming the crossbars should be fixed lights showing variable white. The lights should be uniformly spaced at intervals of not more than 2.7 m. (9) The intensity of the red lights should be compatible with the intensity of the white lights. (10) The characteristics of lights should be in accordance with the specifications in CS ADRDSN.U.940, Figures U-5 or U-6, as appropriate. (11) The chromaticity of lights should be in accordance with the specifications in CS ADRDSN.U.930 and Figure U-1A or U-1B, as appropriate.				
SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS					
CS ADR-DSN.M.640	The safety objective of visual approach slope indicators is to provide information on the approach angle necessary to maintain a safe height over obstacles and threshold. (a) A visual approach slope indicator system should be provided to serve the approach to a runway where one or more of the following conditions exist: (1) the runway is used by turbojet or other aeroplanes with similar approach guidance requirements; (2) the pilot of any type of aeroplane may have difficulty in judging the approach due to: (i) inadequate visual guidance such as is experienced during an approach over water or featureless terrain by day or in the absence of sufficient extraneous lights in the approach area by night; or (ii) misleading information such as is produced by deceptive surrounding terrain or runway slopes. (3) the presence of objects in the approach area may involve serious hazard if an aeroplane descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects; (4) physical conditions at either end of the runway present a serious hazard in the event of an aeroplane undershooting or overrunning the runway; and (5) terrain or prevalent meteorological conditions are such that the aeroplane may be subjected to unusual turbulence during approach.				

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	(b) The standard visual approach slope indicator systems should consist of PAPI and APAPI systems conforming to the specifications, as prescribed in CS ADR-DSN.M.645 to CS ADR-DSN.M.655.				
	(c) PAPI should be provided where the code number is 3 or 4 when one or more of the conditions specified in paragraph (a) above exist.				
	(d) PAPI or APAPI should be provided where the code number is 1 or 2 when one or more of the conditions specified in paragraph (a) above exist.				
CS ADR-DSN.M.645	(a) A PAPI or APAPI should be in accordance with the specifications provided in paragraphs CS ADR-DSN.M.645 to CS ADR-DSN.M.655.				
	(b) Definition and positioning: (1) The PAPI system should consist of a wing bar of four sharp transition multi-lamp (or paired single lamp) units equally spaced. The APAPI system should consist of a wing bar of two sharp transition multi-lamp (or paired single lamp) units. The PAPI and APAPI system should be located on the left side of the runway unless it is physically impracticable to do so. Where a runway is used by aircraft requiring visual roll guidance, which is not provided by other external means, then a second wing bar may be provided on the opposite side of the runway for PAPI or APAPI. (2) The wing bar of a PAPI should be constructed and arranged in such a manner that a pilot making an approach should: (i) when on or close to the approach slope, see the two units nearest the runway as red and the two units farthest from the runway as white; (ii) when above the approach slope, see the one unit nearest the runway as red and the three units farthest from the runway as white; and when further above the approach slope, see all the units as white; and (iii) when below the approach slope, see the three units nearest the runway as red and the unit farthest from the runway as white; and when further below the approach slope, see all the units as red. (3) The wing bar of an APAPI should be constructed and arranged in such a manner that a pilot making an approach should: (i) when on or close to the approach slope, see the unit nearer the runway as red and the unit farther from the runway as white; (ii) when above the approach slope, see both the units as white; and (iii) when below the approach slope, see both the units as red. (4) The light units should be located as in the basic configuration illustrated in Figure M-4, subject to the installation tolerances given below. The units forming a wing bar should be mounted so as to appear to the pilot of an approaching				

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	aeroplane to be substantially in a horizontal line. The light units should be mounted as low as possible and should be frangible.				
	(c) Characteristics: (1) The system should be suitable for both day and night operations. (2) Colour: (i) The colour transition from red to white in the vertical plane should be such as to appear to an observer, at a distance of not less than 300 m, to occur within a vertical angle of not more than 3´. (ii) At full intensity, the chromaticity of lights units should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate, and the red light should have a Y coordinate not exceeding 0.320. (3) Intensity: (i) The light intensity distribution of the light units should be as shown in CS ADR-DSN.U.940, Figure U-26. (ii) Suitable intensity control should be provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing. (4) Light orientation: Each light unit should be capable of adjustment in elevation so that the lower limit of the white part of the beam may be fixed at any desired angle of elevation between 1°30´and at least 4°30´above the horizontal. (5) Other characteristics: The light units should be so designed that deposits of condensation, snow, ice, dirt, or other contaminants, on optically transmitting or reflecting surfaces should interfere to the least possible extent with the light signals and should not affect the contrast between the red and white signals and the elevation of the transition sector.				
CS ADR-DSN.M.650	(a) Approach slope: (1) The approach slope as defined in Figure M-5, should be used by the aeroplanes in the approach. (2) When the runway is equipped with an ILS and/or MLS, the siting and the angle of elevation of the light units should be such that the visual approach slope conforms as closely as possible with the glide path of the ILS and/or the minimum glide path of the MLS, as appropriate.				
	(b) Elevation setting of light units (1) The angle of elevation settings of the light units in a PAPI wing bar should be such that, during an approach, the pilot of an aeroplane observing a signal of one white and three reds should clear all objects in the approach area by a safe margin (see Table M-1). (2) The angle of elevation settings of the light units in an APAPI wing bar should be such that, during an approach, the pilot of an aeroplane observing the lowest				

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	on-slope signal, i.e. one white and one red, should clear all objects in the approach area by a safe margin (see Table M-1). (3) The azimuth spread of the light beam should be suitably restricted where an object located outside the obstacle protection surface of the PAPI or APAPI system but within the lateral limits of its light beam, is found to extend above the plane of the obstacle protection surface and an safety assessment indicates that the object could adversely affect the safety of operations. The extent of the restriction should be such that the object remains outside the confines of the light beam. (4) Where wing bars are installed on each side of the runway to provide roll guidance, corresponding units should be set at the same angle so that the signals of each wing bar change symmetrically at the same time.				
CS ADR-DSN.M.655	(a) Applicability: An obstacle protection surface should be established when it is intended to provide a visual approach slope indicator system.				
	b) Characteristics: The characteristics of the obstacle protection surface, i.e. origin, divergence, length, and slope should correspond to those specified in the relevant column of Table M-2 and in Figure M-6.				
	(c) New objects or extensions of existing objects should not be permitted above an obstacle protection surface except when the new object or extension would be shielded by an existing immovable object, or if after a safety assessment, it is determined that the object would not adversely affect the safety of operations of aeroplanes.				
	d) Where a safety assessment indicates that an existing object extending above an obstacle protection surface could adversely affect the safety of operations of aeroplanes one or more of the following measures should be taken: (1) remove the object; (2) suitably raise the approach slope of the system; (3) reduce the azimuth spread of the system so that the object is outside the confines of the beam; (4) displace the axis of the system and its associated obstacle protection surface by no more than 5°; (5) suitably displace the threshold; and (6) where (5) is found to be impracticable, suitably displace the system upwind of the threshold such that the object no longer penetrates the obstacle protection surface.				
	(a) Applicability: Circling guidance lights should be provided when existing approach and runway lighting systems do not satisfactorily permit identification of				

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	the runway and/or approach area to a circling aircraft intending to carry out circling approaches.				
CS ADR-DSN.M.660	(b) Location and positioning: (1) The location and number of circling guidance lights should be adequate to enable a pilot, as appropriate, to: (i) join the downwind leg or align and adjust the aircraft's track to the runway at a required distance from it and to distinguish the threshold in passing; and (ii) keep in sight the runway threshold and/or other features which should make it possible to judge the turn on to base leg and final approach, taking into account the guidance provided by other visual aids. (2) Circling guidance lights should consist of: (i) lights indicating the extended centre line of the runway and/or parts of any approach lighting system; or (ii) lights indicating the position of the runway threshold; or (iii) lights indicating the direction or location of the runway; or a combination of such lights as is appropriate to the runway under consideration.				
	(c) Characteristics: (1) Circling guidance lights should be fixed or flashing lights of an intensity and beam spread adequate for the conditions of visibility and ambient light in which it is intended to make visual circling approaches. The flashing lights should be white, and the steady lights either white or gaseous discharge lights. (2) The lights should be designed and be installed in such a manner that they should not dazzle or confuse a pilot when approaching to land, taking off, or taxiing.				
SECTION 3 — RUNWAY & TAXIWAY LIGHTS					
CS ADR-DSN.M.665	(a) Applicability: A runway lead-in lighting system should be provided to avoid hazardous terrain.				
	(b) Location and positioning (1) A runway lead-in lighting system should consist of groups of lights positioned: (i) so as to define the desired approach path. Runway lead-in lighting systems may be curved, straight, or a combination thereof; and (ii) so that one group should be sighted from the preceding group. (2) The interval between adjacent groups should not exceed approximately 1600 m. (3) A runway lead-in lighting system should extend from a determined point p to a point where the approach lighting system if provided, or the runway lighting system is in view.				

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	(4) Each group of lights of a runway lead-in lighting system should consist of at least three flashing lights in a linear or cluster configuration. The system should be augmented by steady burning lights where such lights would assist in identifying the system.				
	(c) Characteristics: The flashing lights and the steady burning lights should be white.				
CS ADR-DSN.M.670 Runway threshold identification lights	(a) Applicability: (1) The inclusion of specifications for runway threshold identification lights is not intended to imply that the runway threshold identification lights have to be provided at an aerodrome. (2) Where provided, runway threshold identification lights should be installed: (i) at the threshold of a non-precision approach runway when additional threshold conspicuity is necessary or where it is not practicable to provide other approach lighting aids; and (ii) where a runway threshold is permanently displaced from the runway extremity or temporarily displaced from the normal position and additional threshold conspicuity is necessary.				
	(b) Location: Runway threshold identification lights should be located symmetrically about the runway centre line, in line with the threshold and approximately 10 m outside each line of runway edge lights.				
	(c) Characteristics: (1) Runway threshold identification lights should be flashing white lights with a flash frequency between 60 and 120 per minute; (2) The lights should be visible only in the direction of approach to the runway.				
CS ADR-DSN.M.675	(a) Applicability: (1) Runway edge lights should be provided for a runway intended for use at night or for a precision approach runway intended for use by day or night. (2) Runway edge lights should be provided on a runway intended for take-off with an operating minimum below an RVR of the order of 800 m by day.				
	(b) Location and positioning: (1) Runway edge lights should be placed along the full length of the runway and should be in two parallel rows equidistant from the centre line. (2) Runway edge lights should be placed along the edges of the area declared for use as the runway or outside the edges of the area at a distance of not more than 3 m. (3) Where the width of the area which could be declared as runway, exceeds 60 m, the distance between the rows of lights should be determined taking into account the nature of the operations, the light distribution characteristics of the runway edge lights, and other visual aids serving the runway.				

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	(4) The lights should be uniformly spaced in rows at intervals of not more than 60 m for an instrument runway, and at intervals of not more than 100 m for a non-instrument runway. The lights on opposite sides of the runway axis should be on lines at right angles to that axis. At intersections of runways, lights may be spaced irregularly or omitted, provided that adequate guidance remains available to the pilot.				
	(c) Characteristics: (1) Runway edge lights should be fixed lights showing variable white, except that: (i) in the case of a displaced threshold, the lights between the beginning of the runway and the displaced threshold should show red in the approach direction; and (ii) a section of the lights 600 m or one-third of the runway length, whichever is the less, at the remote end of the runway from the end at which the take-off run is started, should show yellow. (2) The runway edge lights should show at all angles in azimuth necessary to provide guidance to a pilot landing or taking off in either direction. When the runway edge lights are intended to				
	(d) In all angles of azimuth, as prescribed in paragraph (c)(2) above, runway edge lights should show at angles up to 15° above the horizontal with intensity adequate for the conditions of visibility and ambient light in which use of the runway for take-off or landing is intended. In any case, the intensity should be at least 50 cd except that at an aerodrome without extraneous lighting the intensity of the lights may be reduced to not less than 25 cd to avoid dazzling the pilot.				
	(e) Runway edge lights characteristics on a precision approach runway should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-13 or Figure U-14, as appropriate.				
	(f) The chromaticity of lights should be in accordance with the specifications in CS ADRDSN.U.930 and in Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.680	(a) Applicability of runway threshold: Runway threshold lights should be provided for a runway equipped with runway edge lights, except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided.				
	(b) Location and positioning of runway threshold: (1) When a threshold is at the extremity of a runway, the threshold lights should be placed in a row at right angles to the runway axis as near to the extremity of the runway as possible and, in any case, not more than 3 m outside the extremity. (2) When a threshold is displaced from the extremity of a runway, threshold lights should be placed in a row at right angles to the runway axis at the displaced threshold.				

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(3) Threshold lighting should consist of: (i) on a non-instrument or non-precision approach runway, at least six lights; (ii) on a precision approach runway Category I, at least the number of lights that would be required if the lights were uniformly spaced at intervals of 3 m between the rows of runway edge lights; and (iii) on a precision approach runway Category II or III, lights uniformly spaced between the rows of runway edge lights at intervals of not more than 3 m. (4) The lights prescribed in paragraphs (b)(3)(i) and (b)(3)(ii) above should be either: (i) equally spaced between the rows of runway edge lights, or (ii) symmetrically disposed about the runway centre line in two groups, with the lights uniformly spaced in each group and with a gap between the groups equal to the gauge of the touchdown zone marking or lighting, where such is provided, or otherwise not more than half the distance between the rows of runway edge lights.				
(c) Applicability of wing bar lights: (1) Wing bar lights should be provided on a precision approach runway when additional conspicuity is considered desirable. (2) Wing bar lights should be provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but are not provided.				
(d) Location and positioning of wing bar lights: Wing bar lights should be symmetrically disposed about the runway centre line at the threshold in two groups, i.e. wing bars. Each wing bar should be formed by at least five lights extending at least 10 m outward from, and at right angles to, the line of the runway edge lights, with the innermost light of each wing bar in the line of the runway edge lights.				
(e) Characteristics of runway threshold and wing bar lights: (1) Runway threshold and wing bar lights should be fixed unidirectional lights showing green in the direction of approach to the runway. The intensity and beam spread of the lights should be adequate for the conditions of visibility and ambient light in which use of the runway is intended. (2) Runway threshold lights on a precision approach runway should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-7. (3) Threshold wing bar lights on a precision approach runway should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-8. (4) The chromaticity of lights should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				

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CS ADR-DSN.M.685	(a) Applicability: Runway end lights should be provided for a runway equipped with runway edge lights.				
	(b) Location and positioning: (1) Runway end lights should be placed on a line at right angles to the runway axis as near to the end of the runway as possible and, in any case, not more than 3 m outside the end. (2) Runway end lighting should consist of at least six lights. The lights should be either: (i) equally spaced between the rows of runway edge lights; or (ii) symmetrically disposed about the runway centre line in two groups with the lights uniformly spaced in each group and with a gap between the groups of not more than half the distance between the rows of runway edge lights. (3) For a precision approach runway Category III, the spacing between runway end lights, except between the two innermost lights if a gap is used, should not exceed 6 m.				
	(c) Characteristics of runway end lights: (1) Runway end lights should be fixed unidirectional lights showing red in the direction of the runway. The intensity and beam spread of the lights should be adequate for the conditions of visibility and ambient light in which use of the runway is intended. (2) Runway end lights characteristics on a precision approach runway should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-12. (3) Runway end lights on a precision approach runway should be in accordance with the chromaticity specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.690	(a) The safety objective of runway centre line lights is to facilitate safe take-off and landing in reduced visibility conditions.				
	(b) Applicability: (1) Runway centre line lights should be provided on a precision approach runway Category II or III. (2) Runway centre line lights should be provided on a runway intended to be used for take-off with an operating minimum below an RVR of the order of 400 m.				
	(c) Location: Runway centre line lights should be located along the centre line of the runway, except that the lights may be uniformly offset to the same side of the runway centre line by not more than 60 cm where it is not practicable to locate them along the centre line. The lights should be located from the threshold to the end at longitudinal spacing of approximately 15 m. Where the serviceability level of the runway centre line lights specified as maintenance objectives in CS ADR.DSN.S.895 can be demonstrated, and the runway is intended for use in				

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	runway visual range conditions of 350 m or greater, the longitudinal spacing may be approximately 30 m.				
	(d) Characteristics: (1) Runway centre line lights should be fixed lights showing variable white from the threshold to the point 900 m from the runway end; alternate red and variable white from 900 m to 300 m from the runway end; and red from 300 m to the runway end, except that for runways less than 1 800 m in length, the alternate red and variable white lights should extend from the midpoint of the runway usable for landing to 300 m from the runway end. (2) Runway centre line lights characteristics should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-10 or Figure U-11, as appropriate. (3) Runway centre line lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate				
	(e) Centre line guidance for take-off from the beginning of a runway to a displaced threshold should be provided by: (1) an approach lighting system if its characteristics and intensity settings afford the guidance required during take-off, and it does not dazzle the pilot of an aircraft taking off; or (2) runway centre line lights; or (3) barrettes of at least 3 m length, and spaced at uniform intervals of 30 m, as shown in Figure M-8, designed so that their photometric characteristics and intensity setting afford the guidance required during take-off without dazzling the pilot of an aircraft taking off. Where necessary, provision should be made to extinguish those centre line lights, as prescribed in paragraph (2) above or reset the intensity of the approach lighting system or barrettes when the runway is being used for landing. In no case should only the single source runway centre line lights show from the beginning of the runway to a displaced threshold when the runway is being used for landing.				
CS ADR-DSN.M.695	(a) Applicability: Touchdown zone lights should be provided in the touchdown zone of a precision approach runway Category II or III.				
	(b) Location and positioning: (1) Touchdown zone lights should extend from the threshold for a longitudinal distance of 900 m, except that, on runways less than 1 800 m in length, the system should be shortened so that it does not extend beyond the midpoint of the runway. (2) The pattern should be formed by pairs of barrettes symmetrically located about the runway centre line. The lateral spacing between the innermost lights of a pair of barrettes should be equal to the lateral spacing selected for the touchdown zone marking. The longitudinal spacing between pairs of barrettes should be either 30 m or 60 m.				

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	(c) Characteristics: (1) A barrette should be composed of at least three lights with spacing between the lights of not more than 1.5 m. (2) A barrette should be not less than 3 m or more than 4.5 m in length. (3) Touchdown zone lights should be fixed unidirectional lights showing variable white. (4) Touchdown zone lights characteristics should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-9. (5) Touchdown zone lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.696	(a) The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go around if the aircraft has not landed by a certain point on the runway.				
	(b) Applicability: Except where touchdown zone lights are provided in accordance with CS ADR-DSN.M.695, at a runway where the approach angle is greater than 3.5 degrees and/or the Landing Distance Available combined with other factors increases the risk of an overrun, simple touchdown zone lights should be provided.				
	(c) Location and positioning: (1) Simple touchdown zone lights should be a pair of lights located on each side of the runway centre line 0.3 meters beyond the upwind edge of the final touchdown zone marking. (2) The lateral spacing between the inner lights of the two pairs of lights should be equal to the lateral spacing selected for the touchdown zone marking. (3) The spacing between the lights of the same pair should not be more than 1.5 m or half the width of the touchdown zone marking, whichever is greater (see Figure M-8(C)). (4) Where provided on a runway without touchdown zone markings, simple touchdown zone lights should be installed in such a position that provides the equivalent touchdown zone information.				
	(d) Characteristics: (1) Simple touchdown zone lights should be fixed unidirectional lights showing variable white and aligned so as to be visible to the pilot of a landing aeroplane in the direction of approach to the runway. (2) Simple touchdown zone lights characteristics should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-9. (3) Simple touchdown zone lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				

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CS ADR-DSN.M.700	(a) Applicability: (1) The inclusion of specifications for RETILs is not intended to imply that RETILs have to be provided at an aerodrome. (2) Where installed, the purpose of RETILs is to provide pilots with distance to-go information to the nearest rapid exit taxiway on the runway, to enhance situational awareness in low visibility conditions and enable pilots to apply braking action for more efficient roll-out and runway exit speeds.				
	(b) Location: (1) RETILs should be located on the runway on the same side of the runway centre line as the associated rapid exit taxiway. The lights should be located 2 m apart and the light nearest to the runway centre line should be displaced 2 m from the runway centre line. (2) Where more than one rapid exit taxiway exists on a runway, the set of RETILs for each exit should not overlap when displayed.				
	(c) Characteristics: (1) RETILs are fixed lights and comprise a set of yellow unidirectional lights installed in the runway adjacent to the centre line. The lights are positioned in a 3-2-1 sequence at 100 m intervals prior to the point of tangency of the rapid exit taxiway centre line. (2) RETILs should be supplied with power on a separate circuit to other runway lighting so that they may be used when other lighting is switched off. 3) RETILs' characteristics should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-10 or U-11, as appropriate. (4) RETILs' chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.705	(a) Applicability: Stopway lights should be provided for a stopway intended for use at night.				
	(b) Location: (1) Stopway lights should be placed along the full length of the stopway and should be in two parallel rows that are equidistant from the centre line and coincident with the rows of the runway edge lights. The spacing between the lights should be in accordance with CS ADR-DSN.M.675(b)(4). Stopway lights placed along the edge of the stopway should consist of at least one pair of lights. (2) At least four uni-directional stopway lights equally spaced across the width of the stopway should be provided across the end of a stopway on a line at right angles to the stopway axis as near to the end of the stopway as possible and, in any case, not more than 3 m outside the end.				

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	(c) Characteristics: (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway. (2) Stopway lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.706	(a) Applicability: (1) The inclusion of detailed specification for RWSL is not intended to imply that RWSL have to be provided at an aerodrome. (2) RWSL is a type of autonomous runway incursion warning system (see CS ADR-DSN.T.921), consisting of two basic visual components: runway entrance lights (RELs) and take-off hold lights (THLs). The two components can be installed individually, but are designed to complement each other.				
	(b) Location: (1) Where provided, RELs should be offset 0.6 m from the taxiway centre line on the opposite side to the taxiway centre line lights and begin 0.6 m before the runway-holding position extending to the edge of the runway. An additional single light should be placed on the runway 0.6 m from the runway centre line and aligned with the last two taxiway RELs. (2) RELs should consist of at least five light units and should be spaced at a minimum of 3.8 m and a maximum of 15.2 m longitudinally, depending upon the taxiway length involved, except for a single light installed near the runway centre line. (3) Where provided, THLs should be offset 1.8 m on each side of the runway centre line lights and extend, in pairs, starting at a point 115 m from the beginning of the runway and, thereafter, every 30 m for at least 450 m.				
	(c) Characteristics: (1) Where provided, RELs should consist of a single line of fixed in pavement lights showing red in the direction of aircraft approaching the runway. (2) RELs should illuminate as an array at each taxiway/runway intersection where they are installed less than two seconds after the system determines that a warning is needed. (3) RELs intensity and beam spread should be in accordance with the specifications of Chapter U, Figures U-16 and U-18. (4) Where provided, THLs should consist of two rows of fixed in pavement lights showing red facing the aircraft taking off. (5) THLs should illuminate as an array on the runway less than two seconds after the system determines that a warning is needed. (6) THLs intensity and beam spread should be in accordance with the specifications of Chapter U, Figure U-29.				

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	(7) RELs and THLs should be automated to the extent that the only control over each system will be to disable one or both systems.				
CS ADR-DSN.M.710	(a) The safety objective of taxiway centre line lights is to provide guidance for the safe taxi of aircraft on a taxiway in reduced visibility conditions and at night.				
	(b) Applicability: (1) Taxiway centre line lights should be provided on an exit taxiway, taxiway, de-icing/anti-icing facility, and apron intended for use in runway visual range conditions less than a value of 350 m in such a manner as to provide continuous guidance between the runway centre line and aircraft stands, except that these lights need not be provided where the traffic density is light and taxiway edge lights, and centre line marking provide adequate guidance. (2) Taxiway centre line lights should be provided on a taxiway intended for use at night in runway visual range conditions of 350 m or greater, and particularly on complex taxiway intersections and exit taxiways, except that these lights need not be provided where taxiway edge lights, and centre line marking provide adequate guidance. (3) Taxiway centre line lights should be provided on an exit taxiway, taxiway, de-icing/anti icing facility, and apron in all visibility conditions where specified as components of an advanced surface movement guidance and control system in such a manner as to provide continuous guidance between the runway centre line and aircraft stands. (4) Taxiway centre line lights should be provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than a value of 350 m, except that these lights need not be provided where the traffic density is light and taxiway edge lights, and centre line marking provide adequate guidance. (5) Taxiway centre line lights should be provided in all visibility conditions on a runway forming part of a standard taxi-route where specified as components of an advanced surface movement guidance and control system. (6) Where a runway forming part of a standard taxi route is provided with runway lighting and taxiway lighting, the lighting systems should be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.				
	(c) Characteristics: (1) Except as provided for in paragraph (c)(3) below, taxiway centre line lights on a taxiway other than an exit taxiway and on a runway forming part of a standard taxi-route should be fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on, or in the vicinity of the taxiway. (2) Taxiway centre line lights on an exit taxiway should be fixed lights. Alternate taxiway centre line lights should show green and yellow from their beginning near				

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the runway centre line to the perimeter of the ILS/MLS critical/sensitive area, or the lower edge of the inner transitional surface, whichever is farthest from the runway; and thereafter all lights should show green, as shown in Figure M-10. The first light in the exit centre line should always show green and the light nearest to the perimeter should always show yellow. (3) Where necessary to denote the proximity to a runway, taxiway centre line lights should be fixed lights showing alternating green and yellow from the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway, to the runway and continue alternating green and yellow until: (i) their end point near the runway centre line; or (ii) in the case of the taxiway centre line lights crossing the runway, to the opposite perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farthest from the runway. (4) Taxiway centre line lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-16, U-17, or U-18, as appropriate, for taxiways intended for use in runway visual range conditions of less than a value of 350 m; Figure U-19 or Figure U-20, as appropriate, for other taxiways. (5) Where higher intensities are required, from an operational point of view, taxiway centre line lights on rapid exit taxiways intended for use in runway visual range conditions less than a value of 350 m should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-16. The number of levels of brilliancy settings for these lights should be the same as that for the runway centre line lights. (6) Where taxiway centre line lights are specified as components of an advanced surface movement guidance and control system and where, rom an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, taxiway centre line lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-21, U-22, or U-23, as appropriate. (7) High intensity centre line lights should only be used in case of an absolute necessity and following a specific study. (8) Taxiway centre line lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
(d) Location and positioning: (1) Taxiway centre line lights should normally be located on the taxiway centre line marking, except that they may be offset by not more than 30 cm where it is not practicable to locate them on the marking, as shown in				

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	Figure M-9. (2) Taxiway centre line lights on taxiways, runways, rapid exit taxiways or on other exit taxi				
CS ADR-DSN.M.715	(a) The safety objective of taxiway centre line lights is to provide guidance for the safe taxi of aircraft on a taxiway de-icing/anti-icing facility, and apron in reduced visibility conditions and at night.				
	(b) Taxiway centre line lights on taxiways: (1) Taxiway centre line lights on a straight section of a taxiway should be spaced at longitudinal intervals of not more than 30 m, except that: (i) intervals less than 30 m should be provided on short straight sections; and (ii) on a taxiway intended for use in RVR conditions of less than a value of 350 m, the longitudinal spacing should not exceed 15 m. (2) Taxiway centre line lights on a taxiway curve should continue from the straight portion of the taxiway at a constant distance from the outside edge of the taxiway curve. The lights should be spaced at intervals such that a clear indication of the curve is provided. (3) On a taxiway curve the spacing of taxiway centre line lights should be as specified in the Table M-3.				
	c) Taxiway centre line lights on rapid exit taxiways: (1) Taxiway centre line lights on a rapid exit taxiway should commence at a point at least 60 m before the beginning of the taxiway centre line curve, and continue beyond the end of the curve to a point on the centre line of the taxiway where an aeroplane can be expected to reach normal taxiing speed, as shown in Figure M-10. The lights on that portion parallel to the runway centre line should always be at least 60 cm from any row of runway centre line lights, as shown in Figure M-9. (2) The lights should be spaced at longitudinal intervals of not more than 15 m. Where runway centre line lights are not provided, a greater interval not exceeding 30 m may be used.				
	(d) Taxiway centre line lights on other exit taxiways: (1) Taxiway centre line lights on exit taxiways other than rapid exit taxiways should commence at the point where the taxiway centre line marking begins to curve from the runway centre line, and follow the curved taxiway centre line marking at least to the point where the marking leaves the runway. The first light should be at least 60 cm from any row of runway centre line lights, as shown in Figure M-9. (2) The lights should be spaced at longitudinal intervals of not more than 7.5 m.				
	(e) Taxiway centre line lights on runways: Taxiway centre line lights on a runway forming part of a standard taxi-route, and intended for taxiing in runway visual range conditions less than a value of 350 m should be spaced at longitudinal intervals not exceeding 15 m.				

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	(f) Positioning of taxiway centre line lights on taxiway: The spacing on a particular section of taxiway centre line lighting (straight or curved section) should be such that a clear indication of the taxiway centre line is provided, particularly on a curved section.				
	g) Taxiway centre line lights on straight sections of taxiways: Larger intervals not exceeding 60 m may be used where, because of the prevailing meteorological conditions, adequate guidance is provided by such spacing.				
CS ADR-DSN.M.720	(a) Applicability: (1) Taxiway edge lights should be provided at the edges of a runway turn pad, holding bay, de-icing/anti-icing facility, apron, etc. intended for use at night, and on a taxiway not provided with taxiway centre line lights and intended for use at night, except that taxiway edge lights need not be provided where, considering the nature of the operations, adequate guidance can be achieved by surface illumination or other means. (2) Taxiway edge lights should be provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights.				
	(b) Location and positioning: (1) Taxiway edge lights on a straight section of a taxiway and on a runway forming part of a standard taxi-route should be spaced at uniform longitudinal intervals of not more than 60 m. The lights on a curve should be spaced at intervals less than 60 m so that a clear indication of the curve is provided. (2) Taxiway edge lights on a holding bay, de-icing/anti-icing facility, apron, etc. should be spaced at uniform longitudinal intervals of not more than 60 m. (3) Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m. (4) The lights should be located as near as practicable to the edges of the taxiway, runway turn pad, holding bay, de-icing/anti-icing facility, apron or runway, etc., or outside the edges at a distance of not more than 3 m.				
	(c) Characteristics: (1) Taxiway edge lights should be fixed lights showing blue. (2) The lights should show up to at least 75° above the horizontal and at all angles in azimuth necessary to provide guidance to a pilot taxiing in either direction. At an intersection, exit, or curve the lights should be shielded as far as practicable so that they cannot be seen in angles of azimuth in which they may be confused with other lights. (3) The intensity of taxiway edge lights should be at least 2 cd from 0° to 6° vertical, and 0.2 cd at any vertical angles between 6° and 75°.				

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	(4) Taxiway edge lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.725	(a) The safety objective of runway turn pad lights is to provide additional guidance on a runway turn pad to enable an aeroplane to complete a safe 180-degree turn and align with the runway centre line.				
	(b) Applicability: (1) Runway turn pad lights should be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions less than a value of 350 m to enable an aeroplane to complete a 180-degree turn and align with the runway centre line. (2) Runway turn pad lights should be provided on a runway turn pad intended for use at night, except that these lights need not be provided where taxiway edge lights and runway turn pad marking provide adequate guidance.				
	(c) Location: (1) Runway turn pad lights should normally be located on the runway turn pad marking, except that they should be offset by not more than 30 cm where it is not practicable to locate them on the marking. (2) Runway turn pad lights on a straight section of the runway turn pad marking should be spaced at longitudinal intervals of not more than 15 m. (3) Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.				
	(d) Characteristics: (1) Runway turn pad lights should be unidirectional fixed lights showing green with beam dimensions such that the light is visible only from aeroplanes on or approaching the runway turn pad. (2) Runway turn pad lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-17 or Figure U-18, as appropriate. (3) Runway turn pad lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.730	(a) Applicability: (1) A stop bar should be provided at every runway-holding position serving a runway when it is intended that the runway should be used in runway visual range conditions less than a value of 550 m, except where: (i) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or (ii) operational procedures exist to limit, in runway visual range conditions less than a value of 550 m, the number of: (A) aircraft on the maneuvering area to one at a time; and (B) vehicles on the maneuvering area to the essential minimum.				

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(2) Where there is more than one stop bar associated with a taxiway/runway intersection, only one should be illuminated at any given time. (3) A stop bar should be provided at an intermediate holding position when it is desired to supplement markings with lights, and to provide traffic control by visual means.				
(b) Location: Stop bars should be located across the taxiway at the point where it is desired that traffic stop.				
(c) Characteristics: (1) Stop bars should consist of lights spaced at uniform intervals of not more than 3 m across the taxiway, showing red in the intended direction(s) of approach to the intersection or runway-holding position. (2) Stop bars installed at a runway-holding position should be unidirectional, and should show red in the direction of approach to the runway. (3) The intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-16 to U-20, as appropriate. (4) Where stop bars are specified as components of an advanced surface movement guidance and control system, and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-21, U-22 or U-23, as appropriate. (5) Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-21 or Figure U-23, as appropriate. (6) The lighting circuit should be designed so that: (i) stop bars located across entrance taxiways are selectively switchable; (ii) stop bars located across taxiways intended to be used only as exit taxiways are switchable selectively or in groups; (iii) when a stop bar is illuminated, any taxiway centre line lights installed beyond the stop bar should be extinguished for a distance of at least 90 m; and (iv) stop bars are interlocked with the taxiway centre line lights so that when the centre line lights beyond the stop bar are illuminated, the stop bar is extinguished and vice versa. (7) Stop bar lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
(a) Applicability:				

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CS ADR-DSN.M.735	(1) Except where a stop bar has been installed, intermediate holding position lights should be provided at an intermediate holding position intended for use in runway visual range conditions less than a value of 350 m. (2) Intermediate holding position lights should be provided at an intermediate holding position where there is no need for stop-and-go signals as provided by a stop bar.				
	(b) Location: Intermediate holding position lights should be located along the intermediate holding position marking at a distance of 0.3 m prior to the marking.				
	(c) Characteristics of intermediate holding position lights: (1) Intermediate holding position lights should consist of three fixed unidirectional lights showing yellow in the direction of approach to the intermediate holding position with a light distribution similar to taxiway centre line lights if provided. (2) The lights should be disposed symmetrically about and at right angle to the taxiway centre line, with individual lights spaced 1.5 m apart. (3) Intermediate holding position lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and in Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.740	(a) Applicability: The purpose of the de-icing/anti-icing facility exit lights is to indicate the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.				
	(b) Location: Where provided, de-icing/anti-icing facility exit lights should be located 0.3 m inward of the intermediate holding position marking displayed at the exit boundary of a remote de-icing/ anti-icing facility.				
	(c) Characteristics: Where provided, de-icing/anti-icing facility exit lights should consist of inpavement fixed unidirectional lights spaced at intervals of 6 m showing yellow in the direction of the approach to the exit boundary with a light distribution similar to taxiway centre line lights (see Figure M-11).				
	(d) De-icing/anti-icing facility exit lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CS ADR-DSN.M.745	(a) The purpose of runway guard lights is to warn pilots and drivers of vehicles when they are operating on taxiways, that they are about to enter an active runway. There are two standard configurations of runway guard lights as illustrated in Figure M-12.				
	(b) Applicability: (1) Runway guard lights, Configuration A, should be provided at each taxiway/runway intersection associated with a runway intended for use in:				

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(i) runway visual range conditions less than a value of 550 m where a stop bar is not installed; and (ii) runway visual range conditions of values between 550 m and 1 200 m where the traffic density is heavy. (2) As part of runway incursion prevention measures, runway guard lights, Configuration A or B, should be provided at each taxiway/runway intersection where runway incursion hot spots have been identified, and used under all weather conditions during day and night. (3) Configuration B runway guard lights should not be collocated with a stop bar.				
(c) Location: (1) Runway guard lights, Configuration A should be located at each side of the taxiway and at the same distance as the runway-holding position marking. (2) Runway guard lights, Configuration B, should be located across the taxiway and at the same distance as the runway-holding position marking.				
(d) Characteristics: (1) Runway guard lights, Configuration A, should consist of two pairs of yellow lights. (2) Runway guard lights, Configuration B, should consist of yellow lights spaced at intervals of 3 m across the taxiway. (3) The light beam should be unidirectional and aligned so as to be visible to the pilot of an aeroplane taxiing to the holding position. (4) The intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-27. (5) Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. (6) Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration A should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. (7) The intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-28. (8) Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-24.				

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	(9) Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-24. (10) The lights in each unit of Configuration A should be illuminated alternately. (11) For Configuration B, adjacent lights should be alternately illuminated and alternative lights should be illuminated in unison. (12) The lights should be illuminated between 30 and 60 cycles per minute and the light suppression and illumination periods should be equal and opposite in each light. (13) Runway guard lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
SECTION 4 — APRON LIGHTING					
CS ADR-DSN.M.750	(a) The purpose of apron floodlighting is to facilitate safe operations on an apron, on a deicing/anti-icing facility, and on a designated isolated aircraft parking position intended to be used at night.				
	(b) Applicability: Apron floodlighting should be provided on an apron, as necessary on a deicing/anti-icing facility, and on a designated isolated aircraft parking position intended to be used at night. Aprons primarily used for recreational flying need not be illuminated.				
	(c) Location: Apron floodlights should be located so as to provide adequate illumination on all apron service areas, with a minimum of glare to pilots of aircraft in flight and on the ground, aerodrome and apron controllers, and personnel on the apron. The arrangement and aiming of floodlights should be such that an aircraft stand receives light from two or more directions to minimize shadows.				
	(d) Characteristics: (1) The spectral distribution of apron floodlights should be such that the colours used for aircraft marking connected with routine servicing, and for surface and obstacle marking, can be correctly identified. (2) The average illuminance should be at least the following: (i) Aircraft stand: (A) horizontal illuminance - 20 lux with a uniformity ratio (average to minimum) of not more than 4 to 1; and (B) vertical illuminance - 20 lux at a height of 2 m above the apron in relevant directions.				

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	(ii) Other apron areas: horizontal illuminance - 50 % of the average illuminance on the aircraft stands with a uniformity ratio (average to minimum) of not more than 4 to 1.				
CS ADR-DSN.M.755	(a) Applicability: A visual docking guidance system should be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable.				
	(b) Characteristics: (1) The system should provide both azimuth and stopping guidance. (2) The azimuth guidance unit and the stopping position indicator should be adequate for use in all weather, visibility, background lighting, and pavement conditions for which the system is intended both by day and night but should not dazzle the pilot. (3) The azimuth guidance unit and the stopping position indicator should be of a design such that: (i) a clear indication of malfunction of either or both is available to the pilot; and (ii) they can be turned off. (4) The accuracy of the system should be adequate for the type of loading bridge and fixed aircraft servicing installations with which it is to be used. (5) The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation. (6) If selective operation is required to prepare the system for use by a particular type of aircraft, then the system should provide an identification of the selected aircraft type to both the pilot and the system operator as a means of ensuring that the system has been set properly.				
	(c) Location: (1) The azimuth guidance unit and the stopping position indicator should be located in such a way that there is continuity of guidance between the aircraft stand markings, the aircraft stand maneuvering guidance lights if present, and the visual docking guidance system. (2) The azimuth guidance unit should be located on or close to the extension of the stand centre line ahead of the aircraft so that its signals are visible from the cockpit of an aircraft throughout the docking manoeuvre, and aligned for use at least by the pilot occupying the left seat, although it is preferable for it to be aligned for use by the pilots occupying both the left and right seats. (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below.				

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	(i) The azimuth guidance unit should provide unambiguous left/right guidance which enables the pilot to acquire and maintain the lead-in line without over-controlling. (ii) When azimuth guidance is indicated by colour change, green should be used to identify the centre line and red for deviations from the centre line. (iii) The stopping position indicator should be located in conjunction with, or sufficiently close to, the azimuth guidance unit so that a pilot can observe both the azimuth and stop signals without turning the head. (iv) The stopping position indicator should be usable at least by the pilot occupying the left seat, although it is preferable for it to be usable by the pilots occupying both the left and right seats. (v) The stopping position information provided by the indicator for a particular aircraft type should account for the anticipated range of variations in pilot eye height and/or viewing angle. (vi) The stopping position indicator should show the stopping position for the aircraft for which guidance is being provided and should provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop at the intended stopping position. (vii) The stopping position indicator should provide closing rate information over a distance of at least 10 m. (viii) When stopping guidance is indicated by colour change, green should be used to show that the aircraft can proceed and red to show that the stop point has been reached ,except that for a short distance prior to the stop point a third colour may be used to warn that the stopping point is close.				
CS ADR-DSN.M.760	(a) Applicability: (1) Advanced visual docking guidance system (A-VDGS) should be provided where it is operationally desirable to confirm the correct aircraft type for which guidance is being provided, and/or to indicate the stand centre line in use, where more than one is provided for. (2) The Advanced visual docking guidance system should be suitable for use by all types of aircraft for which the aircraft stand is intended. (3) The Advanced visual docking guidance system should only be used in conditions in which its operational performance is specified. (4) The docking guidance information provided by an advanced visual docking guidance system should not conflict with that provided by a conventional visual docking guidance system on an aircraft stand if both types are provided, and are in operational use. A method of indicating that the system is not in operational use or unserviceable should be provided.				

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(5) Location: The Advanced visual docking guidance system should be located such that unobstructed and unambiguous guidance is provided to the person responsible for, and persons assisting, the docking of the aircraft throughout the docking manoeuvre.				
(b) Characteristics: (1) The Advanced visual docking guidance system should provide, at minimum, the following guidance information at the appropriate stage of the docking manoeuvre: (i) an emergency stop indication; (ii) the aircraft type and model for which the guidance is provided; (iii) an indication of the lateral displacement of the aircraft relative to the stand centre line; (iv) the direction of azimuth correction needed to correct a displacement from the stand centre line; (v) an indication of the distance to the stop position; (vi) an indication when the aircraft has reached the correct stopping position; and (vii) a warning indication if the aircraft goes beyond the appropriate stop position. (2) The Advanced visual docking guidance system should be capable of providing docking guidance information for all aircraft taxi speeds encountered during the docking manoeuvre. (3) The time taken from the determination of the lateral displacement to its display should not result in a deviation of the aircraft when operated in normal conditions, from the stand centre line greater than 1 m. (4) The information on displacement of the aircraft relative to the stand centre line and distance to the stopping position, when displayed, should be provided with the accuracy specified in Table M-4. Symbols and graphics used to depict guidance information should be intuitively representative of the type of information provided. (i) Information on the lateral displacement of the aircraft relative to the stand centre line should be provided at least 25 m prior to the stop position. (ii) Continuous closure distance and closure rate should be provided from at least 15 m prior to the stop position. (iii) Where provided, closure distance displayed in numerals should be provided in metre integers to the stop position and displayed to 1 decimal place at least 3 m prior to the stop position. (iv) Throughout the docking manoeuvre, an appropriate means should be provided on the Advanced visual docking guidance system to indicate the need to bring the aircraft to an immediate halt. In such an event which includes a failure of the system, no other information should be displayed.				

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	(v) Provision to initiate an immediate halt to the docking procedure should be made available to personnel responsible for the operational safety of the stand. (vi) The word 'STOP' in red characters should be displayed when an immediate cessation of the docking manoeuvre is required.				
CS ADR-DSN.M.765	(a) Applicability: Aircraft stand manoeuvring guidance lights should be provided to facilitate the positioning of an aircraft on an aircraft stand on a paved apron, or on a de-icing/anti-icing facility intended for use in poor visibility conditions unless adequate guidance is provided by other means.				
	(b) Location: Aircraft stand manoeuvring guidance lights should be collocated with the aircraft stand markings.				
	(c) Characteristics: (1) Aircraft stand manoeuvring guidance lights, other than those indicating a stop position, should be fixed yellow lights, visible throughout the segments within which they are intended to provide guidance. (2) The lights used to delineate lead-in, turning, and lead-out lines should be spaced at intervals of not more than 7.5 m on curves and 15 m on straight sections. (3) The lights indicating a stop position should be fixed, unidirectional lights showing red. (4) The intensity of the lights should be adequate for the condition of visibility and ambient light in which the use of the aircraft stand is intended. (5) The lighting circuit should be designed so that the lights may be switched on to indicate that an aircraft stand is to be used, and switched off to indicate that it is not to be used.				
CS ADR-DSN.M.770	(a) Applicability: A road-holding position light should be provided at each road-holding position serving a runway when it is intended that the runway should be used in runway visual range conditions less than a value of 550 m.				
	(b) Location: A road-holding position light should be located adjacent to the holding position marking 1.5 m (±0.5 m) from one edge of the road, i.e. left or right as appropriate to the local road traffic regulations.				
	(c) Characteristics: (1) The road-holding position light should comprise: (i) a controllable red (stop)/green (go) traffic light; or (ii) a flashing-red light (2) Provisions for control of the lights in paragraph (1)(i) above should be installed in the positions for the air traffic services. (3) The road-holding position light beam should be unidirectional and aligned so as to be visible to the driver of a vehicle approaching the holding position.				

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	(4) The intensity of the light beam should be adequate for the conditions of visibility and ambient light in which the use of the holding position is intended but should not dazzle the driver. (5) The flash frequency of the flashing red light should be between 30 and 60 flashes per minute.				
CS ADR-DSN.M.771	(a) Applicability: A no-entry bar should be provided across a taxiway which is intended to be used as an exit only taxiway. The purpose of a no-entry bar is to assist in preventing inadvertent access of traffic to that taxiway.				
	(b) Location: A no-entry bar should be located across the taxiway at the end of an exit only taxiway where it is desired to prevent traffic from entering the taxiway in the wrong direction.				
	c) Characteristics: (1) A no-entry bar should consist of unidirectional lights spaced at uniform intervals of no more than 3 m showing red in the intended direction(s) of approach to the runway. (2) The lighting circuit should be so designed that: (i) no-entry bars are switchable selectively or in groups; (ii) when a no-entry bar is illuminated, any taxiway centre line lights installed beyond the no-entry bar, when viewed towards the runway, should be extinguished for a distance of at least 90 m; and (iii) when a no-entry bar is illuminated, any stop bar installed between the no-entry bar and the runway should be extinguished. (3) The intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-16 to U-20, as appropriate. (4) No-entry bar lights chromaticity should be in accordance with the specifications in CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.				
CHAPTER N — VISUAL AIDS FOR NAVIGATION (SIGNS)					
CS ADR-DSN.N.775	(a) Signs should be either fixed message signs or variable message signs.				
	b) Applicability: (1) Signs should be provided to convey a mandatory instruction, information on a specific location, or destination on a movement area or to provide other information necessary for the implementation of surface movement guidance and control system (SMGCS) at an aerodrome. (2) A variable message sign should be provided where: (i) the instruction or information displayed on the sign is relevant only during a certain period of time; and/or (ii) there is a need for variable predetermined information to be displayed on the sign to meet the requirements of the				

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implementation of surface movement guidance and control system (SMGCS) at an aerodrome.				
(c) Characteristics: (1) Signs should be frangible. Those located near a runway or taxiway should be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft. The installed height of the sign should not exceed the dimension shown in the appropriate column of Table N-1. (2) Signs should be rectangular, as shown in Figures N-4 and N-6 with the longer side horizontal. (3) The only signs on the movement area utilizing red should be mandatory instruction signs. (4) The inscriptions on a sign should be in accordance with the provisions of Figures N-2A to N-2H and N-3. (5) Signs should be illuminated when intended for use: (i) in runway visual range conditions less than a value of 800 m; or (ii) at night in association with instrument runways; or (iii) at night in association with non-instrument runways where the code number is 3 or 4. (6) Signs should be retroreflective and/or illuminated when intended for use at night in association with non-instrument runways where the code number is 1 or 2. (7) Where variable pre-determined information is required, a variable sign should be provided. (i) A variable message sign should show a blank face when not in use. (ii) In case of failure, a variable message sign should not provide information that could lead to unsafe action from a pilot or a vehicle driver. (iii) The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds. (8) Inscription heights should conform to the Table N-2. (9) Where a taxiway location sign is installed in conjunction with a runway designation sign (see CS ADR-DSN.N.785(b)(9)), the character size should be that specified for mandatory instruction signs. (i) Arrow dimensions should be as follows: Legend height Stroke 200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (ii) Stroke width for single letter should be as follows: Legend height Stroke				

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200 mm 32 mm 300 mm 48 mm 400 mm 64 mm (10) Sign luminance should be as follows: (i) Where operations are conducted in runway visual range conditions less than a value of 800 m, average sign luminance should be at least: Red 30 cd/m2 Yellow 150 cd/m2 White 300 cd/m2 (ii) Where operations are conducted in accordance with CS ADRDSN.N.775(c)(5)(ii) and (c)(6), average sign luminance should be at least: Red 10 cd/m2 Yellow 50 cd/m2 White 100 cd/m2 *Note: In runway visual range conditions less than a value of 400 m, there will be some degradation in the performance of signs.* (11) The luminance ratio between red and white elements of a mandatory instruction sign should be between 1:5 and 1:10. (12) The average luminance of the sign is calculated by establishing grid points as shown in Figure N-1, and using the luminance values measured at all grid points located within the rectangle representing the sign. (13) The average value is the arithmetic average of the luminance values measured at all considered grid points. (14) The ratio between luminance values of adjacent grid points should not exceed 1.5:1. For areas on the sign face where the grid spacing is 7.5 cm, the ratio between luminance values of adjacent grid points should not exceed 1.25:1. The ratio between the maximum and minimum luminance value over the whole sign face should not exceed 5:1. (15) The forms of characters, i.e. letters, numbers, arrows, and symbols should conform to those shown in Figures N-2A to N-2H. The width of characters and the space between individual characters should be determined as indicated in Table N-3. (16) The face height of signs should be as follows: Legend height Face height (min) 200 mm 400 mm 300 mm 600 mm 400 mm 800 mm				

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	(17) The face width of signs should be determined using Figure N-3 except that, where a mandatory instruction sign is provided on one side of a taxiway only, the face width should not be less than: (i) 1.94 m where the code number is 3 or 4; and (ii) 1.46 m where the code number is 1 or 2. (18) Borders: (i) The black vertical delineator between adjacent direction signs should have a width of approximately 0.7 of the stroke width. (ii) The yellow border on a stand-alone location sign should be approximately 0.5 stroke width. (19) The colours of signs should be in accordance with the appropriate specifications in CHAPTER U — Colours for aeronautical ground lights, markings, signs and panels. (20) If instruction or information during a certain period of time, and/or there is a need to display variable pre-determined information, a variable information sign should be provided. (i) A variable message sign should show a blank face when not in use. (ii) In case of failure, a variable message sign should not provide information that could lead to unsafe action from a pilot or a vehicle driver. (iii) The time interval to change from one message to another on a variable message sign should be as short as practicable and should not exceed 5 seconds. If the runway threshold is displaced from the extremity of the runway, a sign showing the designation of the runway may be provided for aeroplanes taking off.				
CS ADR-DSN.N.780	(a) Applicability: (1) A mandatory instruction sign should be provided to identify a location beyond which an aircraft taxiing or vehicle should not proceed unless authorized by the aerodrome control tower. (2) Mandatory instruction signs should include runway designation signs, Category I, II, or III holding position signs, runway-holding position signs, road-holding position signs, and NO ENTRY signs. (3) A pattern 'A' runway-holding position marking should be supplemented at a taxiway/runway intersection or a runway/runway intersection with a runway designation sign. (4) A pattern 'B' runway-holding position marking should be supplemented with a Category I, II, or III holding position sign. (5) A pattern 'A' runway-holding position marking at a runway-holding position should be supplemented with a runway-holding position sign.				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
(6) A runway designation sign at a taxiway/runway intersection should be supplemented with a location sign in the outboard (farthest from the taxiway) position as appropriate. (7) A road-holding position sign should be provided at all road entrances to a runway and may also be provided at road entrances to taxiways. (8) A NO ENTRY sign should be provided when entry into an area is prohibited.				
(b) Location: (1) A runway designation sign at a taxiway/runway intersection or a runway/runway intersection should be located on each side of the runway holding position marking facing the direction of approach to the runway. (2) A Category I, II, or III holding position sign should be located on each side of the runway-holding position marking facing the direction of the approach to the critical area. (3) A NO ENTRY sign should be located at the beginning of the area to which entrance is prohibited on each side of the taxiway as viewed by the pilot. (4) A runway-holding position sign should be located on each side of the runway-holding position facing the approach to the obstacle limitation surface or ILS/MLS critical/sensitive area as appropriate.				
(c) Characteristics: (1) A mandatory instruction sign should consist of an inscription in white on a red background. Where, owing to environmental or other factors, the conspicuity of the inscription on a mandatory instruction sign needs to be enhanced, the outside edge of the white inscription should be supplemented by a black outline measuring 10 mm in width for runway code numbers 1 and 2, and 20 mm in width for runway code numbers 3 and 4. (2) The inscription on a runway designation sign should consist of the runway designations of the intersecting runway properly oriented with respect to the viewing position of the sign, except that a runway designation sign installed in the vicinity of a runway extremity may show the runway designation of the concerned runway extremity only. (3) The inscription on a Category I, II, III, joint II/III or joint I/II/III holding position sign should consist of the runway designator followed by CAT I, CAT II, CAT III, CAT II/III or CAT I/II/III, as appropriate. (4) The inscription on a NO ENTRY sign should be in accordance with Figure N-4. (5) The inscription on a runway-holding position sign at a runway-holding position should consist of the taxiway designation and a number.				
(d) Where installed, the inscriptions/symbol of Figure N-4 should be used:				

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CS ADR-DSN.N.785	(a) Applicability: (1) An information sign should be provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information. (2) Information signs should include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs, and intersection take-off signs. (3) A runway exit sign should be provided where there is an operational need to identify a runway exit. (4) A runway vacated sign should be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area, or the lower edge of the inner transitional surface whichever is farther from the runway centre line. (5) At runways where intersection take-offs are conducted, an intersection take-off sign should be provided to indicate the remaining take-off run available (TORA) for such take-offs. (6) Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc. (7) A combined location and direction sign should be provided when it is intended to indicate routing information prior to a taxiway intersection. (8) A direction sign should be provided when there is an operational need to identify the designation and direction of taxiways at an intersection. (9) A location sign should be provided at an intermediate holding position. (10) A location sign should be provided in conjunction with a runway designation sign except at a runway/runway intersection. (11) A location sign should be provided in conjunction with a direction sign, except that it may be omitted where a safety assessment indicates that it is not needed. (12) Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection. (13) Where a taxiway ends at an intersection such as a 'T' and it is necessary to identify this, a barricade, direction sign, and/or other appropriate visual aid should be used.				
	(b) Location: (1) Except as specified in paragraph (b)(3) below, information signs should wherever practicable, be located on the left-hand side of the taxiway in accordance with Table N-1. (2) At a taxiway intersection, information signs should be located prior to the intersection and in line with the intermediate holding position marking. Where				

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there is no intermediate holding position marking, the signs should be installed at least 60 m from the centre line of the intersecting taxiway where the code number is 3 or 4, and at least 40 m where the code number is 1 or 2. (3) A runway exit sign should be located on the same side of the runway as the exit is located (i.e. left or right), and positioned in accordance with Table N-1. (4) A runway exit sign should be located prior to the runway exit point in line with a position at least 60 m prior to the point of tangency where the code number is 3 or 4, and at least 30 m where the code number is 1 or 2. (5) A runway vacated sign should be located at least on one side of the taxiway. The distance between the sign and the centre line of a runway should be not less than the greater of the following: (i) the distance between the centre line of the runway and the perimeter of the ILS/MLS critical/sensitive area; or (ii) the distance between the centre line of the runway and the lower edge of the inner transitional surface. (6) Where provided in conjunction with a runway vacated sign, the taxiway location sign should be positioned outboard of the runway vacated sign. (7) An intersection take-off sign should be located at the left-hand side of the entry taxiway. The distance between the sign and the centre line of the runway should be not less than 60 m where the code number is 3 or 4 and not less than 45 m where the code number is 1 or 2. (8) A taxiway location sign installed in conjunction with a runway designation sign should be positioned outboard of the runway designation sign. (9) A destination sign should not normally be collocated with a location or direction sign. (10) An information sign other than a location sign should not be collocated with a mandatory instruction sign.				
(c) Characteristics: (1) An information sign other than a location sign should consist of an inscription in black on a yellow background. (2) A location sign should consist of an inscription in yellow on a black background and where it is a stand-alone sign, should have a yellow border. (3) The inscription on a runway exit sign should consist of the designator of the exit taxiway and an arrow indicating the direction to follow. (4) The inscription on a runway vacated sign should depict the pattern A runway-holding position marking as shown in Figure N-6. (5) The inscription on an intersection take-off sign should consist of a numerical message indicating the remaining take-off run available in metres, plus an arrow,				

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appropriately located and oriented, indicating the direction of the take-off as shown in Figure N-6. (6) The inscription on a destination sign should comprise an alpha, alphanumerical or numerical message identifying the destination, plus an arrow indicating the direction to proceed as shown in Figure N-6. (7) The inscription on a direction sign should comprise an alpha or alphanumerical message identifying the taxiway(s), plus an arrow or arrows appropriately oriented as shown in Figure N-6. (8) The inscription on a location sign should comprise the designation of the location taxiway, runway, or other pavement the aircraft is on or is entering, and should not contain arrows. (9) Where necessary to identify each of a series of intermediate holding positions on the same taxiway, the location sign should consist of the taxiway designation and a progressive number. (10) Where a location sign and direction signs are used in combination: (i) all direction signs related to left turns should be placed on the left side of the location sign and all direction signs related to right turns should be placed on the right side of the location sign, except that where the junction consists of one intersecting taxiway, the location sign may alternatively be placed on the left hand side; (ii) the direction signs should be placed such that the direction of the arrows departs increasingly from the vertical with increasing deviation of the corresponding taxiway; (iii) an appropriate direction sign should be placed next to the location sign where the direction of the location taxiway changes significantly beyond the intersection; and (iv) adjacent direction signs should be delineated by a vertical black line as shown in Figure N-6. (11) A taxiway should be identified by a designator comprising a letter, letters, or a combination of a letter or letters followed by a number. (12) When designating taxiways, the use of the letters I, O, or X, and the use of words such as ‘inner’ and ‘outer’ should be avoided wherever possible, to avoid confusion with the numerals 1, 0, and closed marking. (13) The use of numbers alone on the manoeuvring area should be reserved for the designation of runways.				
When a VOR aerodrome check-point is established, it should be indicated by a VOR aerodrome check-point marking and sign.				

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CS ADR-DSN.N.790	(a) Location: A VOR aerodrome check-point sign should be located as near as possible to the check-point and so that the inscriptions are visible from the cockpit of an aircraft properly positioned on the VOR aerodrome check-point marking.				
	(b) Characteristics: (1) A VOR aerodrome check-point sign should consist of an inscription in black on a yellow background. (2) The inscriptions on a VOR check-point sign should be in accordance with one of the alternatives shown in Figure N-7 in which:				
CS ADR-DSN.N.795	(a) Applicability: An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.				
	(b) Location: An aircraft stand identification sign should be located so as to be clearly visible from the cockpit of an aircraft prior to entering the aircraft stand.				
	(c) Characteristics: An aircraft stand identification sign should consist of an inscription in black on a yellow background				
CS ADR-DSN.N.800	(a) Applicability: A road-holding position sign should be provided at all road entrances to a runway.				
	(b) Location: The road-holding position sign should be located 1.5 m from one edge of the road (left or right as appropriate to the local road traffic regulations) at the holding position.				
	(c) Where a road intersects a taxiway, a suitable sign may be located adjacent to the roadway/taxiway intersection marking 1.5 m from one edge of the road, i.e. left or right as appropriate to the local road traffic regulations.				
	(d) Characteristics: (1) A road-holding position sign at an intersection of a road with a runway should consist of an inscription in white on a red background. (2) The inscription on a road-holding position sign should be in the national language, be in conformity with the local road traffic regulations, and include the following: (i) a requirement to stop; and (ii) where appropriate: (A) a requirement to obtain ATC clearance; and (B) location designator. (3) A road-holding position sign intended for night use should be retroreflective or illuminated. (4) A road-holding position sign at the intersection of a road with a taxiway should be in accordance with the local road traffic regulations for a yield right of way sign or a stop sign.				
CHAPTER P — VISUAL AIDS FOR NAVIGATION (MARKERS)					

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CS ADR-DSN.P.805	Markers should be frangible. Those located near a runway or taxiway should be sufficiently low to preserve clearance for propellers, and for the engine pods of jet aircraft.				
CS ADR-DSN.P.810	(a) Applicability: Markers should be provided when the extent of an unpaved runway is not clearly indicated by the appearance of its surface compared with that of the surrounding ground.				
	(b) Characteristics: (1) Where runway lights are provided, the markers should be incorporated in the light fixtures. Where there are no lights, markers of flat rectangular or conical shape should be placed so as to delimit the runway clearly. (2) The flat rectangular markers should have a minimum size of 1 m by 3 m, and should be placed with their long dimension parallel to the runway centre line. The conical markers should have a height not exceeding 0.50 m.				
CS ADR-DSN.P.815 Stopway edge markers	(a) Applicability: Stopway edge markers should be provided when the extent of a stopway is not clearly indicated by its appearance compared with that of the surrounding ground.				
	(b) Characteristics: The stopway edge markers should be sufficiently different from any runway edge markers used to ensure that the two types of markers cannot be confused.				
CS ADR-DSN.P.820	(a) Applicability: Edge markers for snow-covered runways should be used to indicate the usable limits of a snow-covered runway when the limits are not otherwise indicated.				
	(b) Location: Edge markers for snow-covered runways should be placed along the sides of the runway at intervals of not more than 100 m, and should be located symmetrically about the runway centre line at such a distance from the centre line that there is adequate clearance for wing tips and powerplants. Sufficient markers should be placed across the threshold and end of the runway.				
CS ADR-DSN.P.825	(a) Applicability: Taxiway edge markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway centre line markers are not provided.				
	(b) Location: Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights, had they been used.				
	(c) Characteristics: (1) A taxiway edge marker should be retroreflective blue. (2) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm2. (3) Taxiway edge markers should be frangible. Their height should be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.				

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CS ADR-DSN.P.830	(a) Applicability: (1) Taxiway centre line markers should be provided on a taxiway where taxiway centre line or edge lights or taxiway edge markers are not provided. (2) Taxiway centre line markers should be provided on a taxiway where taxiway centre line lights are not provided if there is a need to improve the guidance provided by the taxiway centre line marking.				
	(b) Location (1) Taxiway centre line markers should be installed at least at the same location as would taxiway centre line lights had they been used. (2) Taxiway centre line markers should be located on the taxiway centre line marking except that they may be offset by not more than 0.3 m where it is not practicable to locate them on the marking.				
	(c) Characteristics: (1) A taxiway centre line marker should be retroreflective green. (2) The marked surface as viewed by the pilot should be a rectangle, and should have a minimum viewing area of 20 cm2. (3) Taxiway centre line markers should be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the markers themselves.				
CS ADR-DSN.P.835	(a) Applicability: Where the extent of an unpaved taxiway is not clearly indicated by its appearance compared with that of the surrounding ground, markers should be provided.				
	(b) Characteristics: (1) Where taxiway lights are provided, the markers should be incorporated in the light fixtures. (2) Where there are no lights, suitable markers should be placed so as to clearly delineate the taxiway.				
CHAPTER Q — VISUAL AIDS FOR DENOTING OBSTACLES					
CS ADR-DSN.Q.840	(a) Applicability: The specifications for objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces apply only to the area under control of the aerodrome operator.				
	(b) Elevated aeronautical ground lights within the movement area should be marked so as to be conspicuous by day. Obstacle lights should not be installed on elevated ground lights or signs in the movement area.				
	(c) All obstacles within the distance specified in Table D-1, column (11), (12) or (13), from the centre line of a taxiway, an apron taxiway or aircraft stand taxilane should be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
(d) A fixed obstacle that extends above a take-off climb, approach or transitional surface within 3 000 m of the inner edge of the take-off climb or approach surface should be marked and if the runway is used at night, lighted, except that: (1) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle; (2) the marking may be omitted when the obstacle is lighted by medium intensity obstacle lights, Type A, by day, and its height above the level of the surrounding ground does not exceed 150 m; (3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day if medium intensity lights, Type A, are deemed insufficient; and (4) the lighting may be omitted where the obstacle is a lighthouse and an safety assessment indicates the lighthouse light to be sufficient.				
(e) A fixed object, other than an obstacle, adjacent to a take-off climb, approach or transitional surface should be marked and, if the runway is used at night, lighted, if such marking and lighting is considered necessary to ensure its avoidance, except that the marking may be omitted when: (1) the object is lighted by medium-intensity obstacle lights, Type A, by day, and its height above the level of the surrounding ground does not exceed 150 m; or (2) the object is lighted by high-intensity obstacle lights by day if medium intensity lights, Type A, are deemed insufficient.				
(f) A fixed obstacle that extends above a horizontal surface should be marked and if the aerodrome is used at night, lighted, except that: (1) such marking and lighting may be omitted when: (i) the obstacle is shielded by another fixed obstacle; or (ii) for a circuit extensively obstructed by immovable objects or terrain, procedures have been established to ensure safe vertical clearance below prescribed flight paths; or (iii) an safety assessment shows the obstacle is not of operational significance. (2) the marking may be omitted when the obstacle is lighted by medium intensity obstacle lights, Type A, by day, and its height above the level of the surrounding ground does not exceed 150 m; (3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day if medium intensity lights, Type A, are deemed insufficient; and (4) the lighting may be omitted where the obstacle is a lighthouse and a safety assessment indicates the lighthouse light to be sufficient.				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**		Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
	(g) A fixed object that extends above an obstacle protection surface should be marked and, if the runway is used at night, lighted, except that such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle.				
CS ADR-DSN.Q.841	(a) Applicability: The specifications for objects to be marked and/or lighted outside the lateral boundaries of the obstacle limitation surfaces apply only to the area under control of the aerodrome operator.				
	(b) Obstacles in accordance with CS ADR-DSN.J.487 should be marked and lighted, except that the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day.				
	(c) When considered as an obstacle, other objects outside the obstacle limitation surfaces should be marked and/or lighted.				
CS ADR-DSN.Q.845	(a) General: All fixed objects to be marked should, whenever practicable, be coloured but if this is not practicable, markers or flags should be displayed on or above them, except those objects that are sufficiently conspicuous by their shape, size, or colour need not be otherwise marked.				
	b) Marking by colour (1) An object should be coloured to show a chequered pattern if it has essentially unbroken surfaces, and its projection on any vertical plane equals or exceeds 4.5 m in both dimensions. The pattern should consist of rectangles of not less than 1.5 m and not more than 3 m on a side, the corners being of the darker colour. The colours of the pattern should contrast with each other and with the background against which they should be seen. (2) An object should be coloured to show alternating contrasting bands if: (i) it has essentially unbroken surfaces, and has one dimension, horizontal or vertical, greater than 1.5 m, and the other dimension, horizontal or vertical, less than 4.5 m; or (ii) it is of skeletal type with either a vertical or a horizontal dimension greater than 1.5 m. (3) The bands should be perpendicular to the longest dimension and have a width approximately 1/7 of the longest dimension or 30 m, whichever is less. The colours of the bands should contrast with the background against which they should be seen. Orange and white should be used, except where such colours are not conspicuous when viewed against the background. The bands on the extremities of the object should be of the darker colour (see Figures Q-1 and Q-2). The dimensions of the marking band widths are shown in Table Q-4. (4) An object should be coloured in a single conspicuous colour if its projection on any vertical plane has both dimensions less than 1.5 m. Orange or red should be used, except where such colours merge with the background.				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**		Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
	(c) Marking by flags (1) Flags used to mark fixed objects should be displayed around, on top of, or around the highest edge of the object. When flags are used to mark extensive objects or groups of closely spaced objects, they should be displayed at least every 15 m. Flags should not increase the hazard presented by the object they mark. (2) Flags used to mark fixed objects should not be less than 0.6 m on each side. (3) Flags used to mark fixed objects should be orange in colour or a combination of two triangular sections, one orange and the other white, or one red and the other white. Except where such colours merge with the background, other conspicuous colours should be used.				
	d) Marking by markers (1) Markers displayed on or adjacent to objects should be located in conspicuous positions so as to retain the general definition of the object and should be recognizable in clear weather from a distance of at least 1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers should be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they should be such that the hazard presented by the object they mark is not increased. (2) A marker should be of one colour. When more than one markers are installed, white and red, or white and orange markers should be displayed alternately. The colour selected should contrast with the background against which it should be seen.				
CS ADR-DSN.Q.846	(a) The presence of objects which should be lighted, as specified in CS ADR-DSN.Q.840 and CS ADR-DSN.Q.841 should be indicated by low-, medium- or high-intensity obstacle lights, or a combination of such lights.				
	b) Low-intensity obstacle lights, Types A, B, C and D, medium-intensity obstacle lights, Types A, B and C and high-intensity obstacle lights Types A and B, should be in accordance with the specifications in Table Q-1, CS ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate..				
	(c) The number and arrangement of low-, medium- or high-intensity obstacle lights at each level to be marked should be such that the object is indicated from every angle in azimuth. Where a light is shielded in any direction by another part of the object or by an adjacent object, additional lights should be provided on that adjacent object, or the part of the object that is shielding the light, in such a way as to retain the general definition of the object to be lighted. If the shielded light does not contribute to the definition of the object to be lighted, it may be omitted.				

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(d) In case of an object to be lighted one or more low-, medium- or high-intensity obstacle lights should be located as close as practicable to the top of the object.				
(e) In the case of chimney or other structure of like function, the top lights should be placed sufficiently below the top so as to minimize contamination by smoke, etc. (see Figure Q-2).				
(f) In the case of a tower or antenna structure indicated by high-intensity obstacle lights by day with an appurtenance such as a rod or an antenna greater than 12 m where it is not practicable to locate a high-intensity obstacle light on the top of the appurtenance, such a light should be located at the highest practicable point, and, if practicable, a medium intensity obstacle light, Type A, mounted on the top.				
(g) In the case of an extensive object or of a group of closely spaced objects to be lighted that are: (1) Penetrating a horizontal obstacle limitation surface (OLS) or located outside an OLS, the top lights should be so arranged as to at least indicate the points or edges of the object highest in relation to OLS or above the ground, and so as to indicate the general definition and the extent of the objects; and (2) Penetrating a sloping OLS, the top lights should be so arranged as to at least indicate the points or edges of the object highest in relation to the OLS, and so as to indicate the general definition and the extent of the objects. If two or more edges are of the same height, the edge nearest the landing area should be marked.				
(h) When the obstacle limitation surface concerned is sloping and the highest point above the obstacle limitation surface is not the highest point of the object, additional obstacle lights should be placed on the highest point of the object.				
(i) Where lights are applied to display the general definition of an extensive object or a group of closely spaced objects, and (1) Low-intensity lights are used, they should be spaced at longitudinal intervals not exceeding 45 m. (2) Medium-intensity lights are used, they should be spaced at longitudinal intervals not exceeding 900 m.				
(j) High-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object should flash simultaneously.				
(k) The installation setting angles for high-intensity obstacle lights, Type A, should be in accordance with Table Q-5.				
(a) Low-intensity obstacle lights, Type A or B, should be used where the object is a less extensive one and its height above the surrounding ground is less than 45 m.				

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CS ADR-DSN.Q.847	(b) Where the use of low-intensity obstacle lights, Type A or B, would be inadequate, or an early special warning is required, then medium- or high-intensity obstacle lights should be used.				
	(c) Low-intensity obstacle lights, Type B, should be used either alone or in combination with medium-intensity obstacle lights, Type B, in accordance with subparagraph (d), below.				
	(d) Medium-intensity obstacle lights, Type A, B, or C, should be used where the object is an extensive one. Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.				
CS ADR-DSN.Q.848	(a) Medium-intensity obstacle lights, Type A, B, or C, should be used where the object is an extensive one. Medium-intensity obstacle lights, Types A and C, should be used alone, whereas medium-intensity obstacle lights, Type B, should be used either alone or in combination with low-intensity obstacle lights, Type B.				
	(b) Where an object is indicated by medium-intensity obstacle lights, Type A, and the top of the object is more than 105 m above the level of the surrounding ground, or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights should be provided at intermediate levels. These additional intermediate lights should be spaced, as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings as appropriate, with the spacing not exceeding 105 m.				
	(c) Where an object is indicated by medium-intensity obstacle lights, Type B, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights should be provided at intermediate levels. These additional intermediate lights should be alternately low-intensity obstacle lights, Type B, and medium-intensity obstacle lights, Type B, and should be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings as appropriate, with the spacing not exceeding 52 m.				
	(d) Where an object is indicated by medium-intensity obstacle lights, Type C, and the top of the object is more than 45 m above the level of the surrounding ground or the elevation of tops of nearby buildings (when the object to be marked is surrounded by buildings), additional lights should be provided at intermediate levels. These additional intermediate lights should be spaced as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.				

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	(e) Where high-intensity obstacle lights, Type A, are used, they should be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in paragraph CS ADR-DSN.Q.846(d), except that where an object to be marked is surrounded by buildings, the elevation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels.				
CS ADR-DSN.Q.849	(a) High-intensity obstacle lights, Type A, should be used to indicate the presence of an object if its height above the level of the surrounding ground exceeds 150 m and a safety assessment indicates such lights to be essential for the recognition of the object by day.				
	(b) Where high-intensity obstacle lights, Type A, are used, they should be spaced at uniform intervals not exceeding 105 m between the ground level and the top light(s) specified in CS ADR-DSN.Q.846(d), except where an object to be marked is surrounded by buildings, the lavation of the tops of the buildings may be used as the equivalent of the ground level when determining the number of light levels				
	(c) Where an object is indicated by medium-intensity obstacle lights, Type A, additional lights should be provided at intermediate levels. These additional intermediate lights should be spaced, as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 105 m.				
	(d) Where an object is indicated by medium-intensity obstacle lights, Type B, additional lights should be provided at intermediate levels. These additional intermediate lights should be alternately low-intensity obstacle lights, Type B, and medium-intensity obstacle lights, Type B, and should be spaced, as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.				
	(e) Where an object is indicated by medium-intensity obstacle lights, Type C, additional lights should be provided at intermediate levels. These additional intermediate lights should be spaced, as equally as practicable, between the top lights and ground level or the level of tops of nearby buildings, as appropriate, with the spacing not exceeding 52 m.				
CS ADR-DSN.Q.850	(a) Low-intensity obstacle lights, Type C, should be displayed on vehicles and other mobile objects excluding aircraft.				
	(b) Low-intensity obstacle lights, Type C, displayed on vehicles associated with emergency or security should be flashing-blue and those displayed on other vehicles should be flashing yellow.				
	(c) Low-intensity obstacle lights, Type D, should be displayed on follow-me vehicles.				

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	(d) Low-intensity obstacle lights on objects with limited mobility such as aerobridges should be fixed-red, and, as a minimum, be in accordance with the specifications for low-intensity obstacle lights, Type A, in Table Q-1. The intensity of the lights should be sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general levels of illumination against which they would normally be viewed.				
CS ADR-DSN.Q.851	(a) Applicability: When considered as an obstacle a wind turbine should be marked and/or lighted.				
	(b) Marking: The rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines should be painted white, or if after a safety assessment, it is determined that other colour will improve safety.				
	(c) Lighting: (1) Where lighting is deemed necessary for a single wind turbine or short line of wind turbines, the installation should be in accordance with paragraph (c)(2)(v) below, or as determined by a safety assessment. (2) When lighting is deemed necessary in the case of a wind farm (i.e. a group of two or more wind turbines), the wind farm should be regarded as an extensive object and lights should be installed: (i) to identify the perimeter of the wind farm; (ii) respecting the maximum spacing, in accordance with CS ADRDSN.Q.846(i), between the lights along the perimeter, or if after a safety assessment, it is determined that a greater spacing can be used (iii) so that, where flashing lights are used, they flash simultaneously throughout the wind farm; (iv) so that, within a wind farm, any wind turbines of significantly higher elevation are also identified wherever they are located; and (v) at locations prescribed in (i), (ii) and (iv): (A) for wind turbines of less than 150 m in overall height (hub height plus vertical blade height), medium intensity lighting on the nacelle; (B) for wind turbines from 150 m to 315 m in overall height, in addition to the medium intensity light installed on the nacelle, a second light serving as an alternate should be provided in case of failure of the operating light; the lights should be installed to assure that the output of either light is not blocked by the other; (C) in addition, for wind turbines from 150 m to 315 m in overall height, an intermediate level at half the nacelle height of at least three low intensity Type E lights, as specified in CS ADR-DSN.Q.846(c), that are configured to flash at the same rate as the light on the nacelle; low-intensity Type A or B lights may be used				

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	if an safety assessment shows that low intensity Type E lights are not suitable.ater spacing can be used; (3) The obstacle lights should be installed on the nacelle in such a manner as to provide an unobstructed view for aircraft approaching from any direction.				
CS ADR-DSN.Q.852	(a) Marking: The wires, cables, etc. to be marked should be equipped with markers; the supporting tower should be coloured.				
	(b) Marking by colours: The supporting towers of overhead wires, cables, etc. that require marking should be marked in accordance with CS ADR-DSN.Q.845(b), except that the marking of the supporting towers may be omitted when they are lighted by high-intensity obstacle lights by day.				
	(c) Marking by markers: (1) Markers displayed on or adjacent to objects should be located in conspicuous positions so as to retain the general definition of the object and should be recognizable in clear weather from a distance of at least 1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers should be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they should be such that the hazard presented by the object they mark is not increased. (2) A marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm. (3) The spacing between two consecutive markers, or between a marker and a supporting tower, should be appropriate to the diameter of the marker. The spacing should normally not exceed: (i) 30 m where the marker diameter is 60 cm, increasing progressively with increase of the marker diameter to: (ii) 35 m where the marker diameter is 80 cm; and				
	(iii) further progressive increases to a maximum of 40 m where the marker diameter is of at least 130 cm. Where multiple wires, cables, etc., are involved, a marker should be located not lower than the level of the highest wire at the point marked. (4) A marker should be of one colour. When installed, white and red, or white and orange, markers should be displayed alternately. The colour selected should contrast with the background against which it should be seen. (5) When it has been determined that an overhead wire, cable, etc., needs to be marked but it is not practicable to install markers on the wire, cable, etc., then high-intensity obstacle lights, Type B, should be provided on their supporting towers.				

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	(d) Lighting: (1) High-intensity obstacle lights, Type B, should be used to indicate the presence of the tower supporting overhead wires, cables, etc. where: (i) a safety assessment indicates such light to be essential for the recognition of the presence of wires, cables, etc.; or (ii) it has not been found practicable to install marker on the wires, cables, etc. (2) Where high-intensity obstacle lights, Type B, are used, they should be located at three levels: (i) at the top of the tower; (ii) at the lowest level of the catenary of the wires or cables; and (iii) at approximately midway between these two levels. (3) High-intensity obstacle lights, Type B, indicating the presence of a tower supporting overhead wires, cables, etc., should flash sequentially; first the middle light, second the top light, and last the bottom light. The intervals between flashes of the lights should approximate the following ratios: (4) The installation setting angles for high-intensity obstacle lights, Types B, should be in accordance with Table Q-5.				
CHAPTER R — VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS					
CS ADR-DSN.R.855	(a) Applicability: A closed marking should be displayed on a runway, or taxiway, or portion thereof which is permanently closed to the use of all aircraft.				
	(b) Location of closed markings: On a runway, a closed marking should be placed at each end of the runway, or portion thereof, declared closed, and additional markings should be so placed that the maximum interval between markings does not exceed 300 m. On a taxiway a closed marking should be placed at least at each end of the taxiway or portion thereof closed.				
	(c) Characteristics of closed markings: The closed marking should be of the form and proportions as detailed in Figure R-1, Illustration (a), when displayed on a runway, and should be of the form and proportions as detailed in Figure R-1, Illustration (b), when displayed on a taxiway. The marking should be white when displayed on a runway and should be yellow when displayed on a taxiway.				
	(d) When a runway, or taxiway, or portion thereof is permanently closed, all normal runway and taxiway markings should be obliterated.				
	(e) In addition to closed markings, when the runway, or taxiway, or portion thereof closed is intercepted by a usable runway or taxiway which is used at night, unserviceability lights should be placed across the entrance to the closed area at intervals not exceeding 3 m (see CS ADR-DSN.R.870(c)(2)).				

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CS ADR-DSN.R.860	(a) Shoulders for taxiways, runway turn pads, holding bays and aprons, and other non-loadbearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft, should have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking.				
	(b) A taxi side stripe marking should consist of a pair of solid lines, each 15 cm wide and spaced 15 cm apart, and the same colour as the taxiway centre line marking				
CS ADR-DSN.R.865	(a) Applicability of Pre-threshold area: When the surface before a threshold is paved and exceeds 60 m in length, and is not suitable for normal use by aircraft, the entire length before the threshold should be marked with a chevron marking.				
	(b) Location: A chevron marking should point in the direction of the runway and be placed as shown in Figure R-2.				
	(c) Characteristics: A chevron marking should be of conspicuous colour and contrast with the colour used for the runway markings; it should preferably be yellow and should have an overall width of at least 0.9 m.				
CS ADR-DSN.R.870 Unserviceable areas	(a) Applicability of unserviceability markers and lights: Unserviceability markers should be displayed wherever any portion of a taxiway, apron, or holding bay is declared unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area used at night, unserviceability lights should be used.				
	(b) Location: Unserviceability markers and lights should be placed at intervals sufficiently close so as to delineate the unserviceable area.				
	(c) Characteristics (1) Unserviceability markers should consist of conspicuous upstanding devices such as flags, cones, or marker boards. (2) An unserviceability light should consist of a red fixed light. The light should have intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case should the intensity be less than 10cd of red light. (3) An unserviceability cone should be at least 0.5 m in height and red, orange, or yellow, or any one of these colours in combination with white. (4) An unserviceability flag should be at least 0.5 m square and red, orange, or yellow, or any one of these colours in combination with white. (5) An unserviceability marker board should be at least 0.5 m in height and 0.9 m in length, with alternate red and white, or orange and white vertical stripes.				
CHAPTER S — ELECTRICAL SYSTEMS					

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CS ADR-DSN.S.875	(a) Adequate primary power supply should be available at aerodromes for the safe functioning of air navigation facilities.				
	(b) The design and provision of electrical power systems for aerodrome visual and radio navigation aids should be such that an equipment failure should not leave the pilot with inadequate visual and non-visual guidance, or misleading information.				
	(c) Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.				
	(d) The time interval between failure of the primary source of power and the complete restoration of the services required by CS ADR-DSN.S.880(d) should be as short as practicable, except that for visual aids associated with non-precision, precision approach, or take-off runways the requirements of Table S-1 for maximum switch-over times should apply.				
CS ADR-DSN.S.880	(a) For a precision approach runway, a secondary power supply capable of meeting the requirements of Table S-1 for the appropriate category of precision approach runway should be provided. Electric power supply connections to those facilities for which secondary power is required should be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.				
	(b) For a runway meant for take-off in runway visual range conditions less than a value of 800 m, a secondary power supply capable of meeting the relevant requirements of Table S-1 should be provided.				
	(c) At an aerodrome where the primary runway is a non-precision approach runway, a secondary power supply capable of meeting the requirements of Table S-1 should be provided except that a secondary power supply for visual aids need not be provided for more than one non-precision approach runway.				
	(d) The following aerodrome facilities should be provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply: (1) the signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties; (2) obstacle lights which are essential to ensure the safe operation of aircraft; (3) approach, runway and taxiway lighting as specified in CS ADRDSN.M.625 to CS ADR-DSN.M.745; (4) meteorological equipment; (5) essential equipment and facilities for the parking position if provided, in accordance with CS ADR-DSN.M.750(a) and CS ADR-DSN.M.755(a);				

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	and (6) illumination of apron areas over which passengers may walk.				
CS ADR-DSN.S.885	(a) For a runway meant for use in runway visual range conditions less than a value of 550 m, the electrical systems for the power supply, lighting, and control of the lighting systems included in Table S-1 should be so designed that an equipment failure should not leave the pilot with inadequate visual guidance or misleading information.				
	(b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies should be physically and electrically separate so as to ensure the required level of availability and independence.				
	(c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting systems should be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.				
CS ADR-DSN.S.890	(a) A system of monitoring should be employed to indicate the operational status of the lighting systems.				
	(b) Where lighting systems are used for aircraft control purposes, such systems should be monitored automatically so as to provide an indication of any fault which may affect the control functions. This information should be automatically relayed to the air traffic service unit.				
	(c) Where a change in the operational status of lights has occurred, an indication should be provided within two seconds for a stop bar at a runway-holding position and within five seconds for all other types of visual aids.				
	(d) For a runway meant for use in runway visual range conditions less than a value of 550 m, the lighting systems detailed in Table S-1 should be monitored automatically so as to provide an indication when the serviceability level of any element falls below a minimum serviceability level specified in CS ADR-DSN.S.895(c) to (g). This information should be automatically relayed to the maintenance crew.				
	(e) For a runway meant for use in runway visual range conditions less than a value of 550 m, the lighting systems detailed in Table S-1 should be monitored automatically to provide an indication when the serviceability level of any element falls below a minimum level, below which operations should not continue. This information should be automatically relayed to the air traffic services unit and displayed in a prominent position.				
	(a) A light should be deemed to be unserviceable when the main beam average intensity is less than 50 % of the value specified in the appropriate Figure in CS ADR-DSN.U.940. For light units where the designed main beam average intensity				

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	is above the value shown in CS ADR-DSN.U.940, the 50 % value should be related to that design value.				
	(b) A system of preventive maintenance of visual aids should be employed to ensure lighting and marking system reliability.				
CS ADR-DSN.S.895	(c) The system of preventive maintenance employed for a precision approach runway Category II or III should have as its objective that, during any period of Category II or III operations, all approach and runway lights are serviceable and that, in any event, at least: (1) 95 % of the lights are serviceable in each of the following particular significant elements: (i) precision approach Category II and III lighting system, the inner 450 m; (ii) runway centre line lights; (iii) runway threshold lights; and (iv) runway edge lights. (2) 90 % of the lights are serviceable in the touchdown zone lights; 3) 85 % of the lights are serviceable in the approach lighting system beyond 450 m; and (4) 75 % of the lights are serviceable in the runway end lights. (5) In order to provide continuity of guidance, the allowable percentage of unserviceable lights should not be permitted in such a way as to alter the basic pattern of the lighting system. (6) Additionally, an unserviceable light should not be permitted adjacent to another unserviceable light, except in a barrette or a crossbar where two adjacent unserviceable lights may be permitted.				
	(d) The system of preventive maintenance employed for a stop bar provided at a runway holding position used in conjunction with a runway intended for operations in runway visual range conditions less than a value of 550 m should have the following objectives: (1) no more than two lights should remain unserviceable; and (2) two adjacent lights should not remain unserviceable unless the light spacing is significantly less than that specified.				
	(e) The system of preventive maintenance employed for a taxiway intended for use in runway visual range conditions less than a value of 550 m should have as its objective that no two adjacent taxiway centre line lights be unserviceable.				
	(f) The system of preventive maintenance employed for a precision approach runway Category I should have as its objective that, during any period of Category I operations, all approach and runway lights are serviceable and that, in any event, at least 85 % of the lights are serviceable in each of the following: (1) precision approach Category I lighting system;				

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	(2) runway threshold lights; (3) runway edge lights; and (4) runway end lights. In order to provide continuity of guidance an unserviceable light should not be permitted adjacent to another unserviceable light unless the light spacing is significantly less than that specified.				
	(g) The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions less than a value of 550 m should have as its objective that, during any period of operations, all runway lights are serviceable, and that in any event: (1) at least 95 % of the lights are serviceable in the runway centre line lights (where provided) and in the runway edge lights; and; (2) at least 75 % of the lights are serviceable in the runway end lights. In order to provide continuity of guidance, an unserviceable light should not be permitted adjacent to another unserviceable light.				
	(h) The system of preventive maintenance employed for a runway meant for take-off in runway visual range conditions of a value of 550 m or greater should have as its objective that, during any period of operations, all runway lights are serviceable, and that, in any event, at least 85 % of the lights are serviceable in the runway edge lights and runway end lights. In order to provide continuity of guidance, an unserviceable light should not be permitted adjacent to another unserviceable light.				
CHAPTER T — AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATION					
CS ADR-DSN.T.900	Emergency access roads and service roads should be equipped with a road-holding position, in accordance with CS ADR-DSN.L.600, CS ADR-DSN.M.770 and CS ADR-DSN.N.800, as appropriate, at all intersections with runway and taxiways.				
CS ADR-DSN.T.905	(a) All rescue and firefighting vehicles should normally be housed in a fire station. Satellite fire stations should be provided whenever the response time cannot be achieved from a single fire station.				
	(b) The fire station should be located so that the access for rescue and firefighting vehicles into the runway area is direct and clear, requiring a minimum number of turns.				
	(c) The fire station, and any satellite fire stations, should be located outside taxiway and runway strips, and not infringe obstacle limitation surfaces.				
CS ADR-DSN.T.910	Equipment and structures should be so designed to meet the appropriate frangibility characteristics, when required.				

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CS ADR-DSN.T.915	(a) Equipment and installations should be sited as far away from the runway and taxiway centre lines as practicable.				
	(b) Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation endangering an aircraft should be located: (1) on a runway strip, a runway end safety area, a taxiway strip, or within the following distances: (2) on a clearway if it would endanger an aircraft in the air.				
	(c) Any equipment or installation required for air navigation or for aircraft safety purposes which should be located: (1) 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 (2) on a runway end safety area, a taxiway strip, or within the distances specified in Table D-1; or (3) on a clearway and which would endanger an aircraft in the air; should be frangible and mounted as low as possible.				
	(d) Unless its function requires it to be there for air navigation or for aircraft safety purposes, or if after a safety assessment, it is determined that it would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes, no equipment or installation should be located within 240 m from the end of the strip and within: (1) 60 m of the extended centre line where the code number is 3 or 4; or (2) 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.				
	(e) Any equipment or installation required for air navigation or for aircraft safety purposes which should be located on or near a strip of a precision approach runway Category I, II, or III and which: (1) is situated on that portion of the strip within 77.5 m of the runway centre line where the code number is 4 and the code letter is F; or (2) is situated within 240 m from the end of the strip and within: (i) 60 m of the extended runway centre line where the code number is 3 or 4; or (ii) 45 m of the extended runway centre line where the code number is 1 or 2; or (3) penetrates the inner approach surface, the inner transitional surface, or the balked landing surface; should be frangible and mounted as low as possible.				
	(f) Any equipment or installation required for air navigation or for aircraft safety purposes that is an obstacle of operational significance in accordance with CS				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**		Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
	ADR-DSN.J.470(d), CS ADR-DSN.J.475(e), CS ADR-DSN.J.480(g), or CS ADR-DSN.J.485(e) should be frangible and mounted as low as possible.				
	(g) Any equipment or installation required for air navigation or for aircraft safety purposes which should be located on the non-graded portion of a runway strip should be regarded as an obstacle and should be frangible and mounted as low as possible.				
CS ADR-DSN.T.920	(a) The safety objective of fencing is to prevent animals or unauthorized persons that could be a safety risk to aircraft operations, to enter the aerodrome.				
	(b) Fencing should be sited as far away from the runway and taxiway centre lines as practicable.				
	(c) Suitable means of protection such as fence or other suitable barrier should be provided on an aerodrome to prevent the entrance to the aerodrome: (1) by non-flying animals large enough to be a hazard to aircraft; and/or (2) by an unauthorized person. This includes the barring of sewers, ducts, tunnels, etc. where necessary to prevent access				
	(d) Suitable means of protection should be 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.				
CS ADR-DSN.T.921	(a) Applicability: The inclusion of detailed specifications for an ARIWS is not intended to imply that an ARIWS has to be provided at an aerodrome.		**n/a**	n/a	
	(b) Characteristics: Where an ARIWS is installed at an aerodrome: (1) It should 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; (2) It should function and be controlled independently of any other visual system on the aerodrome; (3) Its visual aid components, i.e. lights, should be designed to conform with the relevant specifications in Chapter M; and (4) Failure of the ARIWS or part of it should not interfere with normal aerodrome operations. To this end, provision should be made to allow air traffic services (ATS) unit to partially or entirely shut down the system.		**n/a**	n/a	
	(c) Where an ARIWS is installed at an aerodrome, information on its characteristics and status should be provided to the appropriate aeronautical information services (AIS) for promulgation in the aeronautical information publication (AIP) with the description of the aerodrome surface movement guidance and control system and markings.				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
CHAPTER U — COLOURS FOR AERONAUTICAL GROUND LIGHTS, MARKINGS, SIGNS AND PANELS				
CS ADR-DSN.U.925 (a) The specifications in this Chapter define the chromaticity limits of colours to be used for aeronautical ground lights, markings, signs, and panels. The specifications are in accord with the specifications in the International Commission on Illumination (CIE), except for the colour orange in Figure U-2. (b) The chromaticity is expressed in terms of the standard observer and coordinate system adopted by the International Commission on Illumination (CIE).				
(c) The chromaticity for solid state lighting (e.g. LEDs) is based upon the boundaries given in Standard S 004/E-2001 of the International Commission on Illumination (CIE), except for the blue boundary of white.				
CS ADR-DSN.U.930 (a) The chromaticity of aeronautical ground lights with filament-type light sources should be within the following boundaries: CIE Equations (see Figure U-1A): (1) Red Purple boundary y = 0.980 – x Yellow boundary y = 0.335 *Note: see CS ADR-DSN.M.645(c)(2)(i)* (2) Yellow Red boundary y = 0.382 White boundary y = 0.790 – 0.667x Green boundary y = x – 0.120 (3) Green Yellow boundary x = 0.360 – 0.080y White boundary x = 0.650y Blue boundary y = 0.390 – 0.171x (4) Blue Green boundary y = 0.805x + 0.065 White boundary y = 0.400 – x Purple boundary x = 0.600y + 0.133 (5) White Yellow boundary x = 0.500 Blue boundary x = 0.285 Green boundary y = 0.440 and y = 0.150 + 0.640x Purple boundary y = 0.050 + 0.750x and y = 0.382 (6) Variable white Yellow boundary x = 0.255 + 0.750y and y = 0.790 – 0.667x Blue boundary x = 0.285 Green boundary y = 0.440 and y = 0.150 + 0.640x				

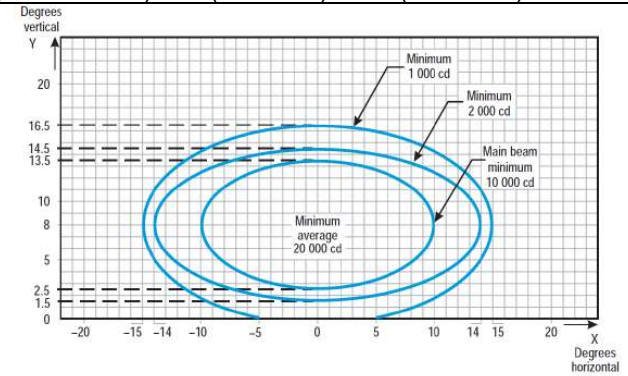
Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
Purple boundary y = 0.050 + 0.750x and y = 0.382				
(b) Where increased certainty of recognition from white is more important than maximum visual range, green signals should be within the following boundaries: (1) Yellow boundary y = 0.726 – 0.726x (2) White boundary x = 0.625y – 0.041 (3) Blue boundary y = 0.390 – 0.171x				
(c) Discrimination between lights having filament-type sources: (1) If there is a requirement to discriminate yellow and white from each other, they should be displayed in close proximity of time or space as, for example, by being flashed successively from the same beacon. (2) If there is a requirement to discriminate yellow from green and/or white, as for example on exit taxiway centre line lights, the y coordinates of the yellow light should not exceed a value of 0.40. The limits of white have been based on the assumption that they should be used in situations in which the characteristics (colour temperature) of the light source should be substantially constant. (3) The colour variable white is intended to be used only for lights that are to be varied in intensity, e.g. to avoid dazzling. If this colour is to be discriminated from yellow, the lights should be so designed and operated that: (i) the x coordinate of the yellow is at least 0.050 greater than the x coordinate of the white; and (ii) the disposition of the lights should be such that the yellow lights are displayed simultaneously and in close proximity to the white lights.				
(d) The chromaticity of aeronautical ground lights with solid state light sources, e.g. LEDs, should be within the following boundaries: CIE Equations (see Figure U-1B): (1) Red Purple boundary y = 0.980 – x Yellow boundary y = 0.335; Yellow boundary y = 0.320. *Note: see CS ADR-DSN.M.645(c)(2)(i)* (2) Yellow Red boundary y = 0.387 White boundary x = 0.980 – x Green boundary y = 0.727x+0.054 (3) Green (refer also to GM1 ADR-DSN.U.930(d) and (e)) Yellow boundary x = 0.310 White boundary x = 0.625y – 0.041 Blue boundary y = 0.400 (4) Blue				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**		Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
	Green boundary y = 1.141x – 0.037 White boundary x = 0.400 – y Purple boundary x = 0.134 + 0.590y (5) White Yellow boundary x = 0.440 Blue boundary x = 0.320 Green boundary y = 0.150 + 0.643x Purple boundary y = 0.050 + 0.757x (6) Variable white The boundaries of variable white for solid state light sources are those specified in CS ADR-DSN.U.930(d)(5) above.				
	(e) Colour measurement for filament-type and solid state light sources: (1) The colour of aeronautical ground lights should be verified as being within the boundaries specified in Figure U-1A or U-1B, as appropriate, by measurement at five points within the area limited by the innermost isocandela curve in the isocandela diagrams in CS ADR-DSN.U.940, with operation at rated current or voltage. In the case of elliptical or circular isocandela curves, the colour measurements should be taken at the centre and at the horizontal and vertical limits. In the case of rectangular isocandela curves, the colour measurements should be taken at the centre and the limits of the diagonals (corners). In addition, the colour of the light should be checked at the outermost isocandela curve to ensure that there is no colour shift that might cause signal confusion to the pilot. (2) In the case of visual approach slope indicators and other light units having a colour transition sector, the colour should be measured at points in accordance with paragraph CS ADR-DSN.U.930(e)(1) above, except that the colour areas should be treated separately and no point should be within 0.5 degrees of the transition sector.				
CS ADR-DSN.U.935	(a) The specifications in surface colours given below apply only to freshly coloured surfaces. Colours used for markings, signs, and panels usually change with time and, therefore, require renewal.				
	(b) The specifications in paragraph (f) below for internally illuminated panels are interim in nature and are based on the CIE specifications for internally illuminated signs. It is intended that these specifications should be reviewed and updated as and when CIE develops specifications for internally illuminated panels.				
	(c) The chromaticities and luminance factors of ordinary colours, colours of retroreflective materials, and colours of internally illuminated (internally illuminated) signs and panels should be determined under the following standard conditions: (1) angle of illumination: 45°;				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
(2) direction of view: perpendicular to surface; and (3) illuminant: CIE standard illuminant D65.				
(d) The chromaticity and luminance factors of ordinary colours for markings and externally illuminated signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-2): (1) Red Purple boundary y = 0.345 – 0.051x White boundary y = 0.910 – x Orange boundary y = 0.314 + 0.047x Luminance factor β = 0.07 (minimum) (2) Orange Red boundary y = 0.285 + 0.100x White boundary y = 0.940 – x Yellow boundary y = 0.250 + 0.220x Luminance factor β = 0.20 (minimum) (3) Yellow Orange boundary y = 0.108 + 0.707x White boundary y = 0.910 – x Green boundary y = 1.35x – 0.093 Luminance factor β = 0.45 (minimum) (4) White Purple boundary y = 0.010 + x Blue boundary y = 0.610 – x Green boundary y = 0.030 + x Yellow boundary y = 0.710 – x Luminance factor β = 0.75 (minimum) (5) Black Purple boundary y = x – 0.030 Blue boundary y = 0.570 – x Green boundary y = 0.050 + x Yellow boundary y = 0.740 – x Luminance factor β = 0.03 (maximum) (6) Yellowish green Green boundary y = 1.317x + 0.4 White boundary y = 0.910 – x Yellow boundary y = 0.867x + 0.4 (7) Green Yellow boundary x = 0.313				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
White boundary y = 0.243 + 0.670x Blue boundary y = 0.493 – 0.524x Luminance factor β = 0.10 (minimum) The small separation between surface red and surface orange is not sufficient to ensure the distinction of these colours when seen separately.				
(e) The chromaticity and luminance factors of colours of retroreflective materials for markings, signs, and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-3): (1) Red Purple boundary y = 0.345 – 0.051x White boundary y = 0.910 – x Orange boundary y = 0.314 + 0.047x Luminance factor β = 0.03 (minimum) (2) Orange Red boundary y = 0.265 + 0.205x White boundary y = 0.910 – x Yellow boundary y = 0.207 + 0.390x Luminance factor β = 0.14 (minimum) (3) Yellow Orange boundary y = 0.160 + 0.540x White boundary y = 0.910 – x Green boundary y = 1.35x – 0.093 Luminance factor β = 0.16 (minimum) (4) White Purple boundary y = x Blue boundary y = 0.610 – x Green boundary y = 0.040 + x Yellow boundary y = 0.710 – x Luminance factor β = 0.27 (minimum) (5) Blue Green boundary y = 0.118 + 0.675x White boundary y = 0.370 – x Purple boundary y = 1.65x – 0.187 Luminance factor β = 0.01 (minimum) (6) Green Yellow boundary y = 0.711 – 1.22x White boundary y = 0.243 + 0.670x Blue boundary y = 0.405 – 0.243x Luminance factor β = 0.03 (minimum)				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
(f) The chromaticity and luminance factors of colours for luminescent or internally illuminated signs and panels should be within the following boundaries when determined under standard conditions. CIE Equations (see Figure U-4): (1) Red Purple boundary y = 0.345 – 0.051x White boundary y = 0.910 – x Orange boundary y = 0.314 + 0.047x Luminance factor (day condition) β = 0.07 (minimum) Relative luminance to white (night condition) 5 % (minimum) 20 % (max) (2) Yellow Orange boundary y = 0.108 + 0.707x White boundary y = 0.910 – x Green boundary y = 1.35x – 0.093 Luminance factor (day condition) β = 0.45 (minimum) Relative luminance to white (night condition) 30 % (minimum) 80 % (max) (3) White Purple boundary y = 0.010 + x Blue boundary y = 0.610 – x Green boundary y = 0.030 + x Yellow boundary y = 0.710 – x Luminance factor (day condition) β = 0.75 (minimum) Relative luminance to white (night conditions) 100 % (4) Black Purple boundary y = x – 0.030 Blue boundary y = 0.570 – x Green boundary y = 0.050 + x Yellow boundary y = 0.740 – x Luminance factor (day condition) β = 0.03 (max) Relative luminance to white (night condition) 0 % (minimum) 2 % (maximum) (5) Green				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
Yellow boundary x = 0.313 White boundary y = 0.243 + 0.670x Blue boundary y = 0.493 – 0.524x Luminance factor (day conditions) β = 0.10 minimum Relative luminance to white (night conditions) 5 % (minimum) 30 % (maximum)				
CS ADR-DSN.U.940  Figure U-5. Isocandela diagram for approach centre line light and crossbars (white light) Notes: (a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$ a: 10, 14, 15 b: 5.5, 6.5, 8.5				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

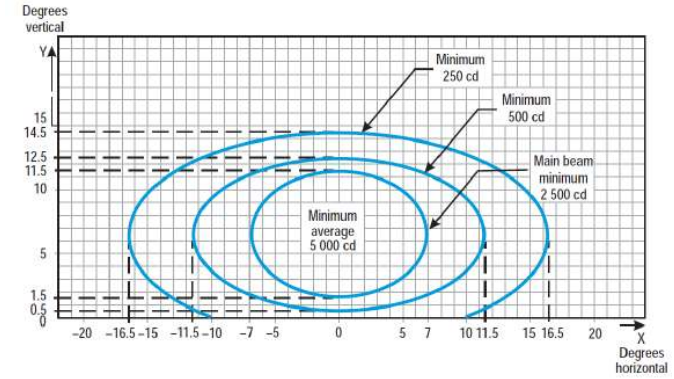


Figure U-6. Isocandela diagram for approach side row light (red light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	7.0	11.5	16.5
b	5.0	6.0	8.0

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

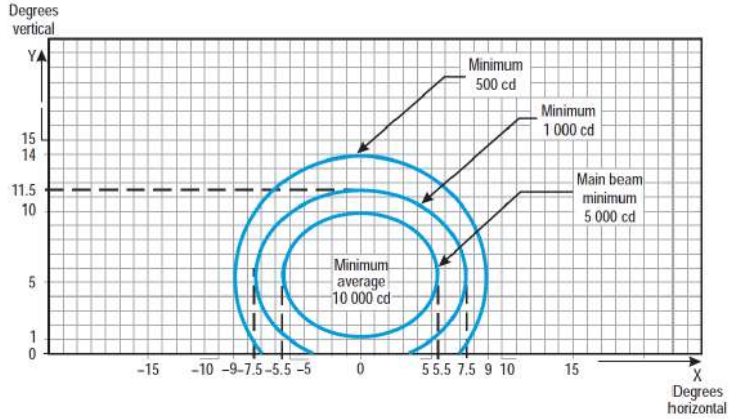


Figure U-7. Isocandela diagram for threshold light (green light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.5	7.5	9.0
b	4.5	6.0	8.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

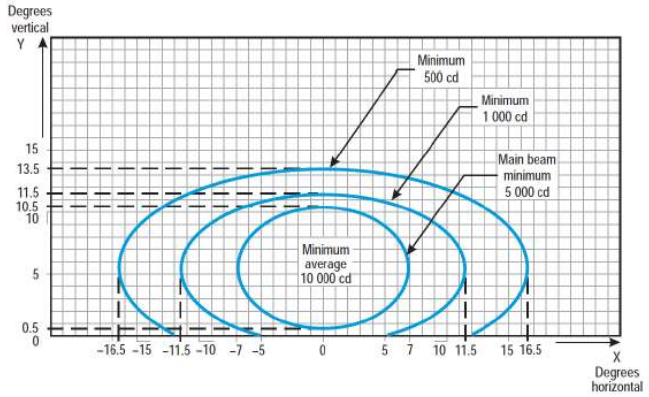


Figure U-8. Isocandela diagram for threshold wing bar light (green light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	7.0	11.5	16.5
b	5.0	6.0	8.0

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

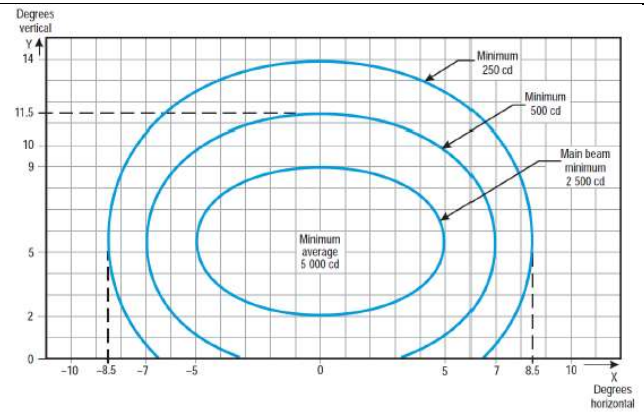


Figure U-9. Isocandela diagram for touchdown zone light (white light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.0	7.0	8.5
b	3.5	6.0	8.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

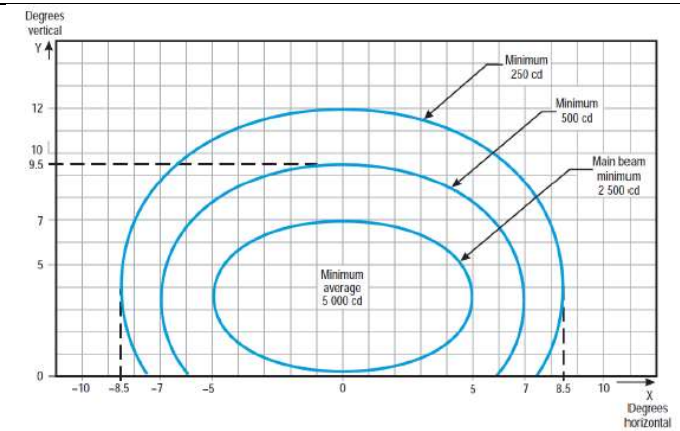


Figure U-10. Isocandela diagram for runway centre line light with 30 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.0	7.0	8.5
b	3.5	6.0	8.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

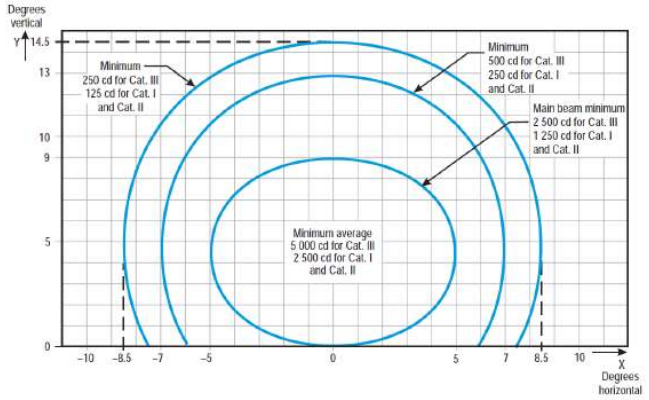


Figure U-11. Isocandela diagram for runway centre line light with 15 m longitudinal spacing (white light) and rapid exit taxiway indicator light (yellow light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.0	7.0	8.5
b	4.5	8.5	10

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

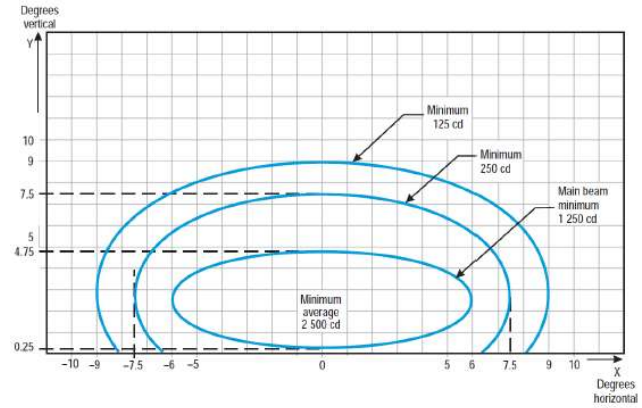


Figure U-12. Isocandela diagram for runway end light (red light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	6.0	7.5	9.0
b	2.25	5.0	6.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

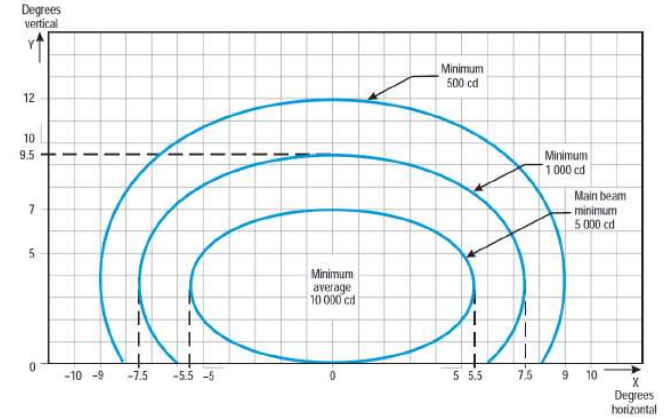


Figure U-13. Isocandela diagram for runway edge light where width of runway is 45 m (white light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	5.5	7.5	9.0
b	3.5	6.0	8.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

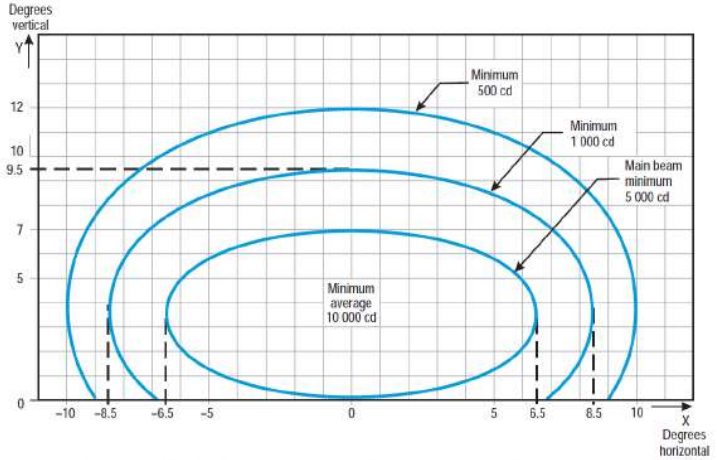
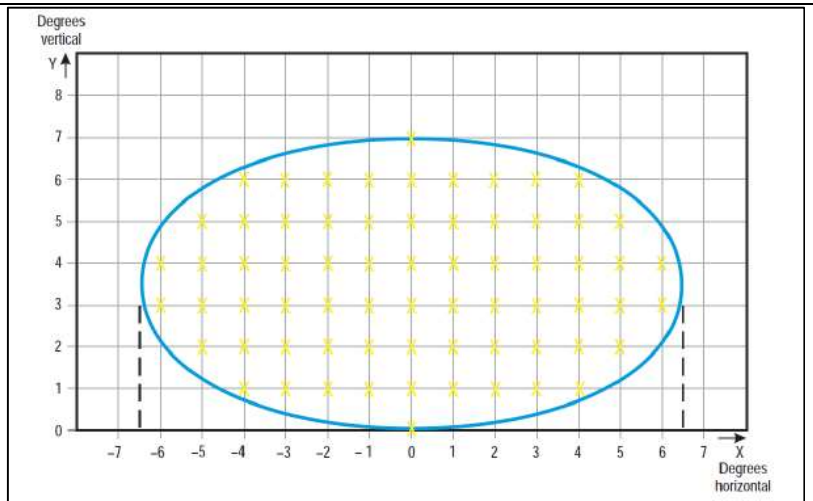
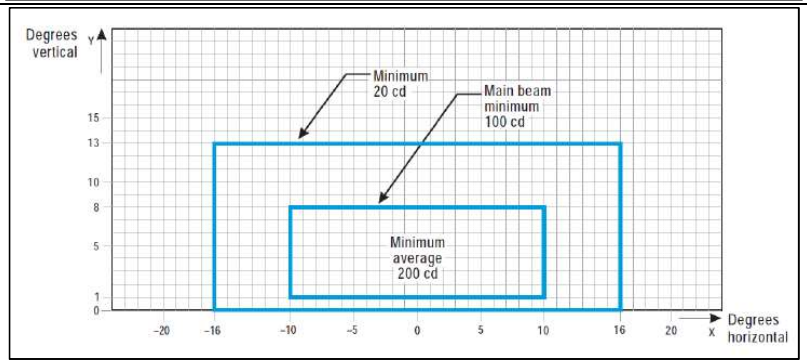


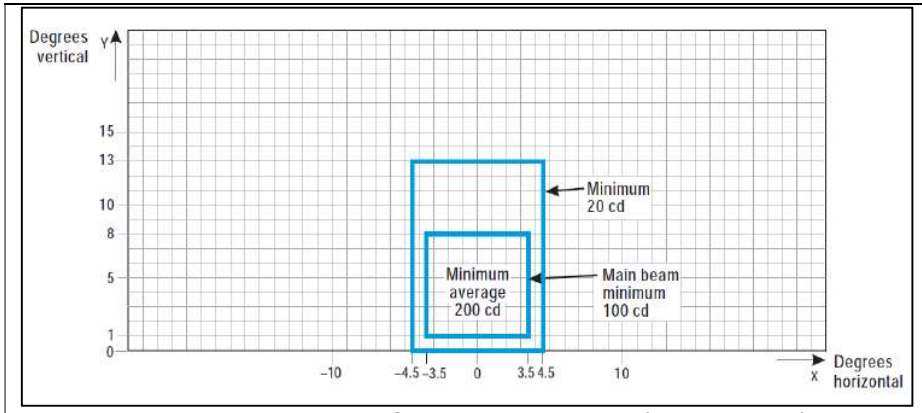
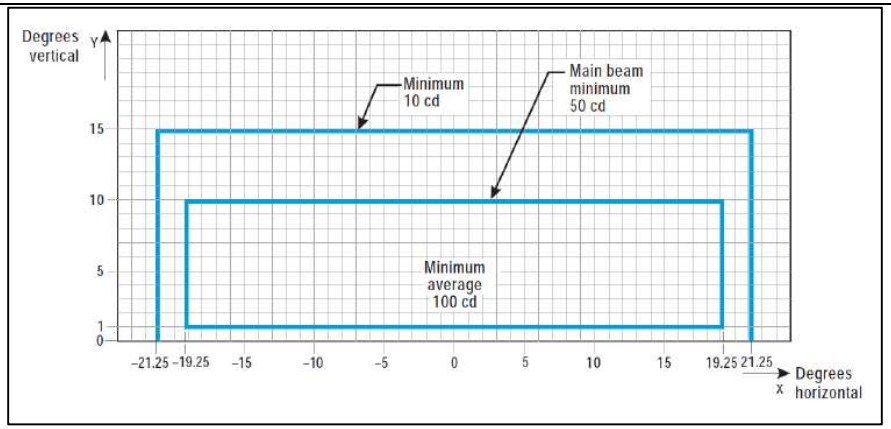
Figure U-14. Isocandela diagram for runway edge light where width of runway is 60 m (white light)

Notes:

(a) Curves calculated on formula $\frac{x^2}{a^2}+\frac{y^2}{b^2}=1$

a	6.5	8.5	10.0
b	3.5	6.0	8.5

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
 Figure U-15. Grid points to be used for the calculation of average intensity of approach and runway lights				
 Figure U-16. Isocandela diagram for taxiway centre line (15 m spacing), RELs, no-entry bar, and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m where large offsets can occur and for low-intensity runway guard lights, Configuration B				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
 Figure U-17. Isocandela diagram for taxiway centre line (15 m spacing), no-entry bar, and stop bar lights in straight sections intended for use in runway visual range conditions of less than a value of 350 m				
 Figure U-18. Isocandela diagram for taxiway centre line (7.5 m spacing), RELs, no-entry bar, and stop bar lights in curved sections intended for use in runway visual range conditions of less than a value of 350 m				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

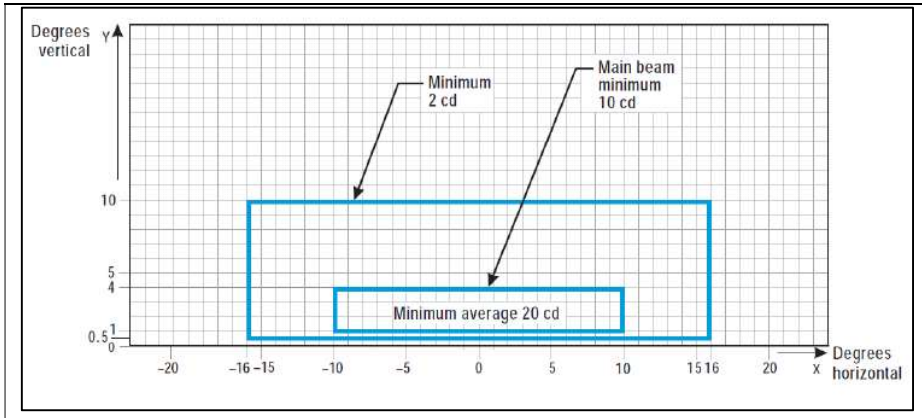
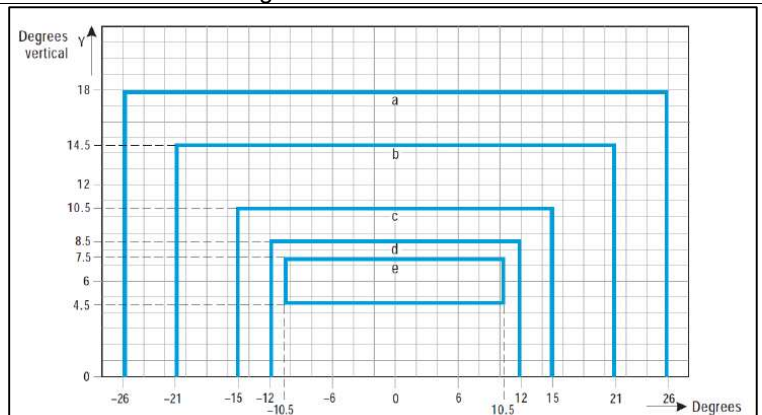
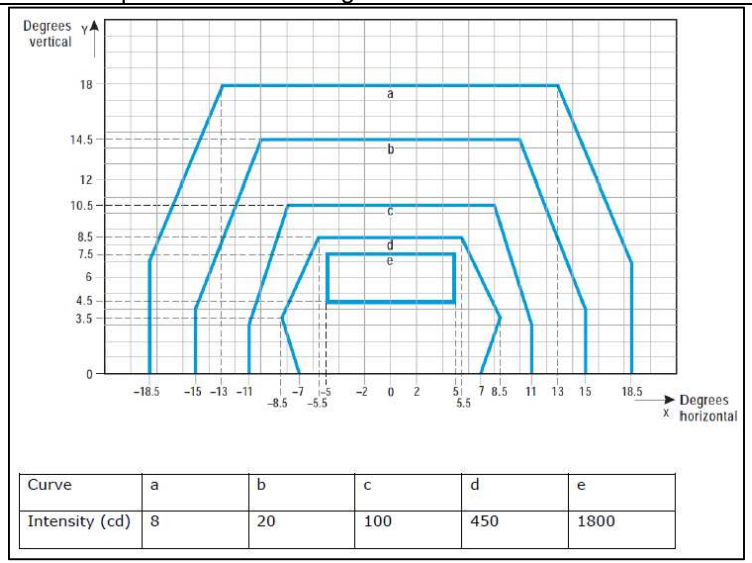


Figure U-19. Isocandela diagram for taxiway centre line (30 m, 60 m spacing), no-entry bar, and stop bar lights in straight sections intended for use in runway visual range conditions of 350 m or greater



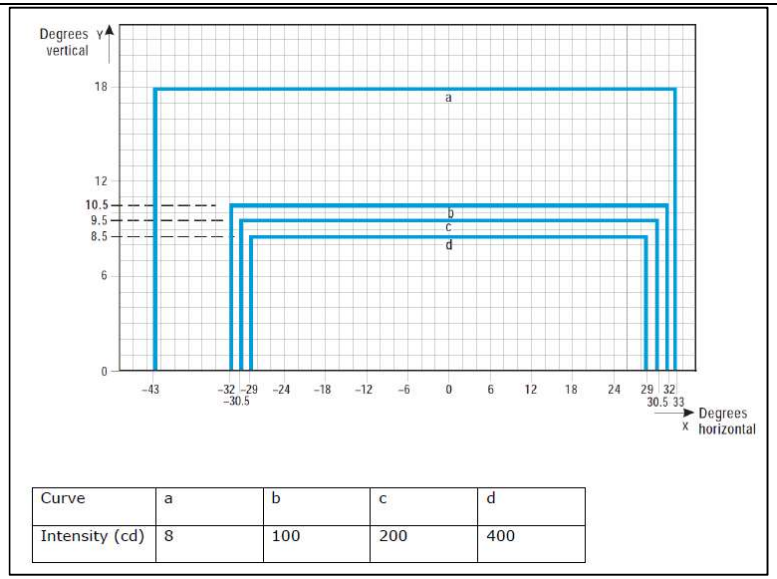
Curve	a	b	c	d	e
Intensity (cd)	8	20	100	450	1800

Figure U-21. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar, and stop bar lights in straight sections intended for use in

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
an advanced surface movement guidance and control system where higher light intensities are required and where large offsets can occur.				
 Figure U-22. Isocandela diagram for high-intensity taxiway centre line (15 m spacing), no-entry bar, and stop bar lights in straight sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required				

Curve	a	b	c	d	e
Intensity (cd)	8	20	100	450	1800

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota



Curve	a	b	c	d
Intensity (cd)	8	100	200	400

Figure U-23. Isocandela diagram for high-intensity taxiway centre line (7.5 m spacing), no-entry bar, and stop bar lights in curved sections intended for use in an advanced surface movement guidance and control system where higher light intensities are required

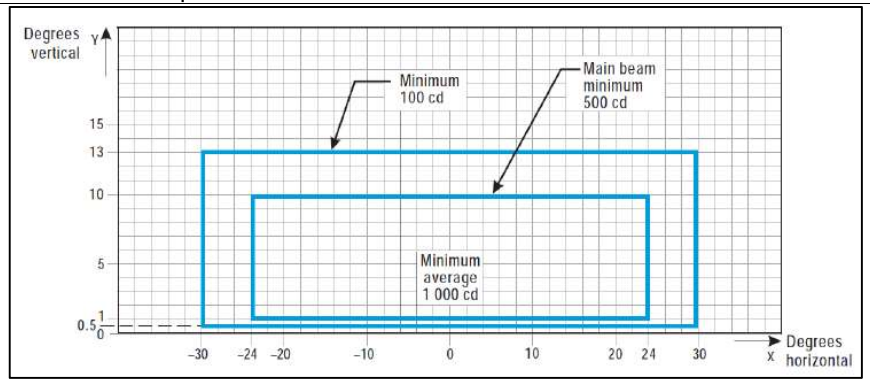
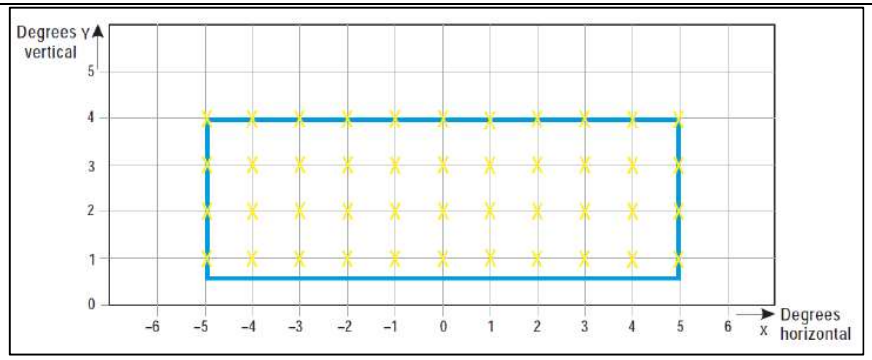
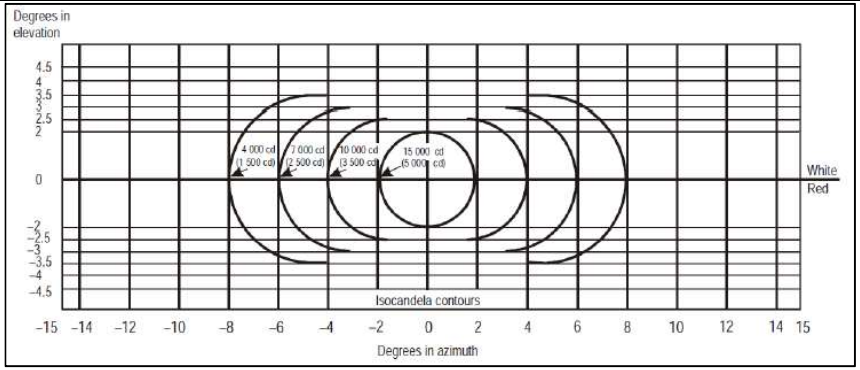
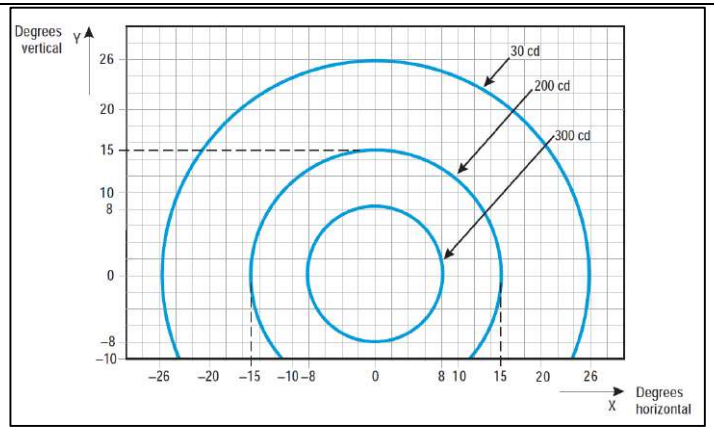
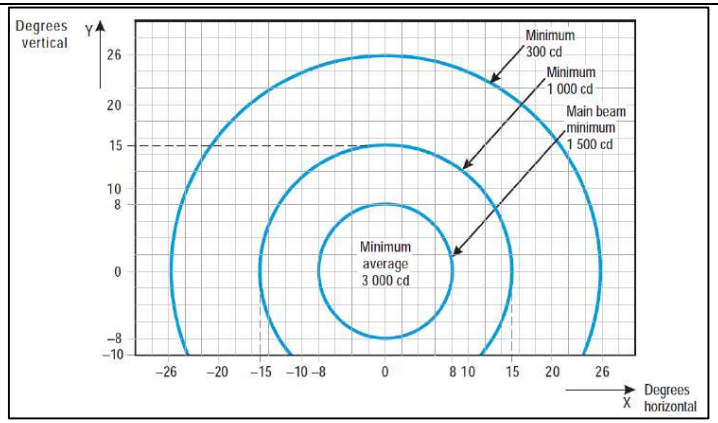


Figure U-24. Isocandela diagram for high-intensity runway guard lights, Configuration B

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
 Figure U-25. Grid points to be used for calculation of average intensity of taxiway centre line and stop bar lights				
 Figure U-26. Light intensity distribution of PAPI and APAPI				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota
 Figure U-27. Isocandela diagram for each light in low-intensity runway guard lights, Configuration A				
 Figure U-28. Isocandela diagram for each light in high-intensity runway guard lights, Configuration A				

Specificații de certificare la Regulamentul privind procedurile administrative referitoare la aerodromuri **CS**	Ref. CT-AD	DA/ NU/ n/a	Dovezi de conformare/ măsuri de remediere	Nota

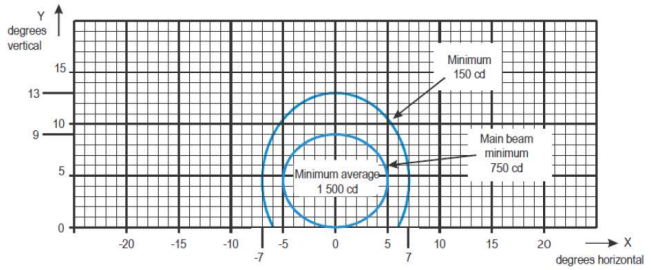


Figure U-29. Isocandela diagram for take-off and hold lights (THL) (red light)

Notes:

(a) Curves calculated on formula

$$\frac{x^2}{a^2} + \frac{y^2}{b^2} = 1$$

a	5.0	7.0
b	4.5	8.5

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A DOCUMENTELOR SUPORT ALE CERERII DE CONVERSIE A CERTIFICATELOR ELIBERATE ÎN CONFORMITATE CU RAC-CAO
CONFORM HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

CHECKLIST FOR APPLICATION FOR A CERTIFICATE CONVERSION
IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 00

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

SUBIECTUL CONTROLULUI:	DA/NU	NOTĂ

SUBIECTUL CONTROLULUI:	DA/NU	NOTĂ
ADR.OR.B.015		
Типовое заявление согласно Приложения 2 PIAC – AD Certificarea aerodromurilor civile conform Regulamentului privind procedurile administrative referitoare la aerodromuri, Partea 1	DA ☐ NU ☐	
Заявление подписано ответственным руководителем эксплуатанта аэродрома / аэропорта.	DA ☐ NU ☐	
Информация об Эксплуатанте аэродрома / аэропорта:	DA ☐ NU ☐	

SUBIECTUL CONTROLULUI:	DA/NU	NOTĂ
Имена, фамилии и сопутствующая информация об ответственном руководителе а также другом номинированном и одобренном ОГА персонале, перечисленном в ADR.OR.D.015 согласно Приложения 2 2 PIAC – AD Certificarea aerodromurilor civile conform Regulamentului privind procedurile administrative referitoare la aerodromuri, Partea 1;		
Учредительные документы со всеми изменениями и дополнениями;	DA ☐ NU ☐	
Информация и данные о месторасположении аэродрома:		
a. карты, содержащие информацию, упомянутую в AMC1 ADR.OR.B.015 (b) (1) (2) (3) (4), в масштабе, не превышающем 1: 25000. Карты также могут быть переданы в электронном виде;	DA ☐ NU ☐	
b. перечень препятствий с указанием превышения и географических координат в соответствии с требованиями, касающимися авиационных данных (ADR.OPS.A.005 и AMC1 ADR.OPS.A.005)	DA ☐ NU ☐	
Виды операций, выполняемых на аэродроме [см. AMC1 ADR.OR.B.015(b)(1); (2);(3);(4) Application for a certificate (b) (2)]	DA ☐ NU ☐	
Информация и данные о способе проектирования и материальной базе аэродрома в соответствии с применимыми требованиями по сертификации, установленными ОГА.	DA ☐ NU ☐	
План и средства аэродрома, в соответствии с применимыми сертификационными спецификациями, утвержденными ОГА, как указано в AMC1 ADR.OR.B.015(b)(1);(2);(3);(4) Application for a certificate p. (b) (3).	DA ☐ NU ☐	
Доказательства адекватности ресурсов, необходимых для эксплуатации аэродрома, в соответствии с применимыми требованиями (как указано в AMC1 ADR.OR.B.015(b) 5)), **а именно**:		
a. План развития аэродрома на 5-летний срок;	DA ☐ NU ☐	
b. аудированный финансовый отчет за предыдущий финансовый год;	DA ☐ NU ☐	
c. бизнес-план на период до двух лет, согласно установленной ОГА структуре (см. AMC Structura planului de afaceri pentru operatorii de aerodrom/aeroport);	DA ☐ NU ☐	
d. копия договоров страхования гражданской ответственности перед третьими лицами, которые покрывают риски, связанные с эксплуатацией аэродрома	DA ☐ NU ☐	
Документы, подтверждающие отношения заявителя с владельцем аэродрома и / или владельцем земли – *будет представлен документ, удостоверяющий отношения владельца аэродрома с назначенным эксплуатантом аэродрома / аэропорта (договор, решение и т. д.).*	DA ☐ NU ☐	
Декларация о соответствии **Положению и СВ** по образцу представленному в Приложении № 6 PIAC – AD Certificarea aerodromurilor civile conform Regulamentului privind procedurile administrative referitoare la aerodromuri, Partea 1.	DA ☐ NU ☐	

SUBIECTUL CONTROLULUI:	DA/NU	NOTĂ
Форма предоставления доказательств соответствия, представленная в Приложении №.1 PIAC – AD Certificarea aerodromurilor civile conform Regulamentului privind procedurile administrative referitoare la aerodromuri, Partea 1, состоит из 3 частей:		
(a) Приложение № 1 Часть 1 - Форма и пример предоставления доказательств соответствия CS;	DA ☐ NU ☐	
(b) Приложение № 1 Часть 2 - Форма соответствия OR;	DA ☐ NU ☐	
(c) Приложение № 1 Часть 3 - Форма соответствия OPS	DA ☐ NU ☐	
Проект альтернативных методов установления соответствия (AltMoC) Положению об административных процедурах, касающихся аэродромов, утвержденному Постановлением Правительства Республики Молдова № 653 от 11.07.2018	DA ☐ NU ☐	
Любые идентифицированные эксплуатантом аэродрома/аэропорта предложения об отклонении от установленных сертификационных спецификаций, ранее утверждённые ОГА, - *предложения будут сопровождаться документами по оценке рисков по каждому отклонению, планом мероприятий (в том случае если отклонение является частью программы корректировки), сроком корректировки, соответствующими компенсационными мерами, предпринятыми эксплуатантом для поддержания эксплуатационной безопасно.*	DA ☐ NU ☐	
Документация, которая демонстрирует порядок соблюдения применимых требований, установленных Авиационным Кодексом и в правилах по его реализации. *Такая документация должна содержать процедуру, включенную в руководство по аэродрому, описывающую порядок управления изменениями, не требующими предварительного одобрения и сообщения об этих изменениях в ОГА; последующие изменения этой процедуры подлежат предварительному одобрению ОГА.*	DA ☐ NU ☐	
Копия Руководства по аэродрому, предусмотренная ADR.OR.E.005.	DA ☐ NU ☐	

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 01 **MANAGEMENT OF CHANGE**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.B.040 (d)			
1	Имеет ли Эксплуатант аэродрома/аэропорта процедуру управления изменениями, не *требующими* предварительного утверждения, которая была одобрена ОГА? *Does the Aerodrome Operator have a procedure, which has been approved by the Competent Authority, to manage changes not requiring prior approval?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.040 (d)			
2	Описывает ли эта процедура процесс уведомления об изменениях, не требующих предварительного утверждения ОГА? *Does the procedure describe the notification process for changes not requiring the prior approval of the Competent Authority?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.040 (d)			
3	Установлен ли Эксплуатантом аэродрома/аэропорта процесс подачи заявок на получение разрешения, выдаваемого ОГА? *Does the aerodrome operator have a process for applying for and obtaining an approval issued by the Competent Authority (CA)?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.040 (c)			
4	Получают ли изменения, реализованные Эксплуатантом аэродрома/аэропорта, официальное утверждение со стороны ОГА? *Is the change only implemented by the AO following receipt of formal approval from the Competent Authority?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b)			
5	Предусматривается ли, что процесс описание изменения будет представлен в ОГА? *Does the process make provision for a description of the change to be submitted to Competent Authority?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OR.E.005 ((Part B) 2.2.10)			
6	Соответствует ли процесс изменений критериям безопасности, описанным в руководстве по аэродрому? *Does the change process follow the safety criteria as described in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (a)			
7	Идентифицирует ли процесс изменения условий сертификата, сертификационный базу, важнейшее оборудование для безопасности аэродрома, систему менеджмента и части Руководства по аэродрому, на которые влияет изменение? *Does the process identify changes to the terms of the certificate, the CB, safety critical aerodrome equipment, management system and the parts of the aerodrome manual which are affected by the change?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (a)			
8	Требует ли процесс, чтобы Эксплуатант аэродрома/аэропорта представлял соответствующие детальные проектные чертежи? *Does the process require the AO to submit appropriate detailed design drawings?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (b)			
9	Включает ли процесс требование, чтобы Эксплуатант аэродрома/аэропорта определял требования по сертификации, для соответствия которым предложенное изменение было разработано, когда это применимо? *Does the process include a requirement for the AO to identify the CS, when applicable, with which the proposed change has been designed to comply?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (b)			
10	Определяет ли процесс, идентифицирующий требование по сертификации, для которого Эксплуатант аэродрома/аэропорта предлагает продемонстрировать соответствие, демонстрацию альтернативного метода установления соответствия, если применимо?	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	If applicable, does the process identify the CS for which the AO proposes to show compliance in a different manner in order to demonstrate an equivalent level of safety?		
AMC1 ADR.OR.B.040 (a); (b) (c)			
11	Требует ли процесс, чтобы Эксплуатант аэродрома/аэропорта определил применимые требования, которые должны быть соблюдены в результате изменения? *Does the process require the AO to identify the applicable requirements that must be complied with as a result of the change?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (d) / ADR.OR.B.040 (f) (1)			
12	Требует ли процесс от Эксплуатанта аэродрома/аэропорта выявления взаимозависимостей с какими-либо затронутыми сторонами, а также планирования и проведения оценки безопасности в координации с этими организациями? *Does the process require the AO to identify the interdependencies with any affected parties, and to plan and conduct a safety assessment in coordination with these organisations?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (d) (f) (4)			
13	Существует ли процесс для подкрепления оценки безопасности, который гарантирует, что полные и веские аргументы, доказательства и критерии безопасности установлены и задокументированы? *Is there a process that ensures complete and valid arguments, evidence and safety criteria are established and documented to support the safety assessment?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.B.040 (a); (b) (d) (f) (2)			
14	Требует ли процесс систематического согласования допущений и смягчения последствий с затрагиваемыми сторонами от Эксплуатанта аэродрома/аэропорта? *Does the process require the AO to align assumptions and mitigations with affected parties in a systematic way?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 02 **SAFETY CULTURE. USE OF ALCOHOL, PSYCHOACTIVE SUBSTANCES AND MEDICINES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.C.045 (a)(1) & (2)			
1	Установлены ли Эксплуатантом аэродрома/аэропорта, процедуры, связанные с употреблением алкоголя, психоактивных и лекарственных средств к: • персоналом, участвующим в эксплуатации, спасении и борьбе с пожарами и в обслуживании аэродрома; • лицами без сопровождения, которые работают на поверхности движения или на других рабочих поверхностях аэродрома (подрядчики/третьи стороны). *Has the aerodrome operator established procedures on the level of consumption of alcohol, psychoactive substances and medicines by:* • *Personnel involved in the operation, RFFS and maintenance?* • *Unescorted persons on the movement area or other operational areas (contractors/third parties)?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.C.045 (b)(1) & (2)			
2	Включают ли процедуры требования, согласно которым данным лицам запрещается: • употреблять алкоголь во время своих должностных обязанностей; • осуществлять какую-либо деятельность под влиянием алкоголя или любого психоактивного вещества; или любого лекарственного средства, способного повлиять на их способности, снижая их безопасность. *Do the procedures include the requirements that such persons shall:* • *Not consume alcohol during their duty period?* • *Not perform any duties under the influence of alcohol, psychoactive substances or medicines that may have an effect on his/her abilities in a manner contrary to safety?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 03 **COMPLIANCE MONITORING**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
IR ADR.OR.D.005 (b)(11)			
1	Имеется ли у Эксплуатанта аэродрома/аэропорта формализованный процесс контроля за его соблюдением соответствующих требований (частей ADR.ODR и ADR.OPS и любых других применимых требований)? *Does the airport operator (AO) have a formal process to monitor its compliance with the relevant requirements (Parts ADR.OR and ADR.OPS and any other applicable requirements)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(1)			
2	Была ли определена базовая структура мониторинга соответствия, подходящая по размеру и сложности деятельности организации, подлежащей мониторингу, в том числе субподрядных организаций? *Has the basic structure of the compliance monitoring been specified, suitable to the size and complexity of the organization's activities to be monitored, including those that have been sub-contracted?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(1)			
3	Была ли он должным образом реализована, поддерживается и постоянно пересматривается, и совершенствуется по мере необходимости? *Has it been properly implemented, maintained and continually reviewed and improved, as necessary?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(1)			
4	Предусмотрена ли для Ответственного руководителя система обратной связи при работе с выявленными несоответствиями? *Is there a feedback system of findings to the Accountable manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(2)			
5	Контролирует ли он соблюдение своих собственных процедур? *Does it monitor compliance with its own procedures?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(2)			
6	Контролирует ли он соответствие: • Привилегий эксплуатанта аэродрома/аэропорта? • Руководств, журналов и записей? • Стандартов обучения? • Требуемых ресурсов? • Процедуры и руководства системы управления? *Does it monitor compliance with:* • *Privileges of the aerodrome operator?* • *Manuals, logs and records?* • *Training standards?* • *Required resources?* • *Management system procedures and manuals?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (b)(1)			
7	Если ли на предприятии персона, ответственная за мониторинг соответствия и является ли он/она, также, Менеджером по Безопасности полетов? *Is there a person 'responsible' for compliance monitoring and is he/she also the Safety Manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (b)(1)			
8	Если ответ на вопрос выше является «да», то, обеспечил ли ответственный руководитель выделение достаточных ресурсов для функционирования мониторинга соответствия?	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	If yes to the above question. Has the Accountable Manager ensured sufficient resources are allocated for the compliance monitoring function?	N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (a)(1)			
9	Имеют ли они прямой доступ и несут ли ответственность перед ответственным руководителем? *Do they have direct access to and are responsible to the Accountable Manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (b)(2)			
10	Проводятся ли аудиты/инспекции персоналом, не отвечающим за функционирование/ процедуры, т.е. являются независимыми? *Are audits/inspections carried out by personnel not responsible for the function/procedure, i.e. independent?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (b)(3)			
11	Имеет ли этот персонал доступ к любой части организации и субподрядчику, по мере необходимости? *Do those personnel have access to any part of the organisation and contracted organisation, as required?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (c)(1)			
12	Включает ли документация по соответствию актуальные процессы и процедуры для проверяемой деятельности? *Does the compliance documentation include the relevant processes and procedures for the activity being audited?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (c)(2)			
13	Включает ли документация, также: • Описание организации оператора? • Терминологию? • Заданные стандарты деятельности? • Распределение обязанностей / ответственности? • Процедуры для обеспечения соответствия нормативным требованиям? • Система мониторинга соответствия отражает: ➢ Расписание программы? ➢ Аудиторские процедуры? ➢ Процедуры отчетности? ➢ Процедуры последующих и корректирующих действий и систему регистрации? • Учебный план? • Контроль документов? *Does the documentation also include:* • *Description of the organization of the operator?* • *Terminology?* • *Specified activity standards?* • *Allocation of duties/responsibilities?* • *Procedures to ensure regulatory compliance?* • *The compliance monitoring system reflecting:* ➢ *Schedule of programme?* ➢ *Audit procedures?* ➢ *Reporting procedures?* ➢ *Follow up and corrective action procedures and recording system?* • *Training syllabus?* • *Document control?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (d)(1)			
14	Обеспечивает ли Эксплуатант аэродрома/аэропорта, что весь персонал понимает цели, изложенные в документации по системе управления? *Does the AO ensure that all personnel understand the objectives laid down in the management system documentation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (d)(2)&(3)			
15	Исходя из объема и сложности мероприятий, предоставляется ли время для обучения персонала, занимающегося управлением соответствием, а также для инструктажа оставшегося персонала? *Based on the volume and complexity of the activities, is time provided to train the personnel involved in compliance management, and for briefing the remaining personnel?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (d)(2)			
16	Получил ли ответственный за мониторинг соответствия обучение по: • Требования по мониторингу соответствий? • Руководствам и процедурам в отношении задачи? • Технике проведения аудита? • Составлению отчетов и записей? *Have personnel responsible for managing the compliance monitoring received training on:* • *Requirements of compliance monitoring?* • *Manuals and procedures related to the task?* • *Audit techniques?* • *Reporting and recording?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11)(b) (paras 1 to 4)			
17	Имеет ли персона, назначенная ответственной за мониторингом соответствия:	DA ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	• Достаточный опыт и знания в области эксплуатации аэродрома, технического обслуживания аэродрома или аналогичной области? • Достаточные знания и опыт в управлении безопасностью полетов и обеспечении качества? • Знание Руководства по аэродрому? И • Обширные знания применимых требований в области аэродромов? *Does the person allocated responsibility for the compliance monitoring have:* • *Adequate experience and expertise in aerodrome operations, or aerodrome maintenance, or similar area?* • *Adequate knowledge of, and experience in safety management and quality assurance?* • *Knowledge of the aerodrome manual; and* • *Comprehensive knowledge of the applicable requirements in the area of aerodromes?*	NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(1)			
18	Существует ли определенный график аудита, который необходимо выполнить в течение определенного календарного периода? *Is there a defined audit schedule to be completed during a specified calendar period?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(1)			
19	Был ли установлен период цикла обзора для каждой области? *Has a periodic review cycle for each area been established?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(1)			
20	Позволяет ли график проводить внеплановые проверки при выявлении отклонений? *Does the schedule allow for unscheduled audits when trends are identified?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(1)			
21	Запланированы ли последующие проверки для подтверждения того, что корректирующие действия были выполнены, эффективны и завершены ли они в соответствии с правилами и процедурами, изложенными в Руководстве по аэродрому? *Are follow-up audits scheduled to verify corrective actions have been carried out, effective and completed as per policies and procedures in the Aerodrome Manual?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(2)			
22	В течение 12 месяцев после выдачи сертификата были проведены следующие проверки: • Системы управления? • Ключевых процессов? • Процедур? • Эксплуатации? *Within 12 months of issuance of Certificate have the following been audited:* • *Management system?* • *Key processes?* • *Procedures?* • *Operation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(3)			
23	Рассматривает ли эксплуатант аэродрома/аэропорта, по истечении первых 12 месяцев, результаты своих оценок безопасности полетов и прошлых мероприятий по обеспечению соблюдения? *Beyond the first 12 months, does the AO consider the results of its safety assessments and past compliance activities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(11) (e)(3)			
24	Соответствует ли календарный период циклу планирования надзора со стороны ОГА? *Is the calendar period consistent with the AAC oversight planning cycle?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 04 **OVERSIGHT OF THIRD PARTIES. CONTRACTED ACTIVITIES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.010 (a)			
1	Если контрактная деятельность сама по себе не сертифицирована для осуществления этой деятельности, существует ли система, обеспечивающая ее работу под одобрением и контролем Эксплуатанта аэродрома/аэропорта? *Where a contracted activity is not itself certified to carry out the activity, is there a system in place to ensure it works under the approval and oversight of the AO?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.010 (b)			
2	Там, где такая система существует, предусматривает ли она, что для ОГА предоставляется доступ к организации, с которой заключен договор, для подтверждения постоянного соответствия требованиям? *Where such a system is in place, does it provide for the Competent Authority to be given access to the contracted organisation, to confirm continued compliance with the requirements?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.010 (a)			
3	Определил ли Эксплуатанта аэродрома/аэропорта какие-либо контрактную деятельность? *Has the aerodrome operator identified any contracted activities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.010 (a)			
4	Существует ли письменная договоренность между Эксплуатантом аэродрома/аэропорта и контрактной деятельностью? *Is there a written agreement between the AO and the contracted activity?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.010 (c)			
5	Включены ли контрактная деятельность, связанная с безопасностью полетов, в программы управления безопасностью и контроля соответствия Эксплуатанта аэродрома/аэропорта? *Are the contracted safety related activities included in the AO's safety management and compliance monitoring programmes?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.010 (d)			
6	В тех случаях, когда контрактную деятельность определена, обеспечил ли эксплуатант аэродрома/аэропорта обслуживание, оборудование или систему в соответствии с применимыми требованиями? *Where it has identified contracted activities, has the aerodrome operator ensured the service, equipment or system conforms to the applicable requirements?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.010 (d)			
7	Проводил ли эксплуатант аэродрома/аэропорта аудит контрактной стороны, до начала ее деятельности, чтобы убедиться, что: a) Обладает необходимой авторизацией, декларацией или одобрением, когда это необходимо, и располагает ресурсами и компетенцией для выполнения задачи? b) Удовлетворяет требованиям, установленным эксплуатантом аэродрома/аэропорта? *Has the AO conducted an audit of the contracted party prior to commencement of activities to ensure it:* *a) Has the necessary authorization, declaration or approval, when required, and commands the resources and competence to undertake the task?* *b) Meets the requirements as setout by the AO itself?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 05 **OVERSIGHT OF THIRD PARTIES. COORDINATION WITH OTHER ORGANISATIONS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
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Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
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Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.025 (a)			
1	Учитывает ли система управления эксплуатанта аэродрома/аэропорта координацию и взаимодействие с соответствующими процедурами безопасности полетов других организаций, эксплуатирующих или предоставляющих услуги на аэродроме? *Does the aerodrome operator (AO) management system address the coordination and interface with relevant safety procedures of other organisations operating or providing services at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.025 (b)			
2	Обеспечивает ли система управления эксплуатанта аэродрома/аэропорта наличие в таких организациях процедур безопасности полетов, которые соответствуют применимым требованиям Регламента (ЕС) № 2016/2008 и Правил его реализации, а также требованиям, изложенным в руководстве по аэродрому? *Does the AO management system ensure that such organisations have safety procedures that comply with the applicable requirements of Regulation (EC) No 2016/2008 and its Implementing Rules and the requirements laid down in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 06 **MANPOWER RESOURCES PERSONNEL REQUIREMENTS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	GENERAL		
ADR.OR.D.015 (b)			
1	Имеет ли эксплуатант аэродрома/аэропорта номинированный персонал, ответственный за управление адекватную систему учета документов, призванную охватить все виды его деятельности, осуществляемые на основании настоящего Положения и норм по его применению. *Has the AO nominated persons responsible for the management and supervision of the operational services and maintenance of the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (c)			
2	Имеет ли эксплуатант аэродрома/аэропорта номинированный персонал, ответственный за разработку, поддержание и ежедневное управление SMS? *Has the AO nominated person(s) responsible for the development, maintenance and day-to-day management of the SMS?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (c)			
3	Этот персонал действует независимо от других менеджеров? *Do these persons act independently of other managers?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (c)			
4	Имеет ли он прямой доступ к Ответственному руководителю и другим ассигнованным руководителям по вопросам, связанным с безопасностью полетов? *Do they have direct access to the Accountable Manager (AM) and other appropriate management for safety matters?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (c)			
5	Они несут ответственность перед Ответственным руководителем? *Are they responsible to the AM?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (d)			
6	Использует ли эксплуатант аэродрома/аэропорта достаточное количество квалифицированного персонала, для осуществления планируемых задач и деятельности? *Has the AO employed sufficient and qualified personnel for the planned tasks and activities?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (e)			
7	Имеет ли эксплуатант аэродрома/аэропорта достаточное количество нанятых супервайзеров с определенными обязанностями с учетом структуры организации и количества занятого персонала? *Has the AO employed a sufficient number of personnel supervisors with defined duties taking into account the structure of the organisation and number of personnel employed?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (f)			
8	Обеспечил ли эксплуатант аэродрома/аэропорта, что персонал, участвующий в эксплуатации, обслуживании и управлении аэродрома, прошел соответствующую подготовку в соответствии с программой обучения? *Has the aerodrome operator ensured that personnel involved in the operation, maintenance and management of the aerodrome are adequately trained in accordance with the training programme?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (d)			
9	Определил ли эксплуатант аэродрома/аэропорта требуемую квалификацию персонала? *Has the AO determined the required personnel qualifications?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (d) (e)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
10	Существует ли система распространения правил и процедур для персонала, чтобы он мог выполнять свои обязанности и ответственность? *Is there a system in place to distribute the rules and procedures to personnel, in order for them to fulfil their duties and responsibilities?*	DA ☐ NU ☐ N/A ☐	
ACCOUNTABLE MANAGER			
ADR.OR.D.015 (a)			
11	Имеет ли эксплуатант аэродрома/аэропорта назначенного ответственного руководителя? *Has the aerodrome operator (AO) appointed an Accountable Manager (AM)?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (a)			
12	Имеет ли эксплуатант аэродрома/аэропорта полномочия по обеспечению финансирования всех видов деятельности в соответствии с применимыми требованиями? *Does the AM have the authority for ensuring all activities can be financed in accordance with the applicable requirements?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.015 (a)			
13	Несет ли эксплуатант аэродрома/аэропорта ответственность за установление и обслуживание эффективной системы управления? *Is the AM responsible for establishing and maintaining an effective management system?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (a) (A) (1)(i)			
14	Обеспечил ли эксплуатант аэродрома/аэропорта все необходимые ресурсы для эксплуатации аэродрома в соответствии с требованиями и Руководством по аэродрому? *Has the AM ensured that all necessary resources are available to operate the aerodrome in accordance with the requirements and Aerodrome Manual?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (a) (b)			
15	Описано ли в руководстве по аэродрому или где-либо еще делегирование повседневных обязанностей эксплуатанта аэродрома/аэропорта в периоды отсутствия руководителя? *Is the delegation of AM day-to-day responsibilities during periods of absence described in the manual or elsewhere?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (a)(1)			
16	Передал ли эксплуатант аэродрома/аэропорта свои обязанности по обучению Менеджеру по обучению? *Has the AM delegated his/her responsibilities for training to a Training Manager?*	DA ☐ NU ☐ N/A ☐	
NOMINATED PERSONS			
AMC1 ADR.OR.D.015 (b) (a)(1)			
17	Отражено ли в Руководстве по аэродрому описание функций назначенных лиц, включая их имена и четко определенные обязанности и разрешения? *Does a description of the functions of the nominated persons, including their names and clearly defined responsibilities and authorisations, appear in the Aerodrome Manual?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (a)(1)			
18	Назначенный персонал имеет достаточные ресурсы? *Are the nominated persons adequately resourced?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (a)(2)			
19	Существуют ли меры для обеспечения непрерывности надзора в отсутствие назначенных лиц? *Are there arrangements in place to ensure continuity of supervision in the absence of nominated persons?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (a)(3)			
20	Назначенный персонал имеет какие-либо обязанности в других аэропортах? (Если да, был ли он одобрен ОГА?) *Do any nominated persons have responsibility for any other airport? (If yes, has this been agreed by the CAA?)*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (a)(4)			
21	Работают ли назначенные лица достаточно времени для выполнения функций управления, связанных с масштабом и сложностью эксплуатации? *Do nominated persons work sufficient hours to fulfil the management functions associated with the scale & complexity of the operation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (b)			
22	Обладает ли Операционный менеджер / Менеджер по обслуживанию достаточным практическим опытом в отношении деятельности, которой они управляют, включая всестороннее знание применимых требований в области аэродромов? *Does the Operations Manager/Maintenance Manager have adequate practical experience of the activity they manage, including comprehensive knowledge of the applicable requirements in the area of aerodromes?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (b) (b)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
23	Имеет ли Операционный менеджер / Менеджер по обслуживанию соответствующий уровень знаний по управлению безопасностью полетов и качеством, а также знаний Руководства по аэродрому? *Does the Operations Manager/Maintenance Manager have an appropriate level of knowledge of safety and quality management, and the Aerodrome Manual?*	DA ☐ NU ☐ N/A ☐	
SAFETY MANAGER			
ADR.OR.D.015 (c)			
24	Имеет ли эксплуатант аэродрома/аэропорта назначенного менеджера по безопасности полетов? *Has the AO appointed a Safety Manager (SM)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (c) (a)			
25	Несет ли менеджер по безопасности полетов ответственность за развитие, администрирование и обеспечение эффективной SMS? *Is the SM responsible for the development, administration and maintenance of an effective SMS?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (c) (b)(1-6)			
26	Входит ли в обязанности менеджера по безопасности полетов содействие и мониторинг следующего: • Идентификация опасности, анализ риска и управление? • Внедрение и функционирование SMS, включая любые необходимые меры по безопасности полетов? • Система отчетности по безопасности полетов? • Периодические отчеты о показателях безопасности полетов? • Ведение документации по управлению безопасностью полетов? • Обеспечение доступности обучения по управлению безопасностью полетов и что это соответствует приемлемым стандартам? *Does the SM role include the facilitation and monitoring of the following:* • *Hazard identification, risk analysis & management.* • *Implementation and functioning of the SMS including any necessary safety actions.* • *The safety reporting system* • *Periodic reports on safety performance.* • *Maintenance of safety management documentation.* • *Ensuring that there is Safety management training available and that it meets acceptable standards.*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (c) (c)(1-8)			
27	Дает ли менеджер по безопасности полетов консультации, инициирует ли и участвует ли в расследовании внутренних происшествий / несчастных случаев? *Does the SM provide advice and initiate and participate in internal occurrence/accident investigations?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (c) (c)(1-8)			
28	Имеет ли эта персона: • Достаточный опыт и знания в области эксплуатации / технического обслуживания аэродрома или в аналогичной области? • Опыт в SMS и обеспечении качества? • Знание Руководства по аэродрому? • Всесторонние знания применимых требований к аэродромам? *Does this person have:* • *Adequate experience and expertise in Aerodrome Ops/Maintenance or similar area?* • *Experience in SMS and Quality Assurance?* • *Knowledge of the Aerodrome Manual?* • *Comprehensive knowledge of the applicable requirements for aerodromes?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.015 (c) (d)			
29	Позволяет ли роль менеджера по безопасности полетов действовать независимо от мониторинга соответствия или ролей управления эксплуатацией и техническим обслуживанием аэродрома? (Примечание: Менеджер по безопасности полетов не должен быть Операционным менеджером или Администратором аэродрома (такое приемлемо только для несложных аэродромов). *Does the SM role operate independently of the compliance monitoring role or the Aerodrome Operations and Maintenance management roles? (Note: The SM should not be the AD Ops or Maintenance manager (acceptable at non-complex only).*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 07 **SAFETY CULTURE PREVENTION OF FIRE**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.C.040			
1	Установил ли и опубликовал ли эксплуатант аэродрома/аэропорта процедуры запрещающие: • Курение на площади маневрирования и на других эксплуатационных площадях? • Курение на территориях, где хранится топливо или другие горючие материалы? • Демонстрация открытого пламени, которое может создать опасность возгорания вблизи зон хранения топлива / горючих материалов? *Has the Aerodrome Operator (AO) established and published a procedure to prohibit:* • *Smoking within the movement area and other operational areas?* • *Smoking within the areas where fuel or other flammable material is stored?* • *Display of an open flame that would create a fire hazard near fuel / flammable material storage areas?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.C.040			
2	Есть ли назначенная персона ответственная за вышенаписанное? *Is someone assigned responsibility for the above?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.C.040			
3	Установил ли Эксплуатант аэродрома/аэропорта процесс авторизации для действий, связанных с использованием пожарной опасности (т.е. горячие работы)? *Has the AO established an authorization process for activities that involve the use of fire hazard (i.e. hot works)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.C.040			
4	Процесс авторизации включает в себя адаптацию и использование мер по смягчению последствий? *Does the authorization process include adoption and use of mitigation measures?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 08 **RECORD KEEPING**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.035 (a)			
1	**<u>Эксплуатант аэродрома/аэропорта вводит адекватную систему учета документов</u>**, призванную охватить все виды его деятельности, осуществляемые на основании настоящего Положения и норм по его применению. *Has the aerodrome operator (AO) established a record keeping system that includes adequate procedures and storage facilities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (a)			
2	Создана ли у эксплуатанта аэродрома система учета документов, обеспечивающая надежную отслеживаемость, возможность поиска и доступность? *Has the AO established a record keeping system that provides for reliable traceability, retrievability, and accessibility?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.035 (a)			
3	Эксплуатант аэродрома/аэропорта вводит **адекватную систему учета документов**, призванную **<u>охватить все виды его деятельности, осуществляемые на основании настоящего Положения и норм по его применению.</u>** *Does the record keeping system relate to all of the AO's activities that are subject to the basic regulation and its implementing rules?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.035 (e)			
4	Все ли учетные документы регулируются применимым законодательством о защите данных? *Are records subject to data protection?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.035 (d)			
5	**<u>Документы хранятся в течение не менее пяти лет</u>**, **за исключением** указанных ниже, которые хранятся следующим образом: 1) **сертификационная база аэродрома**, используемые альтернативные методы соответствия и действующий сертификат эксплуатанта аэродрома/аэропорта – **в течение срока действия сертификата**; 2) **соглашения с другими организациями** – **в течение срока действия этих соглашений**; 3) **руководства** по эксплуатации аэродромного оборудования или используемых на аэродроме систем – **в течение срока их использования на данном аэродроме**; 4) **отчеты об оценке безопасности – в течение срока службы системы/процедуры/деятельности**; 5) **подготовка, квалификации и медицинские дела персонала, а также проверки его компетентности** – по необходимости, **в течение не менее четырех лет после окончания периода работы или до прохождения сферой их полномочий аудита ОГА**; 6) **<u>текущая версия</u> реестра учета опасностей**. *Are records retained for a minimum of 5 years (or for the minimum retention period outlined in ADR.OR.D.035 (d),(1)-(6))?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.035 (c)			
6	Документы хранятся способом, обеспечивающим их защиту от повреждения, искажения и хищения? *Are the records stored in a manner that ensures protection from damage, alteration and theft?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (b)			
7	Сохраняются ли записи в формате, который останется разборчивым в течение всего срока хранения? *Are the records retained in a format that will remain legible throughout the retention period?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.035 (b)			
8	Уточняется ли в руководстве по аэродрому формат данных? *Is the format specified in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
AMC1 ADR.OR.D.035 (c)			
9	Если записи хранятся в бумажном формате, достаточно ли качество используемых материалов для того, чтобы выдерживать нормальную обработку и хранение? *Where records are kept in paper format, are the materials used robust enough to withstand normal handling and filing?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (c)			
10	Если записи хранятся в компьютерной системе, имеется ли хотя бы одна резервная система? *Where records are stored on a computer system is there at least one back-up system?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (c)			
11	Если записи хранятся в компьютерной системе, обновляется ли резервная система в течение 24 часов после любой новой записи? *Where records are stored on a computer system, is the back-up system updated within 24 hours of any new entry?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (c)			
12	Если записи хранятся в компьютерной системе, защищены ли данные от несанкционированного изменения? *Where records are stored on a computer system, is the data safeguarded against unauthorised alteration?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (d)			
13	Если записи хранятся в компьютерной системе, расположено ли оборудование, используемое для резервного копирования, в другом месте, чем то, где содержатся рабочие данные? *Where records are stored on a computer system, is the hardware used for back-up stored in a different location from that containing the working data?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (d)			
14	Если записи хранятся в компьютерной системе, расположено ли оборудование, используемое для резервного копирования, в среде, которая обеспечивает его исправность? *Where records are stored on a computer system, is the hardware used for back-up stored in an environment that ensures it remains in good condition?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.035 (d)			
15	В случае, если произошли изменения в оборудовании или программном обеспечении, остаются ли все необходимые данные доступными как минимум в течение всего срока хранения? *Where hardware or software changes have taken place, does all necessary data remain accessible for at least the full retention period?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OR.D.035 (a)			
16	Предусматривает ли система регистрацию движения самолетов на аэродроме? *Does the system make provision for the recording of aircraft movements at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OR.D.035 (b) (1)-(4)			
17	Позволяет ли система регистрации операций ВС регистрировать количество, тип и дату каждого перемещения, а также количество пассажиров? *Does the system for recording aircraft movements allow the AO to record the number, type and date of each movement, and the number of passengers?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OR.D.035 (c)			
18	Хранятся ли записи об операциях ВС таким образом, чтобы это соответствовало положениям AMC1 ADR.OR.D.035? *Are aircraft movement records stored in a way that satisfies the provisions of AMC1 ADR.OR.D.035?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.010 (a)			
19	Обеспечивает ли эксплуатант аэродрома/аэропорта доступность любого другого необходимого документа и связанных с ним изменений? *Does the aerodrome/airport operator ensure the availability of any other documentation required and associated amendments?*	DA ☐ NU ☐ N/A ☐	Rem. During on-site verification' visit.
ADR.OR.E.010 (b)			
20	Обладает ли эксплуатант аэродрома/аэропорта способностью своевременно распределять рабочие инструкции и любую другую информацию? *Does the aerodrome/airport operator be capable of distributing operational instructions and other information without delay?*	DA ☐ NU ☐ N/A ☐	Rem. During on-site verification' visit.

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 09 **TRAINING AND PROFICIENCY CHECK PROGRAMMES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Этот вопросник проверяет соответствие как с ADR.OR.D.017, так и с ADR.OPS.B.010 и относится ко всему персоналу, задействованному в эксплуатации, техническом обслуживании и управлении аэродромом. При заполнении вопросника эксплуатанты аэродрома/аэропорта должны учитывать программы обучения и проверки компетентности для:

а) Персонала, участвующего в эксплуатации аэродрома;
б) Руководителей аэродромом;
в) АСПС;
d) Персонала, который работает без сопровождения на площади маневрирования (включая подрядчиков и третьих лиц);
e) Персонала, который работает без сопровождения в других эксплуатационных зонах аэродрома (включая подрядчиков и третьих лиц);

Каждый вопрос имеет отдельное поле для записи комментариев и / или ссылок на документацию, относящиеся к ADR.OR.D.017 (общий IR / AMC для программы обучения и проверки компетентности) и ADR.OPS.B.010 (RFFS IR / AMC для программы обучения и проверки компетентности). Необходимо заполнить оба блока только в случае, если программы обучения АСПС и операционной службы управляются раздельно или там, где есть IR / AMC, конкретно относящиеся к АСПС (см. Вопрос № 9,27,28,29,30,31)

*This question bank (QB) checks compliance with both ADR.**OR**.D.017 and ADR.**OPS**.B.010 and relates to all personnel involved in the operation, maintenance, and management of the aerodrome. When completing the QB, aerodrome operators should consider the training and proficiency check provision for:*

a) Aerodrome operations personnel
b) Aerodrome management
c) RFFS
d) Personnel who operate unescorted on the movement area (inc contractors & 3rd parties)
e) Personnel who operate unescorted on other aerodrome operational areas (inc contractors & 3rd parties)

Each question has a separate box for recording comments and/or documentation references relating to ADR.OR.D.017 (General IR/AMC for training and proficiency checks), and ADR.OPS.B.010 (RFFS IR/AMC for training and proficiency checks). It is only necessary to complete both boxes if RFFS training and aerodrome operations training are managed separately, or where there is IR/AMC specifically relating to RFFS (see Q9,27,28,29,30,31)

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.017(a) and ADR.OPS.B.010 (b) for RFFS			
1	Была ли установлена и внедрена программа обучения для персонала, участвующего в эксплуатации, обслуживании и управлении аэродромом? *Has a training programme been established and implemented for personnel involved in the operation, maintenance and management of the aerodrome?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a) OPS.B.010(b)
ADR.OR.D.017 (b)			
2	Имеет ли персонал, который работает без сопровождения на площади маневрирования и в других эксплуатационных зонах аэродрома, соответствующее обучение? *Are unescorted persons operating on the movement area or other operational areas of the aerodrome adequately trained?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.017(c) and ADR.OPS.B.010 (c) for RFFS			
3	Проводятся ли проверки квалификации персонала через достаточные промежутки времени, чтобы персонал мог продемонстрировать постоянную компетентность? *Are proficiency checks carried out at adequate intervals to ensure that personnel can demonstrate continued competence?*	DA ☐ NU ☐ N/A ☐	OR.D.017(c) OPS.B.010(c)
ADR.OR.D.017(d)(1) and ADR.OPS.B.010(d)(1) for RFFS			
4	Для реализации программы обучения задействованы адекватно квалифицированные и опытные инструкторы / оценщики? *Are adequately qualified and experienced instructors/assessors used for the implementation of the training programme?*	Y DA☐ NU ☐ N/A ☐	OR.D.017(d) (1) OPS.B.010(d) (1)
ADR.OR.D.017(d)(2) and ADR.OPS.B.010(d)(2) for RFFS			
5	Для обеспечения обучения используются подходящие оборудование и средства? *Are suitable facilities and means used for the provision of the training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (2) OPS.B.010(d) (2)
ADR.OR.D.017(e)(1) and ADR.OPS.B.010(e)(1) for RFFS			
6	Ведутся ли соответствующие записи о квалификации, обучении и проверке компетентности, чтобы продемонстрировать соответствие этому требованию? *Are appropriate qualification, training and proficiency check records maintained to demonstrate compliance with this requirement?*	DA ☐ NU ☐ N/A ☐	OR.D.017(e) (1)) OPS.B.010(e) (1))
ADR.OR.D.017(e)(2) and ADR.OPS.B.010(e)(2) for RFFS			
7	Существует ли процедура, обеспечивающая доступность записей об обучении для персонала? *Is there a procedure that ensures training records are made available to personnel?*	DA ☐ NU ☐ N/A ☐	OR.D.017(e) (2)) OPS.B.010(e) (2))
ADR.OR.D.017(e)(3) and ADR.OPS.B.010(e)(3) for RFFS			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
8	Обеспечил ли эксплуатант аэродрома/аэропорта, что персонал, участвующий в эксплуатации, обслуживании и управлении аэродрома, прошел соответствующую подготовку в соответствии с программой обучения? *If a person is employed by another employer, on request, is there a procedure that ensures records of that person are made available to that new employer?*	DA ☐ NU ☐ N/A ☐	OR.D.017(e) (3)) OPS.B.010(e) (3))
ADR.OPS.B.010(a)(3)			
9	Только для персонала АСПС: Имеет ли персонал АСПС соответствующую подготовку, оборудован и квалифицирован для выполнения своих обязанностей в окружающей среде аэродрома? *RFFS Personnel only:* *Are RFFS personnel properly trained, equipped and qualified to operate in the aerodrome environment?*	DA ☐ NU ☐ N/A ☐	
GENERAL			
AMC1 ADR.OR.D.017(a);(b)(a)(1) and AMC1 ADR.OPS.B.010(b)(c)			
10	Существует ли программа обучения, охватывающая все роли в обязанностях эксплуатантов аэродрома? *Is there a training programme covering all roles within the aerodrome operators' responsibilities?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(a)(1) OPS.B.010(b)(c)
AMC1 ADR.OR.D.017(a);(b);(a)(1);(d) and AMC1 ADR.OPS.B.010(b);(c)			
11	Входят ли в неё: • Наблюдатели? • Инструкторы/оценщики? • Менеджеры? • Главные менеджеры? • Ответственный руководитель? *Does it include:* • *Supervisors?* • *Instructors/Assessors?* • *Managers?* • *Senior Managers?* • *Accountable Manager?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b);(a)(1);(d) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b) (a)(2) and AMC1 ADR.OPS.B.010(b);(c)			
12	Прошел ли персонал, который работает без сопровождения на площади маневрирования и в других эксплуатационных зонах аэродрома соответствующую подготовку по технике безопасности? *Are all unescorted persons operating on the movement area or other related operational areas provided with appropriate safety training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (a)(2) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b) (b) and AMC1 ADR.OPS.B.010(b);(c)			
13	Проводится ли первоначальная подготовка для всех лиц до того, как они приступят к своим обязанностям, или им будет разрешен несопровождаемый доступ на площадь маневрирования/другие эксплуатационные зоны аэродрома? *Is initial training conducted for all persons before commencing their duties or being allowed unescorted access to movement/operational areas?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (b) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(c) and AMC1 ADR.OPS.B.010(b);(c)			
14	Включает ли учебная программа обучение SMS, соответствующее индивидуальной ответственности и участии в SMS? *Does the training programme include SMS training appropriate to the individual's responsibility and involvement with the SMS?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (c)) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b) (c) and AMC1 ADR.OPS.B.010(b);(c)			
15	Программа обучение SMS покрывает человеческий и организационный факторы? *Does the SMS training cover human and organisational factors?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (c) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(1) and AMC1 ADR.OPS.B.010(b)(c)			
16	Включает ли учебная программа процесс определения стандартов обучения? *Does the training programme consist of a process to identify training standards?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (d)(1) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(1) and AMC1 ADR.OPS.B.010 (b)(c)			
17	Есть ли учебный план? *Is there a training syllabus?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (d)(1) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(1) and AMC1 ADR.OPS.B.010(b);(c)			
18	Была ли определена частота для каждого типа обучения/сферы деятельности? *Has the frequency for each type of training/area of activity been identified?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(d)(1) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(1) and AMC1 ADR.OPS.B.010(b);(c)			
19	Есть ли процесс для отслеживания завершения необходимой подготовки? *Is there a process to track the completion of required training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(d)(1) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(2) and AMC1 ADR.OPS.B.010(b)(c)			
20	Есть ли процесс проверки для измерения эффективности обучения? *Is there a validation process to measure the effectiveness of the training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(d)(2) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(d)(3-5) and AMC1 ADR.OPS.B.010(b);(c)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
21	Содержит ли программа обучения: • Первоначальное, специфическое обучение? • Обучение на рабочих местах? • Периодическое обучение? *Does the training programme consist of:* • *Initial, job-specific training?* • *On-the-job-training?* • *Recurrent training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b);(d)(3-5) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(e)(1)			
22	Определяет ли программа обучения обязанности и процедуры для обучения и проверки обучаемых? *Does the training programme identify responsibilities and procedures for training and checking trainees?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.017(a);(b);(e)(2) and AMC1 ADR.OPS.B.010(b);(c)			
23	Определяет ли программа обучения процедуры, применяемые в тех случаях, когда человек не достиг или не соблюдает требуемые стандарты? *Does the training programme identify procedures to be applied where an individual does not achieve or maintain the required standards?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b);(e)(2) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b) (f) and AMC1 ADR.OPS.B.010(b);(c)			
24	Соответствуют ли содержание и учебная программа требованиям ADR.OPS в соответствии с задачами и ролью данного лица? *Do the training contents and syllabus comply with the requirements of ADR.OPS as appropriate to the individual's designated task and role?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (f) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b) (g) and AMC1 ADR.OPS.B.010(b);(c)			
25	Существует ли лист обучения для каждого сотрудника, включая учетные документы, которые отслеживает требования к обучению и проверяют их завершение? *Is there a training file for each employee, including Management that tracks training requirements and verifies completion?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (g) OPS.B.010(b);(c)
AMC1 ADR.OR.D.017(a);(b);(h) and AMC1 ADR.OPS.B.010(b);(c) [*If not in ADR Manual, reference where held*]			
26	Включены ли в руководство по аэродрому программа обучения, включая обязанности, процедуры, определенные стандарты обучения, учебные планы и частоту обучения? *Is the training programme, including responsibilities, procedures, identified training standards, syllabi, and training frequencies, included in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b) (h) OPS.B.010(b);(c)
AMC1 ADR.OPS.B.010(b);(c);(a)			
27	Только для персонала АСПС: Активно ли участвуют сотрудники АСПС в противопожарных учениях в реальной обстановке, включая пожарные учения с возгорания топлива под давлением? *RFFS Personnel only:* *Do RFFS personnel actively participate in live fire drills, including pressure fed fuel fire drills?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010(b);(c) (a)			
28	Только для персонала АСПС: Соизмеримы ли противопожарные учения в реальной обстановке типу воздушных судов, эксплуатируемых на аэродроме? *RFFS Personnel only:* *Are the live fire drills commensurate with the type of aircraft operating at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010(b);(c) (a)			
29	Только для персонала АСПС: Включено ли в противопожарных учениях в реальной обстановке оборудование АСПС, которое используется на данном аэродроме? *RFFS Personnel only:* *Do the live fire drills involve the use RFFS equipment in use at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010(b);(c) (b)			
30	Только для персонала АСПС: Включена ли в программу обучения АСПС подготовка по вопросам возможностей человека? *RFFS Personnel only:* *Does the RFFS training programme include training in human performance?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010(b);(c) (b)			
31	Только для персонала АСПС: Включена ли в программу обучения АСПС подготовка по координации действий в составе группы? *RFFS Personnel only:* *Does the RFFS training programme include training in team coordination?*	DA ☐ NU ☐ N/A ☐	
TRAINING PROGRAMME – CHECKING OF TRAINEES			
AMC2 ADR.OR.D.017(a);(b);(a) and AMC2 ADR.OPS.B.010(b);(c)			
32	Включен ли в программу обучения подходящий метод по проверке (оценке) персонала? *Does the training programme include a suitable method of checking (assessing) personnel?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(a)) OPS.B.010(b);(c)
AMC2 ADR.OR.D.017(a);(b);(b) and AMC2 ADR.OPS.B.010(b);(c)			
33	Допускает ли процесс проверки проводить проверки, во время практических занятий? *Does the checking process make allowance for checks to be carried out during practical training elements?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(a) OPS.B.010(b);(c)
RULES AND PROCEDURES			
AMC3 ADR.OR.D.017(a);(b);(a) and AMC3 ADR.OPS.B.010(b);(c) (a)			
34		DA ☐	OR.D.017(a);(b)(a)

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Предоставляет ли программа обучения персоналу информацию о правилах и процедурах, связанных с эксплуатацией аэродрома, и о взаимосвязи их обязанностей и ответственности с эксплуатацией аэродрома в целом? *Does the training programme provide personnel with an awareness of the rules and procedures relevant to the operation of the aerodrome and the relationship of their duties and responsibilities to the aerodrome operation as a whole?*	NU ☐ N/A ☐	OPS.B.010(b);(c) (a)
AMC3 ADR.OR.017(a);(b); (b) and AMC3 ADR.OPS.B.010(b);(c) (b)			
35	Подтверждает ли проверка компетентности, что персонал осведомлен о правилах и процедурах, которые имеют отношение к его обязанностям и ответственности? *Do proficiency checks verify that personnel are aware of the rules and procedures that are relevant to their duties and responsibilities?*	DA ☐ NU ☐ N/A ☐	OR.D.017(a);(b)(b) OPS.B.010(b);(c) (b)
INSTRUCTORS/ASSESSORS			
AMC1 ADR.OR.D.017(d)(a) and AMC1 ADR.OPS.B.010(d)			
36	Имеет ли эксплуатант аэродрома номинированных инструкторов и оценщиков для внедрения программы обучения и проверки компетенции? *Has the aerodrome operator nominated instructors and assessors to implement the training and proficiency check programme?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d)(a) OPS.B.010(d)
AMC1 ADR.OR.D.017(d)(a) and AMC1 ADR.OPS.B.010(d)			
37	Если используются сторонние инструкторы и/или оценщики, имеет ли эксплуатант аэродрома процесс, обеспечивающий надлежащее выполнение программы обучения? *Where third party instructors and/or assessors are used, does the aerodrome operator have a process to ensure the proper implementation of the training programme?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d)(a) OPS.B.010(b);(d)
AMC1 ADR.OR.D.017(d); (b) and AMC1 ADR.OPS.B.010(d)			
38	Если лица имеют квалификацию как инструктора, так и оценщика, существует ли процесс, обеспечивающий, чтобы эти лица не давали оценку своим собственным инструкциям, курсам или материалам? *Where individuals are qualified as both instructor and assessor, is there a process to ensure these individuals do not provide assessment of their own instruction, courses, or material?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d);(b) OPS.B.010(d)
AMC1 ADR.OR.D.017(d) (c)(1) and AMC1 ADR.OPS.B.010(d)			
39	Дается ли теоретический инструктаж квалифицированным и компетентным инструктором? *Is theoretical instruction given by appropriately qualified and competent instructors?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (c)(1) OPS.B.010(d)
AMC1 ADR.OR.017(d) (c)(2) and AMC1 ADR.OPS.B.010(d)			
40	Инструктаж по практическим навыкам дается инструкторами соответствующей квалификации? *Is instruction on practical skills given by appropriately qualified instructors?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (c)(2) OPS.B.010(d)
AMC1 ADR.OR.D.017(d) (d)(1) and AMC1 ADR.OPS.B.010(d)			
41	Продемонстрировали ли оценщики способность оценивать результаты в областях, охватываемых обучением? *Have assessors demonstrated the ability to assess performance in the areas covered by the training?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (d)(1) OPS.B.010(d)
AMC1 ADR.OR.D.017(d) (d)(2) and AMC1 ADR.OPS.B.010(d)			
42	Проходили ли инструкторы и оценщики регулярную переподготовку, чтобы гарантировать, что стандарты оценки поддерживаются и обновляются? *Have instructors and assessors received regular refresher training to ensure assessment standards are maintained and up to date?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (d)(2) OPS.B.010(d)
AMC1 ADR.OR.D.017(d) (d)(3) and AMC1 ADR.OPS.B.010(d)			
43	Соответствуют ли инструкторы и оценщики требованиям теоретических знаний в области обучения? *Do instructors and assessors meet the theoretical knowledge requirements for the area of instruction?*	DA ☐ NU ☐ N/A ☐	OR.D.017(d) (d)(3) OPS.B.010(d)
TRAINING PROGRAMME – PERSONNEL RECORDS			
AMC1 ADR.OR.D.017(e) (a)(1-6) and AMC1 ADR.OPS.B.010(e)			
44	Ведутся ли записи для каждого человека (см. Также AMC1 ADR.OR.D.035), включая: • Дату начала/дату окончания (если применимо) работы? • Сфера деятельности? • Предыдущий опыт работы? • Квалификации? • Обучение (до поступления и последующее)? • Проверку компетенции (включая знание языка в зависимости от ситуации)? *Are records kept for each person (see also AMC1 ADR.OR.D.035) including:* • *Start date/End Date (if applicable) of employment?* • *Area of activity?* • *Previous working experience?* • *Qualifications?* • *Training (before entry and subsequent)?* • *Proficiency checks (including language proficiency as appropriate)?*	DA ☐ NU ☐ N/A ☐	OR.D.017(e) (a)(1-6) OPS.B.010(e)
AMC1 ADR.OR.D.017(e) (b) and AMC1 ADR.OPS.B.010(e)			
45	Последние изменения отражены в персональных записях? *Are the latest changes reflected into personnel records?*	DA ☐ NU ☐ N/A ☐	OR.D.017(e) (b) OPS.B.010(e)

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 10 **AERODROME MONITORING AND INSPECTION**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	IMPLEMENTING RULES		
	ADR.OPS.B.015 (a)		
1	Установил ли оператор аэродрома процесс для: (а) мониторинга состояние площади маневрирования? (б) мониторинга рабочего состояния соответствующих сооружений и средств? (с) сообщать по вопросам оперативного значения, как временного, так и постоянного, поставщику воздушного движения и службе аэронавигационной информации? *Has the aerodrome operator established a process to:* *(a) monitor the condition of the movement area?* *(b) monitor the operational status of related facilities?* *(c) report on matters of operational significance, either temporary or permanent, to the Air Traffic Provider and the Aeronautical Information Service?*	DA ☐ NU ☐ N/A ☐	
	ADR.OPS.B.015 (b)		
2	Разработал ли оператор аэродрома процесс проведения регулярных проверок площади маневрирования и связанных с ней сооружений и средств? *Has the aerodrome operator developed a process to carry out regular inspections of the movement area and its related facilities?*	DA ☐ NU ☐ N/A ☐	
	GENERAL (AMC)		
	AMC1 ADR.OPS.B.015 (b)		
3	Соответствует ли программа мониторинга и инспекций ожидаемому трафику на аэродроме? *Is the monitoring and inspection programme commensurate with the traffic expected at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.015 (b)		
4	Охватывает ли программа проверки наличие FOD, состояния визуальных средств, состояния дикой природы и текущего состояния поверхности с заданной частотой (т.е. коды 1 и 2: не реже одного раза в день; коды 3 и 4: не реже двух раз в день)? *Does the inspection programme cover the presence of FOD, status of visual aids, wildlife and current surface conditions at the specified frequency (i.e Codes 1 & 2: At least once daily; Codes 3 & 4: At least twice daily)?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.015 (c)		
5	Проводятся ли проверки других элементов, таких как: • ССО, необходимого для обеспечения безопасной эксплуатации аэродрома? • Искусственных покрытий и прилегающих поверхностей? • Системы дренажа и сбора сточных вод, ограждение и другие устройства контроля доступа, включая окрестности площади маневрирования внутри границы аэродрома и за её пределами (в пределах прямой видимости) по крайней мере еженедельно? *Are inspections of other items such as:* • *lighting systems required for the safety of aerodromes operations* • *pavement and adjacent ground surfaces* • *drainage and storm water collection systems, fencing and other access control devices, including the movement area environment inside the aerodrome boundary and outside the aerodrome boundary (within line of sight)* *carried at least weekly?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.015 (d)		
6	Есть ли у оператора аэродрома процесс проведения дополнительных проверок искусственных покрытий во время экстремальных погодных условий (периоды сильной жары, заморозков и оттепелей, после значительного шторма и т.д.), например, разрушения дорожного покрытия и посторонних предметов? *Does the aerodrome operator have a process to undertake extra inspections of paved areas during extreme weather events (excessive heat, freeze and thaw periods, following a significant storm, etc) e.g. pavement break-ups and debris?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.015 (e)		
7	Ведет ли эксплуатант аэродрома записи/журнал для всех плановых и внеплановых проверок площади маневрирования и связанных с ней сооружений и средств? *Does the aerodrome operator keep a record/log for all routine and non-routine inspections of the movement area and related facilities?*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
PERSONNEL REQUIREMENTS FOR MOVEMENT AREA INSPECTIONS (AMC)			
AMC2 ADR.OPS.B.015 (a)			
8	Назначил ли оператор аэродрома персонал, ответственный за проведение инспекций на площади маневрирования? *Has the aerodrome operator designated personnel responsible for carrying out movement area inspections?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.015 (b)			
9	Обеспечивает ли эксплуатант аэродрома, что все транспортные средства на площади маневрирования находятся на постоянной радиосвязи с соответствующими службами управления воздушным движением (напрямую или через эскорт)? *Does the aerodrome operator ensure that all vehicles on the manoeuvring area are in radio contact with the appropriate Air Traffic Services (either directly or through an escort)?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.015 (c)			
10	Установил ли эксплуатант аэродрома/аэропорта процедуры, во избежание несанкционированных выездов на ВПП, для проведения инспекций на ВПП (в том числе: направление осмотра ВПП, процедуры связи, действия в случае сбоя связи или поломки транспортного средства, пересечение огней линии "стоп", пересечение ВПП и т. д.)? *In order to avoid runway incursions, does the aerodrome operator have procedures in place for conducting runway inspections (which include: direction of runway inspection, communication procedures, actions in case of communication failure or vehicle break down, stop bars crossing, runway crossings, etc.)?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.015 (d)			
11	Гарантирует ли эксплуатант аэродрома, что персонал, проводящий инспекции на площади маневрирования, как минимум: (a) Ознакомлен с аэродромом, включая маркировку аэродрома, знаки и освещение? (b) Руководством по аэродрому? (c) Аварийным планом аэродрома? (d) Процедурами уведомления NOTAM? (e) Правилами вождения на аэродроме? (f) Процедурами ведения радиосвязи? (g) Процедурами и техникой проведения проверок аэродрома? (h) Процедурами составления отчетов по результатам инспекций и наблюдений? *Does the aerodrome operator ensure personnel conducting movement area inspections receive training in, at least:* *a) aerodrome familiarization, including aerodrome markings, signs, and lighting?* *b) Aerodrome Manual?* *c) Aerodrome Emergency Plan?* *d) NOTAM notification procedures?* *e) aerodrome driving rules?* *f) RT procedures?* *g) aerodrome inspection procedures and techniques?* h) *procedures for reporting inspection results and observations?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 11 **AERODROME MAINTENANCE**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	PROGRAMME, PAVEMENTS & OTHER GROUND SURFACES		
	ADR.OPS.C.005 / AMC1 ADR.OPS.C.005		
1	Разработал ли эксплуатант аэродрома программу технического обслуживания, в том числе профилактического обслуживания, чтобы поддерживать средства в состоянии, которое не ухудшает безопасность авиационных операций? *Has the aerodrome operator established and implemented a maintenance programme, including preventative maintenance, to maintain facilities in a condition which does not impair the safety of aeronautical operations?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.005 (a-f)		
2	Включает ли объем программы обслуживания: a) наглядные пособия и другие системы освещения, необходимые для обеспечения безопасности работы аэродрома? b) электроснабжение и другие электрические системы? c) поверхности с искусственным покрытием, другие поверхности и дренажные системы? d) ограждения и другие устройства контроля доступа? e) оборудование и транспортные средства, которые необходимы для обеспечения безопасности полетов на аэродроме? f) здания, которые необходимы для безопасности операций? *Does the scope of the maintenance programme include:* *a) visual aids and other lighting systems required for the safety of aerodrome operations?* *b) power supply and other electrical systems?* *c) pavements, other ground surfaces, and drainage systems?* *d) fencing and other access control devices?* *e) equipment and vehicles which are necessary for the safety of aerodrome operations?* f) *buildings which are necessary for the safety of operations?*	DA ☐ NU ☐ N/A ☐	
	ADR.OPS.C.010 (a, b) (1)		
3	Создал ли эксплуатант аэродрома систему для проверки поверхностей всех зон движения, прилегающих зон и дренажных систем, чтобы регулярно оценивать их состояние с целью предотвращения и устранения любых незакрепленных предметов / мусора, которые могут привести к повреждению самолета? *Has the aerodrome operator established a system to inspect the surfaces of all movement areas, adjacent areas and drainage to regularly assess their condition with the objective of avoiding and eliminating any loose objects / debris that might cause damage to aircraft?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.010 (a)		
4	Разработал ли эксплуатант аэродрома систему для поддержания состояния поверхности искусственного покрытия ВПП, обеспечивающего хорошие характеристики трения? *Has the aerodrome operator developed a system to maintain the surface of a paved runway so as to provide good friction characteristics?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.010 (b)		
5	Установлен ли процесс, обеспечивающий, чтобы рулежные дорожки и перроны были очищены от загрязняющих веществ в той степени, в которой это необходимо для обеспечения возможности выруливания ВС на/с ВПП? *Is there a process to ensure taxiways and aprons are kept clear of pollutants to the extent necessary to enable aircraft to be taxied to and from an operational runway?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.010 (c)		
6	Установлен ли процесс, обеспечивающий периодическую проверку дренажных систем и систем сбора ливневых вод и, при необходимости, их очистку или обслуживание для обеспечения эффективного стока воды? *Is there a process to ensure that drainage systems and storm water collection systems are periodically checked and, if necessary cleaned or maintained, to ensure efficient water run-off?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.010 (d)		
7	Измеряет ли эксплуатант аэродрома поверхностное трение на ВПП, используя устройство для непрерывного измерения с использованием самосмачивающихся элементов с частотой, достаточной для определения тенденции характеристик поверхностного трения на ВПП? *Does the aerodrome operator measure the runway surface friction using a continuous friction measuring device using self-wetting features, with the frequency of such sufficient to determine the trend of surface friction characteristics of the runway?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.C.010 (e)		

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
8	Установлена ли процедура, позволяющая принимать корректирующие меры по техническому обслуживанию для предотвращения падения характеристик трения на поверхность ВПП для всей ВПП или ее части ниже установленного минимального уровня трения? *Is there a procedure in place to enable corrective maintenance actions to prevent the runway surface friction characteristics for either the entire runway, or a portion thereof, from falling below the minimum friction level specified by the State?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.C.010 (f)			
9	Разработал ли эксплуатант аэродрома процедуру сообщения о ситуациях, когда трение значительной части ВПП оказывается ниже минимального значения уровня трения (должно быть предусмотрено издание NOTAM с указанием того, на какой части ВПП коэффициент сцепления ниже установленного уровня, а так же должна быть предусмотрена реализация немедленных корректирующих действий). *Has the aerodrome operator developed a procedure to report situations when the friction of a significant portion of the runway is found to be below the minimum friction level value? This should take the form of promulgating it in a NOTAM specifying which portion of the runway is below the MFL and its location on the runway, and take immediate corrective action.*	DA ☐ NU ☐ N/A ☐	
VISUAL AIDS AND ELECTRICAL SYSTEMS			
ADR.OPS.C.015 / AMC1 ADR.OPS.C.015 (b)			
10	Разработал ли и внедрил ли эксплуатант аэродрома систему корректирующего и профилактического обслуживания визуальных средств и электрических систем для обеспечения доступности, надежности и соответствия систем освещения и маркировки, необходимых для предполагаемых операций? *Has the aerodrome operator established and implemented a system of corrective and preventative maintenance of visual aids and electrical systems to ensure lighting and marking systems availability, reliability and compliance as required for the intended operations?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.C.015 (a)			
11	Установлена ли процедура определения состояния, когда источник света считается неисправным (когда среднее значение для основного луча составляет менее 50% от значения, указанного в соответствующей CS)? *Do the procedures identify when a light is deemed unserviceable (when the main beam average is less than 50% of the value specified in the relevant CS)?*	DA ☐ NU ☐ N/A ☐	
AERODROME WORKS SAFETE			
ADR.OPS.B.070 (a) (1) (2)			
12	Установил ли эксплуатант аэродрома процедуры, обеспечивающие, чтобы аэродромные работы не влияли на безопасность ВС (безопасность полетов), а эксплуатационная деятельность на аэродроме не влияла на проводимые на аэродроме работы? *Has the aerodrome operator established procedures to ensure that aircraft safety is not affected by aerodrome works and works safety is not affected by aerodrome operational activities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.070 (b)			
13	Работы по строительству или техническому обслуживанию в зоне движения и работы, влияющие на работу аэродрома планируются, устанавливаются, выполняются или утверждаются эксплуатантом аэродрома? *Are construction or maintenance works on the movement area, and works affecting aerodrome operations planned, established, implemented or approved by the aerodrome operator?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.070 (d)			
14	Обеспечивает ли эксплуатант аэродрома четкое понимание и выполнение ролей и обязанностей в отношении операций и задач, связанных с сокращением имеющейся длины ВПП и выполнением WIP? *Has the aerodrome operator ensured that roles and responsibilities for operations and tasks associated with the reduction of runway length available and the WIP are clearly understood and complied with?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.070 (e)			
15	Установлена ли система мониторинга безопасности аэродрома и операций ВС во время проведения работ на аэродроме, таким образом, чтобы, при необходимости, предпринимать своевременные корректирующие меры? *Is there a system in place to monitor the safety of the aerodrome and aircraft operations during aerodrome works such that timely corrective action is taken when necessary?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.070 (f) (1-3)			
16	Внедрил ли эксплуатант аэродрома систему, обеспечивающую безопасное и своевременное возвращение рабочей площади в рабочее состояние, обеспечив: (a) освобождение РПА от персонала, транспортных средств и оборудования безопасным и своевременным образом; (b) проверку зоны, затронутой работами, на практическую работоспособность в соответствии с процедурами возврата; (c) уведомление соответствующих органов или организаций о восстановлении работоспособности аэродрома в соответствии с установленными процедурами. *Has the aerodrome operator introduced a system to ensure the works site is returned to operational use in a safe and timely manner by ensuring:* *(a) the works site is cleared of personnel, vehicles and plant in a safety and timely manner;* *(b) the works-affected area is inspected for operational serviceability in accordance with the hand-back procedures;* *(c) relevant authorities or organisations are notified of the restoration of aerodrome serviceability in accordance with procedures.*	DA ☐ NU ☐ N/A ☐	
RUNWAY PAVEMENT OVERLAYS			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
AMC2 ADR.OPS.B.070 (a) (1) (2)			
17	В случае, когда ВПП должна быть временно возвращена в рабочее состояние до завершения восстановления поверхности, обеспечивает ли эксплуатант аэродрома, что продольный уклон временной рампы соответствует следующему требованию: а) от 0,5 до 1,0% для слоев толщиной до 5 см включительно, а также б) не более 0,5% для слоев толщиной более 5 см *Has the aerodrome operator ensured, when a runway is to be returned temporarily to an operational status before resurfacing is complete, the longitudinal slope of the temporary ramp meets:* *a) 0.5 to 1.0% for overlays up to and including 5 cm in thickness; and* *b) not more than 0.5% for overlays more than 5 cm in thickness*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.070 (b)			
18	Обеспечивает ли эксплуатант аэродрома наличие системы, обеспечивающей нанесение разметки осевой линии до того, как ВПП вернется во временное рабочее состояние? *Has the aerodrome operator ensured that a system is in place to ensure a centreline marking is installed before a runway is returned to a temporary operational status?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.070 (c)			
19	Обеспечивает ли эксплуатант аэродрома выполнение требования, что местоположение любого временного порога ВПП обозначается поперечной полосой, имеющей ширину 3,6м? *Has the aerodrome operator ensured that the locations of any temporary thresholds are identified by a 3.6 m wide transverse stripe?*	DA ☐ NU ☐ N/A ☐	
MARKING AND LIGHTING OF UNSERVICEABLE AREAS			
AMC3 ADR.OPS.B.070 (a) (1)			
20	Внедрил ли эксплуатант аэродрома систему, обеспечивающую установку маркеров, предупреждающих о зонах , непригодных для использования в тех случаях, когда какая-либо часть РД, перрона или места ожидания непригодна для движения ВС, но ВС все еще может безопасно обойти эту зону? *Has the aerodrome operator introduced a system to ensure that unserviceability markers are displayed whenever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OPS.B.070 (c)			
21	Обеспечивается ли выполнение требования о том, что маркеры и огни, обозначающие зоны, непригодные для использования, соответствуют спецификациям, описанным в CS ADR.DSN.R.870? *Is there an assurance that the unserviceability markers and lights meet the specifications described in CS ADR.DSN.R.870?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OPS.B.070 (a) (2) (3)			
22	Обеспечивается ли выполнение требования о том, что огни, обозначающие зоны, непригодные для использования, используемые в зоне движения, используемой ночью, а так же соответствующие маркеры размещаются с интервалами, достаточными для обозначения зон, непригодных для использования? *Is there an assurance that unserviceability lights are used on a movement area used at night and that the markers and lights are placed at intervals sufficiently close so as to delineate the unserviceable area?*	DA ☐ NU ☐ N/A ☐	
VISUAL AIDS AND AERODROME ELECTRICAL SYSTEMS			
ADR.OPS.B.065			
23	Располагает ли эксплуатант аэродрома/аэропорта процедурами, которые обеспечивают предусмотренную работу визуальных средств и электросистем аэродрома? *Does the aerodrome/airport operator have procedures to ensure that aerodrome visual aids and electrical systems function as intended?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.065(a)			
24	Устанавливает ли эксплуатант аэродрома/аэропорта систему наблюдения за наземными огнями аэродрома, с тем чтобы информировать поставщика обслуживания воздушного движения о невозможности безопасной эксплуатации? *Does aerodrome/airport operator establish a monitoring system of aerodrome ground lights so as to inform the air traffic services provider when safe operation is no longer possible?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.065(b)			
25	Устанавливает ли эксплуатант аэродрома/аэропорта процедуры эксплуатации визуальных средств? *Does aerodrome/airport operator establish procedures for the operation of visual aids?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.065(c)			
26	Устанавливает ли эксплуатант аэродрома/аэропорта процедуры предоставления и удаления временных маркировки, огней и знаков? *Does aerodrome/airport operator establish procedures for the provision and removal of temporary markings, lights and signs?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 12 **LOW VISIBILITY OPERATIONS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.045 (a)			
1	Разработал ли эксплуатант аэродрома и внедрил ли он процедуры для обеспечения безопасных условий эксплуатации аэродрома в условиях плохой видимости? *Has the aerodrome operator established and implemented procedures for providing safe aerodrome operating conditions during low visibility?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.045 (b)			
2	Были ли эти процедуры утверждена ОГА? *Has the procedure been approved by the Competent Authority?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.045 (a)			
3	Были ли эти процедуры установлены в сотрудничестве с поставщиком ОВД? *Were these procedures established in collaboration with the ATS provider (and apron management services as applicable)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.045 (b)			
4	Включает ли процедура процесс уведомления ОВД относительно информации о состоянии аэродромных средств и сооружений, когда действуют LVP? *Does the procedure include a process to notify ATS regarding information on the status of aerodrome facilities when LVP's are in effect?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.045 (c)			
5	Такие процедуры ограничивают людей и транспортные средства, работающие на перроне во время LVP, до необходимого минимума? *Do such procedures restrict persons and vehicles operating on the apron during LVP's to the essential minimum?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.045 (d)			
6	Включают ли эти процедуры следующие области: (1) физические характеристики ВПП, зон перед порогами ВПП, зоны взлета и посадки? (2) поверхности ограничения препятствий? (3) мониторинг и обслуживание визуальных средств? (4) защиту невизуальных средств, предназначенных исключительно для таких процедур? (5) резервные источники питания? (6) безопасность на площади маневрирования? (7) АСПС? *Does the procedure include the following areas:* *(1) physical characteristics of the runway environment, including pre-threshold, approach and departure areas?* *(2) obstacle limitation surfaces?* *(3) surveillance and maintenance of visual aids?* *(4) safeguarding of non-visual aids essential to low visibility procedures?* *(5) secondary power supplies?* *(6) movement area safety?* *(7) RFFS?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 13 **WILDLIFE MANAGEMENT**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
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Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.020 (a)			
1	Установлена ли на аэродроме система оценки рисков в виде диких животных на аэродроме и вблизи него? *Does the aerodrome have a system to assess the wildlife hazard on, and in the surroundings of, the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.020 (b)			
2	Установил ли эксплуатант аэродрома процедуры для минимизации риска столкновения между дикими животными и воздушными судами на аэродроме? *Has the operator established procedures to minimize the risk of collisions between wildlife and aircraft at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.020 (c)			
3	Располагает ли эксплуатант аэродрома установленным процессом информирования ОГА о ситуации, когда оценка столкновений с дикими животными сигнализирует о наличии по соседству с аэродромом условий, способных вызвать проблему, связанную с риском в виде диких животных (связанную с риском со стороны живой природы)? *Does the aerodrome operator have in place a notification process, to inform the competent authority when a wildlife hazard problem has been identified?*	DA ☐ NU ☐ N/A ☐	
AMC 1 ADR.OPS.B.020 (a)			
4	Принимает ли эксплуатант аэродрома участие в национальной программе по снижению опасности столкновений ВС с дикими животными? *Does the Aerodrome participate in a national wildlife strike hazard reduction programme (for example the UK Bird Strike Committee?*	DA ☐ NU ☐ N/A ☐	
AMC 1 ADR.OPS.B.020 (b)			
5	Установил ли эксплуатант аэродрома процедуры регистрации и информирования компетентных органов о столкновениях живой природой с ВС, которые произошли на аэродроме? *Has the aerodrome operator established procedures to record and report, to the competent authority, wildlife strikes to aircraft that have occurred at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC 1 ADR.OPS.B.020 (c)			
6	Обеспечивает ли эксплуатант аэродрома наличие собственного компетентного персонала, осуществляющего оценку опасности со стороны дикой природы? *Has the aerodrome operator assured itself that wildlife hazard assessments are made by competent personnel?*	DA ☐ NU ☐ N/A ☐	
AMC 1 ADR.OPS.B.020 (d)			
7	Создал ли и реализует ли эксплуатант аэродрома программу управления рисками со стороны дикой природы? *Has the aerodrome operator established, implemented and is maintaining a wildlife risk management programme?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 14 **OBSTACLES AND FLIGHT PROCEDURES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
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Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.B.025(a)(1)(ii)			
1	Имеется ли у эксплуатанта аэродрома система для проведения оценок безопасности, связанных с поверхностями ограничением препятствий и поверхностями защиты от препятствий? *Does the aerodrome operator have a system in place to conduct safety assessments relating to the obstacle limitation and protection surfaces?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025(a)(1)(ii)			
2	Обеспечивает ли эксплуатант аэродрома то, что связанные с аэродромом зоны не обладают свойствами или характеристиками, ухудшающими эксплуатационную безопасность? *Has the aerodrome operator satisfied itself that there are no features or characteristics making it unsafe for aircraft operations?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025(b)			
3	Имеет ли эксплуатант аэродрома и хранит ли соответствующую информацию о проектировании (включая чертежи, инспекционные материалы, отчеты об испытаниях и другие соответствующие отчеты), позволяющие представить их ОГА для демонстрации соответствия установленным требованиям? *Does the aerodrome operator hold and retain relevant design information or other relevant reports (relating to the OLS and Instrument Flight Procedures), to demonstrate compliance to the competent authority?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025(a)(1)(iii) / AMC2 ADR.OR.B.025(a)(1)			
4	Имеет ли эксплуатант аэродрома свидетельства, подтверждающие, что процедуры полетов на аэродроме были утверждены? *Does the aerodrome operator retain evidence to confirm that the flight procedures of the aerodrome have been approved?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 15 **SAFETY CULTURE OCCURRENCE REPORTING**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
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Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.C.030 (a)			
1	Имеется ли у эксплуатанта аэродрома система для уведомления ОГА о любых авариях, серьезных инцидентах и событиях, как это определено в действующем законодательстве РМ? *Does the aerodrome operator have a system in place to report to the Competent Authority any accident, serious incident and occurrence, as defined in Regulation EU No. 376/2014?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.C.030 (b)			
2	Включает ли система сообщение в ОГА и любое другое учреждение, которое должно быть уведомлено в соответствии с действующим законодательством, и в организацию, отвечающую за проектирование аэродромного оборудования, о любой неисправности, технической неполадке, превышении технических пределов, событии или любом другом необычном обстоятельстве, которое создало или может создать угрозу безопасности и которое не привело к аварии или серьезному инциденту? *Does the system include the reporting to the Competent Authority (and to the designers of the aerodrome equipment) any malfunctions, technical defects or irregular circumstances that has, or may have endangered safety?*	DA ☐ NU ☐ N/A ☐	
„Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 4.1)			
3	Определил ли и промульгировал ли Эксплуатант аэродрома список регистрируемых событий? *Has the aerodrome identified and promulgated the list of reportable occurrences?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.C.030 (c)			
4	Составляются ли Отчеты, указанные в **ADR.OR.C.030** (a) и (b) в форме и порядке, установленном ОГА, и содержат ли они всю необходимую относящуюся к ситуации информацию, сообщаемую эксплуатантом аэродрома/аэропорта? *Are the forms used made in the form and manner established or supported by the CAA?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.C.030 (d) and „Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 4.7			
5	Позволяет ли система сообщать о любом инциденте в течение 72 с момента обнаружения эксплуатантом аэродрома/аэропорта ситуации, на которую ссылается отчет, за исключением случая, когда имеются чрезвычайные обстоятельства, мешающие этому? *Does the system enable the reporting of any incident within 72 hours of the aerodrome operator identifying the condition to which the report relates?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.C.030 (a-d)			
6	Включают ли процедуры сообщения о событии: (a) описание применимых требований к отчету?; (б) описание механизма отчетности, включая формы отчетности, средства и сроки?; (c) персонал, ответственный за отчетность?; (d) описание персонала, ответственного за выявление первопричин, и действий, которые, возможно, потребуется предпринять для предотвращения подобных случаев в будущем? *Do the procedures for occurrence reporting include:* *(a) description of the applicable requirements for reporting;* *(b) description of the reporting mechanism, including reporting forms, means and deadlines;* *(c) personnel responsible for reporting;* *(d) description of the personnel responsible for identifying root causes and the actions that may need to be taken to prevent similar occurrences in the future.*	DA ☐ NU ☐ N/A ☐	
ADR.OR.C.030 (e)			
7	Производит ли аэродром отслеживающие отчеты о последующих действиях для сообщения подробностей о намеченных им мерах по предотвращению аналогичных событий в будущем, как только эти меры были определены?	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Does the aerodrome produce follow-up reports to provide details of actions taken to prevent similar occurrences in the future?		
„Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 5.1, 5.6			
8	Включает ли система отчетности добровольные доклады (сообщения) о событиях или другой связанной с безопасностью информации, которая может не регистрироваться системой обязательных докладов? (См. ADR.OR.D.030) Предусматривает ли это отчетность добровольные доклады в ОГА? *Does the reporting system include voluntary reporting of occurrences or other safety-related information that may not be captured by the mandatory reporting system?* *(See ADR.OR.D.030)* *Does it include reporting to the CAA?*	DA ☐ NU ☐ N/A ☐	
„Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.1			
9	Система докладов о событиях на аэродроме управляется независимо? (Информация, полученная из добровольных и обязательных систем отчетности, может быть интегрирована в единую систему) *Is the occurrence reporting system at the aerodrome managed independently? (Information received from voluntary and mandatory reporting systems may be integrated into a single system)*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.1			
10	Назначил ли эксплуатант аэродрома одно или несколько лиц для выполнения оценки, обработки, анализа и хранения подробных отчетов о событиях? *Has the Aerodrome operator designated one or more persons to independently handle the collection evaluation, processing, analysis and storage of detail of occurrences reporting.*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.1			
11	Обеспечивает ли эксплуатант аэродрома, что полученная из докладов информация используется только в целях безопасности? *Does the aerodrome operator ensure that information received from reports is used only for safety purposes?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.1			
12	Защищает ли эксплуатант аэродрома конфиденциальность личности автора доклада и лиц, упомянутых в докладе о событиях, с целью продвижения «культуры докладов»? *Does the Aerodrome operator safeguard the confidentiality of the identity of the reporter and persons mentioned in occurrence reports, with a view to promoting a 'just culture'?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.5			
13	Сохраняются ли данные о событиях в одной или нескольких базах данных? *Is occurrence data stored In one or more databases?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 7.1			
14	Каким образом аэродром обеспечивает заполнение полей, обязательных к заполнению? *How does the aerodrome ensure that mandatory data fields (EU 376/2104, Annex 1) are completed?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 6.2			
15	Все ли отчеты включают классификацию рисков безопасности? *Do all reports include a safety risk classification? (An organisation can use any risk classification but the CAA will subsequently classify it using the 'common European risk classification scheme'?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 7.3, 7.4			
16	Установил ли эксплуатант аэродрома процесс проверки качества данных для улучшения согласованности? (Отчеты, отправляемые в ОГА, должны быть совместимы с ECCAIRS, либо с помощью онлайн-системы ОГА, либо через базу данных, способную создавать соответствующий отчет в формате ECCAIRS). *Has the Aerodrome Operator established data quality checking process to improve consistency?* *(Reports sent to the CAA should be compatible with ECCAIRS, either by using the CAA online system or through their database being capable of producing an appropriate ECCAIRS format report.*	DA ☐ NU ☐ N/A ☐	
„Reg Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 13.1			
17	Разработал ли эксплуатант аэродрома процесс анализа событий с целью выявления угроз безопасности?	DA ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Has the Aerodrome operator developed a process to analyse occurrences to identify safety hazards?	NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 13.1			
18	Установил ли эксплуатант аэродрома процесс, обеспечивающий своевременное принятие корректирующих / предупреждающих действий? *Has the Aerodrome operator established a process to ensure corrective/preventative action is implemented in a timely manner?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 13.2			
19	Определен ли процесс для мониторинга реализации и эффективности действий? *Is there a process to monitor implementation and effectiveness of the action?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 13.3			
20	Регулярно ли сотрудники и персонал, нанятый по контракту, получают информацию, касающуюся анализа и отслеживания событий, для которых предпринимаются соответствующий действия? *Are employees and contracted personnel regularly provided with information concerning analysis and follow-up of occurrences for which action is taken?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 13.4			
21	В случае, когда фактический или потенциальный риск безопасности определяется после анализа происшествий, существует ли процесс для: • передачи предварительных результатов и каких-либо действий в течение 30 дней с даты уведомления о происшествии? • сообщении окончательных результатов анализа, где это необходимо, не позднее, чем через 3 месяца с даты уведомления о происшествии? *When an actual or potential aviation safety risk is identified following analysis of occurrences, is there a process to:* • *Transmit preliminary results and any action to be taken within 30 days from the date of notification of the occurrence?* • *Report final results of analysis, where required no later than 3 months from the date of the notification of the occurrence?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 16.2			
22	Установлен ли процесс, обеспечивающий, что личные данные будут доступны в организации только там, где это абсолютно необходимо для расследования событий? *Is there a process to ensure that personal details are made available within the organisation only where absolutely necessary to investigate occurrences?*	DA ☐ NU ☐ N/A ☐	
„ Regulamentul privind raportarea, analiza și acțiunile subsecvente cu privire la evenimentele de aviație civilă” (analog de EU Regulation No 376/2014, Art 16.11			
23	Принял ли эксплуатант аэродрома правила (охватывающие сотрудников и персонал, работающий по контракту), описывающие, как соблюдаются принципы «just culture'»? *Has the Aerodrome operator adopted rules (covering employees and contracted personnel) describing how 'just culture' principles are upheld?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

Note:
REGULATION (EU) No 376/2014 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 «on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007»

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 16 **OPERATION OF VEHICLES. OPERATION AND MARKING OF VEHICLE**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	OPERATION OF VEHICLES – TRAINING PROGRAMME		
	ADR.OPS.B.025		
1	Установил ли эксплуатант аэродрома и внедрил ли процедуры для обучения, оценки и разрешения всех водителей, работающих на РПА? *Has the aerodrome operator established and implemented procedures for the training, assessment and authorization of all drivers operating on the movement area?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.025 (a)		
2	Охватывает ли программа обучения водителей следующие основные области; а) Эксплуатация транспортных средств и оборудования в непосредственной близости от самолета? б) Специальная подготовка по типу транспортного средства / оборудования (т. е. буксир, автомобиль, погрузчик, автобус и т. д.) c) Опасности, связанные с взлетно-посадочными полосами и рулежными дорожками? d) Правильное использование RTF и стандартной фразеологии при работе в зоне маневрирования, включая фонетический алфавит? *Does the driver training programme cover the following main areas;* *a) Operating vehicles and equipment in close proximity to aircraft?* *b) Specific training on the vehicle/equipment type (ie tug, car, high loader, coach etc)* *c) Hazards associated with runways and taxiways?* *d) Correct use of RTF and standard phraseology whilst operating on the manoeuvring area including phonetic alphabet?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OPS.B.025 (b)		
3	Эксплуатант аэродрома создал систему для: а) выдачи талонов на право управлением ТС на РПА? б) и условия их обновления? *Has the aerodrome Operator established a system for;* *a) issuing movement area driving authorizations?* *b) and conditions of their renewal?*	DA ☐ NU ☐ N/A ☐	
	AMC2 ADR.OPS.B.025		
4	Включает ли обучение вождению на РПА следующее: (a) топография аэродрома? (б) аэродромные знаки, маркировка и огни? (c) термины и фразы, используемые при контроле аэродрома, если требуется? d) рабочие процедуры RTF при движении по площади маневрирования? (e) правила обслуживания воздушного движения, связанные с наземными операциями? (f) правила и процедуры аэродрома? (g) процедуры в условиях плохой видимости? (h) действия в специальных ситуациях (например, в ходе проведения операций по спасанию и пожаротушению)? *Does the training for driving on the movement area include the following:* *(a) the aerodrome topography?* *(b) aerodrome signs, markings and lights?* *(c) terms and phrases used in aerodrome control if required?* *(d) RTF operating procedures when driving on the manoeuvring area?* *(e) rules of air traffic services as they relate to ground operations?* *(f) aerodrome rules and procedures?* *(g) low visibility procedures?* *(h) specialist functions as required, for example, in rescue and firefighting?*	DA ☐ NU ☐ N/A ☐	
	MARKING & LIGHTING OF VEHICLES		
	ADR.OPS.B.080		
5	Обеспечивается ли, что все транспортные средства и другие подвижные объекты, работающие в зоне маневрирования: (а) помечены цветами или флажками? (б) используются заметные цвета? (Если используются флаги, соответствуют ли они применимым CS?). *Are all vehicles, and other mobile objects, operating on the manoeuvring area:* *(a) marked by colours or display flags?* *(b) Conspicuous colours used?* *(If flags are used do they comply with the applicable CS?).*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.080			
6	Обеспечивается ли освещение ТС и других мобильных объектов при их использовании ночью или в условиях плохой видимости? (Rem. оборудование для обслуживания ВС и ТС, используемые только на перроне, могут быть освобождены от такого требования) *Where vehicles, and other mobile objects, are used at night or in low visibility conditions, are they lighted? (Aircraft servicing equipment and vehicles used only on the apron may be exempted)*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.080 (e)			
7	На транспортные средства и другие мобильные объекты установлены ли огни низкой интенсивности типа С (исключая ВС)? *Are low intensity obstacle lights, Type C, displayed on vehicles and other mobile objects? (excluding aircraft)*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.080 (f)			
8	Где используются автомобили «follow me», установлены ли на них огни низкой интенсивности типа D? *Where 'follow me' vehicles are used, do they display low intensity obstacle lights, Type D?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 17 **RESCUE AND FIRE FIGHTING SERVICES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.010 (a)(1)			
1	Предоставлял ли эксплуатант аэродрома средства, оборудование и услуги RFF? *Has the aerodrome operator provided RFF facilities, equipment, and services?*	DA ☐ NU ☐ N/A ☐	
COMMUNICATION AND ALERTING SYSTEM			
AMC1 ADR.OPS.B.010 (a)(2); (a)			
2	Имеется ли дискретная система связи, связывающая пожарную станцию (и), транспортные средства ATC и RFFS? *Is there a discreet communications system linking fire station(s), ATC and RFFS vehicles?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (b)			
3	Имеется ли подходящая система оповещения персонала RFFS? *Is there a suitable system for alerting RFFS personnel?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (b)			
4	Может ли система оповещения работать с пожарной станции (станций) и ATC? *Can the alerting system be operated from the fire station(s) and ATC?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (d)			
5	Доступны ли средства связи для немедленного вызова назначенного персонала, не находящегося в дежурном режиме? *Are means of communication available to immediately summon designated personnel not on stand-by duty?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (e)			
6	Доступна ли двусторонняя связь между транспортными средствами RFFS? *Are two-way communications between RFFS vehicles available?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (f)			
7	Записываются ли сообщения во время чрезвычайных ситуаций? *Are communications during emergencies recorded?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(2); (g)			
8	Доступны ли средства связи между членами экипажа RFFS? *Are means of communication between RFFS crew members available?*	DA ☐ NU ☐ N/A ☐	
RFFS LEVEL OF PROTECTION			
AMC2 ADR.OPS.B.010 (a)(2); (a)(1)			
9	Определяется ли уровень защиты для RFFS и выражается ли он в категориях RFFS? *Is the level of protection for RFFS determined and expressed in terms of an RFFS Category?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (a)(2)			
10	Базируется ли категория RFFS на аэродроме на характеристиках самого длинного самолета, обычно использующего аэродром и ширине его фюзеляжа в частности? *Is the aerodrome RFFS category based on the longest aeroplane normally using the aerodrome and its fuselage width?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (a)(3)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
11	Понижается ли категория RFFS путем применения концепции, описанной в AMC2 ADR.OPS.B.010 (a) (2); (a) (3) (Ремиссия)? *Is the RFFS category reduced by applying the concession detailed in AMC2 ADR.OPS.B.010(a)(2);(a)(3) (Remission)?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (a)(3)			
12	В тех случаях, когда применяется ремиссия, рассчитал ли эксплуатант аэродрома, что в течение самых загруженных трех месяцев подряд происходит менее 700 рейсов самолетов (в высшей категории), выполняющих пассажирские перевозки? *Where remission is applied, has the aerodrome operator calculated that there are less than 700 movements of aeroplanes (in the highest category) carrying out passenger transportation in the busiest consecutive three months?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (a)(3)			
13	Там, где применяется ремиссия, уровень предоставляемой защиты снижается не более чем на одну категорию ниже установленной? *Where remission is applied, is the level of protection provided reduced by no more than one category below the determined one?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (b)(1)			
14	В течение ожидаемых периодов снижения активности уровень RFFS соответствует ли уровню самолета высшей категории, планируемого использовать аэродром в течение этого времени? *During anticipated periods of reduced activity is the level of RFFS provided equivalent to the highest category of aeroplane planned to use the aerodrome during that time?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (b)(2)			
15	Периоды эксплуатации аэродрома с пониженным уровнем защиты RFFS публикуются ли в AIP или через NOTAM? *Are the periods of aerodrome operation with reduced RFFS level of protection published in the AIP or through NOTAM?*	DA ☐ NU ☐ N/A ☐	
RUNWAY PAVEMENT OVERLAYS			
AMC1 ADR.OPS.A.015 (b)			
16	Сообщается ли в САИ об изменениях уровня RFFS с точки зрения новой категории RFFS? *Are changes to the level of RFFS, in terms of the new RFFS category, reported to the AIS?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OR.E.005 (a) Part D 6(6.12)			
17	Описан ли уровень RFFS (средства, оборудование, персонал и процедуры) в руководстве по аэродрому? *Is the level of RFFS, (facilities, equipment, personnel, and procedures) described in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (c) Table 2			
18	Является ли уровень защиты RFFS для полетов по перевозке грузов, почты, тренировочных полетов, испытательных полетов, перегоночных полетов, полетов по окончанию срока службы ВС, в том числе при перевозке опасных грузов, по крайней мере соответствующим категориям, указанным в таблице 2? *Is the level of RFFS protection for all-cargo, mail, ferry, training, test, positioning and end of life aeroplane operations, including those carrying dangerous goods, at least equal to the category indicated in Table 2?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.010 (a)(2); (d)			
19	Установлен ли процесс (проводимый не реже одного раза в год) для оценки аэродромного траффика с целью определения соответствия выбранной категории RFFS? *Is there a process (carried out at least annually) to assess aeroplane traffic at the aerodrome in order to determine the appropriateness of the selected RFFS category?*	DA ☐ NU ☐ N/A ☐	
NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT			
AMC3 ADR.OPS.B.010 (a)(2); (a)(1)			
20	Соответствует ли количество транспортных средств RFFS для категории аэродрома? *Is the number of RFFS vehicles appropriate for the aerodrome category?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OPS.B.010 (a)(2); (a)(2)			
21	Оснащены ли транспортные средства RFFS спасательным оборудованием, подходящим для уровня выполняемых полетов? *Are the RFFS vehicles equipped with rescue equipment that is appropriate for the level of aircraft operations?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OPS.B.010 (a)(2); (b)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
22	Если аэродром расположен рядом с водно-болотным районом или другой сложной местностью/рельефом, или значительная часть операций по заходу на посадку / вылету занимает эти районы, координирует ли эксплуатант аэродрома наличие подходящего спасательного оборудования и служб. *Has the aerodrome operator coordinated the availability of suitable rescue equipment and services for any difficult environs?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.C.005 (e)			
23	Обеспечены ли спецтранспортные средства RFFS приемлемой программа технического обслуживания? *Are RFFS vehicles subject to a suitable maintenance programme?*	DA ☐ NU ☐ N/A ☐	
EXTINGUISHING AGENTS			
AMC4 ADR.OPS.B.010 (a)(2); (a)			
24	Имеются ли на аэродроме как основные, так и дополнительные средства пожаротушения? *Are both principal and complementary agents available at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (b)			
25	Является ли основной огнетушащий реагент пеной (или комбинацией пен), которая соответствует минимальным уровням эффективности? *Is the principal extinguishing agent a foam (or combinations of foams) which meets minimum performance levels?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (c)			
26	Является ли дополнительный агент сухим порошком (или альтернативным агентом с эквивалентной способностью пожаротушения), пригодным для тушения углеводородных пожаров? *Is the complementary agent a Dry Powder (or alternative agent with equivalent firefighting capability) suitable for extinguishing hydrocarbon fires?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (d)			
27	Соответствуют ли количества воды для производства пены и количество дополнительного агента определенной категории аэродрома RFFS? *Are the quantities of water for foam production, and complementary agent, in accordance with the determined aerodrome RFFS category?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (a) / AMC4 ADR.OPS.B.010 (a)(2); (e)			
28	Является ли количество пенного концентрата, отдельно предоставленного на транспортных средствах: а) пропорционально количеству подаваемой воды б) пропорционально выбранному концентрату пены в) достаточным для производства как минимум 2 загрузок раствора пены? *Is the quantity of foam concentrate separately provided on vehicles:* *a) in proportion to the quantity of water provided* *b) in proportion to the foam concentrate selected?* *c) sufficient to produce at least 2 loads of foam solution?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (d)			
29	Если используется замена агента, применяются ли соответствующие коэффициенты замещения? *Where agent substitution is used, have the appropriate substitution rates been applied?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (f)			
30	Если предусмотрены комбинации пены с разным уровнем производительности, рассчитывается ли количество воды соответствующим образом? *Where combinations of different performance level foams are provided, has the amount of water been calculated accordingly?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (f)			
31	Если предусмотрены комбинации пены с разным уровнем эффективности, было ли задокументировано распределение этих количеств для каждого транспортного средства? *Where combinations of different performance level foams are provided, has the distribution of these quantities been documented for each vehicle?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (g)			
32	Соответствует ли производительность выброса пенного раствора категории аэродрома? *Is the discharge rate of foam solution appropriate to the aerodrome category?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (h)			
33	Соответствуют ли дополнительные агенты соответствующим спецификациям? *Do complementary agents comply with appropriate specifications?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (i)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
34	Соответствует ли производительность выброса дополнительного реагента категории аэродрома? *Is the discharge rate of complementary agent appropriate to the aerodrome category?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (j)			
35	Имеется ли на аэродроме 200% запас количества пенного концентрата? *Is there a 200% reserve quantity of foam concentrate at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (k)			
36	Имеется ли на аэродроме 100% запас количества дополнительного агента? *Is there a 100% reserve quantity of complementary agent at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (m)			
37	Были ли увеличены запасы (агентов) в соответствии с оценкой риска, когда ожидались значительные задержки в поставках? *Have the reserve quantities been increased according to a risk assessment where major delays in supply are anticipated?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (n)			
38	Была ли достаточность количества воды для пожаротушения определена путем проведения анализа потребностей в воде? *Has the sufficiency of water quantities for firefighting been determined by carrying out a water needs analysis?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (o)			
39	В тех случаях, когда выполняются полеты ВС, превышающие средний размер для категории аэродрома, пересчитываются ли и соответственно увеличивается ли количество воды и пенного концентрата и скорость подачи пенного раствора? *Where operations by aircraft larger than the average size for the aerodrome's category take place, has the amount of water and foam concentrate, and discharge rate of foam solution, been recalculated and increased accordingly?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (oa)			
40	Если уровень защиты снижается за счет применения ремиссии, пересчитывается ли в таком случае количества огнетушащих веществ на основе самого большого самолета в уменьшенной категории? *Where the level of protection is reduced through the application of remission, have the quantities of extinguishing agent been recalculated based on the largest aeroplane in the reduced category?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (ob)			
41	Если уровень защиты снижается для всех грузовых ВС и т. д., были ли пересчитаны количества огнетушащих веществ на основе самого большого самолета в уменьшенной категории, указанной в таблице 2? *Where the level of protection is reduced for all-cargo aircraft etc, have the quantities of extinguishing agent been recalculated based on the largest aeroplane in the reduced category specified in Table 2?*	DA ☐ NU ☐ N/A ☐	
AMC4 ADR.OPS.B.010 (a)(2); (p)			
42	Установлены ли механизмы для управления средствами пожаротушения с точки зрения выбора, хранения, обслуживания и тестирования? *Are arrangements in place to manage extinguishing agents in terms of selection, storage, maintenance, and testing?*	DA ☐ NU ☐ N/A ☐	
RESPONSE TIMES			
AMC5 ADR.OPS.B.010 (a)(2); (a)			
43	При оптимальной видимости и условиях на поверхности можно ли достичь времени развертывания 3 минуты для любой точки на каждой рабочей ВПП? *In optimum visibility and surface conditions, can a response time of 3 minutes be achieved to any point on each operational runway?*	DA ☐ NU ☐ N/A ☐	
AMC5 ADR.OPS.B.010 (a)(2); (b)			
44	Были ли рассчитаны времена развертывания на любую другую часть зоны движения (при оптимальной видимости и условиях на поверхности) и включены ли они в план действий на случай аварийной ситуации на аэродроме? *Have response times to any other part of the movement area (in optimum visibility and surface conditions) been calculated and included in the aerodrome emergency plan?*	DA ☐ NU ☐ N/A ☐	
AMC5 ADR.OPS.B.010 (a)(2); (c)			
45	Могут ли другие транспортные средства, необходимые для непрерывного применения необходимого количества огнетушащего вещества, прибыть в течение 1 минуты после прибытия первого спецтранспортного средства?	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Can other vehicles required to achieve continuous application of the required amount of extinguishing agent, arrive within 1 minute of the first responding vehicle(s)?		
AMC5 ADR.OPS.B.010 (a)(2); (d)			
46	Предоставляются ли соответствующие руководства, оборудование и процедуры, позволяющие RFFS достигать безопасного и быстрого времени развертывания при условиях видимости ниже оптимальных? *Is/are suitable guidance, equipment and procedures provided to enable RFFS to achieve safe and expeditious response times in less than optimum visibility conditions?*	DA ☐ NU ☐ N/A ☐	
PERSONNEL			
AMC6 ADR.OPS.B.010 (a)(2); (a)			
47	Достаточно ли подготовлен обученный персонал для развертывания и эксплуатации транспортных средств и оборудования RFFS в режимах их максимальной производительности? *Are sufficient trained personnel readily available to deploy and operate RFFS vehicles and equipment at maximum capacity?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (b)			
48	Располагается ли персонал таким образом, чтобы обеспечить минимальное время развертывания? *Are personnel deployed in a way that ensures minimum response times can be achieved?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (b)			
49	При развертывании - располагается ли персонал таким образом, чтобы обеспечить полное поддержание непрерывного применения агента с соответствующей скоростью? *Are personnel deployed in a way that ensures continuous agent application at the appropriate rate can be fully maintained?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (b)			
50	При развертывании - располагается ли персонал RFFS таким образом, что бы обеспечить безопасное и эффективное использование ручных линий, лестниц и другого спасательного оборудования? *Are personnel deployed in a way that ensures the safe and effective use of hand-lines, ladders and other rescue equipment?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (c)			
51	Предоставлены ли соответствующим сотрудникам RFFS средства индивидуальной защиты, чтобы они могли эффективно выполнять свои обязанности? *Are responding RFFS personnel provided with PPE to enable them to perform their duties in an effective manner?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (c)			
52	Предоставляется ли соответствующему персоналу RFFS респираторное оборудование, позволяющее ему эффективно выполнять свои обязанности? *Are responding RFFS personnel provided with respiratory equipment to enable them to perform their duties in an effective manner?*	DA ☐ NU ☐ N/A ☐	
AMC6 ADR.OPS.B.010 (a)(2); (d)			
53	Распределены ли другие обязанности персонала RFFS таким образом, чтобы они не ставили под угрозу время их реагирования или их безопасность? *Are other duties carried out by RFFS personnel arranged so that they do not compromise the response, or their safety?*	DA ☐ NU ☐ N/A ☐	
MEDICAL STANDARDS FOR RFFS PERSONNEL			
AMC1 ADR.OPS.B.010 (a)(4)			
54	Установил ли эксплуатант аэродрома соответствующие медицинские требования для персонала RFFS? *Has the aerodrome operator established appropriate medical standards for RFFS personnel?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.010 (a)(4)			
55	Имеются ли доказательства того, что персонал RFFS соответствует установленным медицинским стандартам? *Is there evidence that RFFS personnel meet the established medical standards?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 18 **SAFETY CULTURE. COMPLIANCE WITH SAFETY DIRECTIVES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.C.025			
1	Разработал ли эксплуатант аэродрома процесс для осуществления мер безопасности, в том числе директив по безопасности, предписанных ОГА? *Has the aerodrome operator developed a process to implement any safety measures, including safety directives, mandated by the Competent Authority?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 19 **SAFETY CULTURE. SAFETY PROGRAMMES / COMMITTEES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.027 (a)			
1	Разработал ли эксплуатант аэродрома, осуществил ли он и руководил ли программами по обеспечению безопасности, включая обмен информацией, касающейся безопасности? *Has the aerodrome operator established, implemented and led programmes to promote safety including the exchange of safety-relevant information?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.027 (b)			
2	Поощряет ли эксплуатант аэродрома организации, осуществляющие деятельность на аэродроме, участвовать в таких программах? *Does the aerodrome operator encourage organisations operating at the aerodrome to be involved in such programmes?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.027 (a)			
3	Включают ли программы безопасности следующее: (а) безопасность на ВПП (включая предотвращение выкатывания за пределы ВПП и несанкционированного выезда на ВПП); (б) безопасность на перроне; (с) профилактика FOD. *Do the safety programmes include the following:* *(a) runway safety (including incursion and excursion prevention);* *(b) apron safety;* *(c) FOD prevention.*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.027 (b)			
4	Имеет ли эксплуатант аэродрома местный комитет по безопасности аэродрома (Local Aerodrome Safety Committee) и местную группу по безопасности на ВПП (Local Runway Safety Team (LRST)) *Has the aerodrome operator established Local Aerodrome Safety Committees and a Local Runway Safety Team (LRST)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.027 (b)			
5	Регулярно ли собираются эти комитеты / группы? *Do these Committees/Teams convene regularly?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.027 (b)			
6	На таких совещаниях – идентифицируются ли и рассматривают ли местные проблемы безопасности, изучают ли возможные решения и протоколируются ли принятые решения по новым действиям? *Do the meetings identify and review local safety issues, examine possible solutions and record emerging actions?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.027 (b)			
7	Разработал ли эксплуатант аэродрома процедуры для таких принятых решений, которые впоследствии будут включены в руководство по аэродрому? *Has the aerodrome operator developed procedures for such programmes which are included in the Aerodrome Manual?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OR.D.027			
8	Идентифицирует ли эксплуатант аэродрома HOT SPOTS? Если ДА - были ли в таких случаях реализованы соответствующие сообразные действия для устранения опасности или снижения риска (включая публикацию в AIP)? *Has the aerodrome operator identified any HOT SPOTS?* *Have suitable strategies been implemented to remove the hazard or mitigate the risk (incl. publication in the AIP)?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 20 **SAFETY CULTURE. SAFETY REPORTING SYSTEM**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.030 (a)			
1	Разработал ли эксплуатант аэродрома и внедрил ли он систему отчетности по безопасности полетов для всего персонала и организаций, эксплуатирующих или предоставляющих услуги на аэродроме? *Has the aerodrome operator established and implemented a safety reporting system for all personnel and organisations operating or providing services at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (a) (1)			
2	Требует ли система, чтобы персонал и организации использовали систему отчетности по безопасности для обязательной отчетности о любых авариях, серьезных инцидентах и происшествиях? *Does the system require that personnel and organisations use the safety reporting system for the mandatory reporting of any accident, serious incident and occurrence?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (a) (2)			
3	Позволяет ли система добровольно сообщать о любых дефектах, неисправностях или угрозах безопасности, которые могут повлиять на безопасность? *Does the system enable voluntary reporting of any defect, fault or safety hazard which could impact safety?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (c)			
4	Защищает ли система личность репортера, поощряет ли добровольные сообщения и включает ли возможность, что такие сообщения могут быть представлены анонимно? *Does the system protect the identity of the reporter, encourage voluntary reporting and include the possibility that reports may be submitted anonymously?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (d)(1)			
5	Хранит ли эксплуатант аэродрома все отправленные отчеты? *Does the aerodrome operator record all submitted reports?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (d)(2)			
6	Осуществляет ли эксплуатант аэродрома анализ и оценку таких докладов (сообщений) для того, чтобы выявить недостатки и тенденции? *Does the aerodrome operator analyze and assess the reports, to identify deficiencies and trends?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (d)(3)			
7	Обеспечивает ли эксплуатант аэродрома участие (в соответствующих случаях и при необходимости) всех или любых (имеющих отношение к) организаций, функционирующих или предоставляющих услуги на аэродроме, в анализе таких докладов (сообщений) и осуществлении установленных корректирующих / предупреждающих мер? *Does the aerodrome operator ensure all organisations operating or providing services at the aerodrome participate, as relevant, in the analysis of such reports and that corrective/preventative measures identified are implemented?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (d)(4)			
8	Проводит ли эксплуатант аэродрома расследования докладов/сообщений по безопасности полетов? *Does the aerodrome operator conduct investigations of safety reports?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.030 (d)(5)			
9	Воздерживается ли эксплуатант аэродрома от признания вины в соответствии с принципами «справедливой культуры» («just culture»)? *Does the aerodrome operator refrain from attribution of blame in line with the 'just culture' principles?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.030 (a)(3)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
10	Идентифицировал ли эксплуатант аэродрома те события, которые являются обязательными для доклада? *Does the aerodrome operator identify those events that are mandatory for reporting?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.030 (a)(6)			
11	Установлен ли процесс докладов о событиях, в т.ч. что, как, где, кому и когда сообщать? *Does the reporting process describe what, how, where, whom and when to report?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.030 (a)(7)			
12	Хранится ли полученная информация в удобном для поиска и анализа виде? *Is the information received stored in a manner suitable for easy retrieval and analysis?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.030 (a)(8)			
13	Реализовано ли требование, что доступ к представленным отчетам (докладам, сообщениям) ограничен лицами, ответственными за их хранение и анализ? *Is access to the submitted reports restricted to persons responsible for storing and analysing them?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.030 (a)(10)			
14	Включает ли система отчетности систему обратной связи для лица, сообщающего информацию, о результатах анализа происшествий? *Does the reporting system include a feedback system to the reporting person, on the outcome of the occurrence analysis?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____

(semnătura) *(Numele Prenumele)*

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PARTEA 21 **SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEMS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.030			
1	Существует ли на аэродроме система контроля и управления наземным движением (SMGCS)? *Is there a surface movement guidance and control system (SMGCS) in place?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (a) (2-5) / AMC1 ADR.OPS.B.040			
2	Где SMGCS предоставляется - обеспечено учитывает ли SMGCS: (а) условия видимости, при которых предназначены операции (включая ночные операции) (б) необходимость ориентации пилота? (в) сложность схемы аэродрома? (г) движение транспортных средств? *Does the SMGCS take into account:* *(a) the visibility conditions under which operations are intended (including night operations)* *(b) the need for pilot orientation?* *(c) the complexity of the aerodrome layout?* *(d) the movement of vehicles?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (b)			
3	Была ли SMGCS спроектирована для предотвращения несанкционированного выезда самолетов и транспортных средств на активную ВПП? *Has the SMGCS been designed to assist in prevention of incursions of aircraft and vehicles onto an active runway?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (c)			
4	Была ли SMGCS спроектирована для предотвращения столкновений (между летательными аппаратами, летательными аппаратами и транспортными средствами или летательными аппаратами и объектами) в любой части площади маневрирования? *Has the SMGCS been designed to assist in the prevention of collisions (between aircraft, aircraft and vehicles or aircraft and objects) on any part of the movement area?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (d) (1)			
5	В тех случаях, когда SMGCS обеспечивается выборочным переключением огней линии СТОП и осевых огней рулежной дорожки, может ли РД с освещенными осевыми огнями осевых линий быть пересечена (заграждена) включенными огнями линии СТОП? *Where the SMGCS is provided by selective switching of stopbars and taxiway centerline lights, can a taxiway with illuminated centerline lights be terminated by an illuminated stopbar?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (d) (2)			
6	Где SMGCS предоставляется - обеспечено ли выполнение требования о том, что на маршрутах руления, обозначенных включенными осевыми огнями РД, движение может быть прекращено посредством включения огней линии "стоп"; *Where the SMGCS is provided by selective switching of stopbars and taxiway centreline lights; are taxiway centreline lights beyond an illuminated stopbar suppressed.*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (d) (3)			
7	Где SMGCS предоставляется - обеспечено ли выполнение требования о том, что управляющие схемы должны быть смонтированы таким образом, чтобы при включении огней линии "стоп", расположенной перед воздушным судном, соответствующая секция осевых огней РД за ее пределами выключалась? (если и где применимо). *Where the SMGCS is provided by selective switching of stopbars and taxiway centreline lights; are taxiway centreline lights ahead of an aircraft, activated when a stopbar is suppressed.*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.030 (e)			
8	Была ли установленная процедура SMGCS разработана в сотрудничестве с ANSP? *Has the SMGCS procedure been developed with the cooperation of the aerodrome air traffic service provider?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

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PARTEA 22 **WINTER CONDITIONS AND ADVERSE WEATHER**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.035			
1	Обеспечивает ли эксплуатант аэродрома введение и внедрение средств и процедур, гарантирующих безопасность операций, проводимых на аэродроме в зимних условиях. *Are means and procedures in place to provide safe conditions for aerodrome operations in winter conditions?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (a)			
2	Имеется ли утвержденный Snow Plan? *Is there a Snow Plan?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (a)			
2a	Был ли подготовлен Snow Plan в сотрудничестве с ANSP и другими соответствующими сторонами? *Has the snow plan been prepared in collaboration with the air traffic services provider and other relevant parties?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (a)			
3	Включает ли Snow Plan требования к осмотрам, расчистке снега, маркировке заснеженных рабочих поверхностей и методам оценки и отчетности о состоянии поверхности? *Does the Snow Plan include the requirements for inspections, snow-clearing, marking of snow-covered operational surfaces and methods for assessing and reporting the surface conditions?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (a)			
4	Содержит ли снежный план минимальные критерии, описанные в соответствующих процедурах технического обслуживания в зимнее время, для обеспечения безопасной эксплуатации аэродрома и критерии приостановки операций на ВПП? *Does the Snow Plan contain the minimum criteria for maintaining safe operations and criteria for suspension of runway operations?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (b)			
5	Обеспечивается ли удаление загрязнений/отложений на ВПП и других искусственных покрытий полностью и на столько быстро, на сколько это возможно? *Are contaminants removed from the runway and other paved surfaces as quickly and completely as possible?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.035 (c)			
6	Минимизировано ли воздействие на окружающую среду от химических веществ? *Are the effects on the environment from chemicals minimized?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.050			
7	Разработал ли эксплуатант аэродрома и внедрил ли он процедуры для снижения риска операций в неблагоприятных погодных условиях, таких как сильный ветер, сильный дождь и грозы, включая приостановку операций на ВПП, если это будет сочтено необходимым? *Has the aerodrome operator established and implemented procedures to mitigate the risk of operations under adverse weather conditions, such as strong winds, heavy rain and thunderstorms, including the suspension of operations on the runway(s) if deemed necessary?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.050			
8	Если ДА - Были ли установлены такие процедуры с участием служб управления воздушным движением и других соответствующих сторон, осуществляющих деятельность на аэродроме? *Have such procedures been established with the involvement of air traffic services and other relevant parties operating at the aerodrome?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

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PARTEA 23 **AERODROME MANUAL APRON MANAGEMENT**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
AMC3 ADR.OR.E.005 (Part E, 14)			
1	Установил ли эксплуатант аэродрома/аэропорта процедуры по организации деятельности на перроне, в том числе: • Передача воздушного судна от Службы воздушного движения к Службе управления на перроне (или диспетчеру управления наземного движения) • Распределение мест стоянки самолетов • Запуск двигателя и откат самолета, а также услуги «FOLLOW ME»? *Does the AO have procedure for apron management including:* • *Transfer of the aircraft between the Air Traffic Services Unit and the Apron Management Unit (or Ground Movement Controller)* • *Allocation of aircraft parking positions* • *Engine start and aircraft push-back* *Marshalling and 'follow-me' services?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OR.E.005 (Part E, 14)			
2	Установил ли эксплуатант аэродрома/аэропорта процедуры по управлению безопасностью на перроне, в том числе: • Защиту от реактивной струи. • Обеспечение соблюдения мер безопасности при заправке воздушных судов. • Предотвращение появления FOD, включая очистку/подметание перрона. • Контроль соблюдения персоналом на перроне правил безопасности? *Does the AO have procedures for apron safety management including:* • *Protection from jet blast* • *Enforcement of safety precautions during aircraft refueling operations* • *FOD prevention, including apron cleaning/sweeping* • *Monitoring compliance of personnel on the apron with safety procedures?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 24 **SAFETY CULTURE. AERODROME MANUAL**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

CHAPTER 1. GENERAL REQUIREMENTS FOR THE AERODROME MANUAL

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.E.005 (a)			
1	Разработал ли оператор аэродрома руководство по эксплуатации аэродрома? *Has the aerodrome operator established and maintained an aerodrome manual?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (b)			
2	Отражает ли содержание руководства по аэродрому сертификационную базу (CB) и требования, изложенные в Part-ADR.OR и Part-ADR.OPS?	DA ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Does the content of the aerodrome manual reflect the certification basis (CB) and the requirements set out in Part-ADR.OR and Part-ADR.OPS?	NU ☐ N/A ☐	
ADR.OR.E.005 (b)			
3	Содержит ли руководство по аэродрому (или ссылается на) всю необходимую информацию для безопасного использования, эксплуатации и технического обслуживания аэродрома, его оборудования, а также информацию о поверхностях ограничения и защиты препятствий и других зон, связанных с аэродромом? *Does the aerodrome manual contain (or refer to) all necessary information for the safe use, operation and maintenance of the aerodrome, its equipment, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (c) / AMC1 ADR.OR.E.005 (c)			
4	Обеспечил ли эксплуатант аэродрома, что: • все части руководства по аэродрому согласованы и совместимы по форме и содержанию? • руководство по аэродрому может быть легко дополнено? • содержание и статус изменений руководства по аэродрому контролируются и четко обозначены? *Has the aerodrome operator ensured that:* • *All parts of the manual are consistent and compatible in form and content?* • *The manual can be readily amended?* • *The content and amendment status of the manual is controlled and clearly indicated?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (d)			
5	Все ли сотрудники аэродрома и персонал других соответствующих организаций имеют свободный доступ к материалам, связанным с их обязанностями и ответственностью? *Do all aerodrome personnel and all other relevant organizations' personnel have easy access to the subject matters relevant to their duties and responsibilities?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (e) (1-2)			
6	Разработал ли эксплуатант аэродрома процесс предоставления в ОГА предполагаемых поправок / изменений к руководству по аэродрому, касающихся «изменений, требующих предварительного одобрения или уведомления», до даты вступления в силу изменения?	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	(Если обнаружена проблема безопасности, требующая изменения в Руководстве, она может быть выпущена немедленно, при условии, что было получено любое требуемое одобрение). *Has the aerodrome operator developed a process to supply the competent authority with the intended amendments/revisions to the aerodrome manual, related to "changes requiring prior approval or notification", before the effective date of the change?* *(Where a safety issue has been identified that requires a change to the Manual, this may be issued immediately, provided that any approval required has been applied for).*		
ADR.OR.E.005 (g)			
7	Разработал ли эксплуатант аэродрома процесс для: • контроля содержание руководства по аэродрому и обеспечения того, что оно обновляется и, при необходимости, корректируется? • включения каких-либо изменений и исправлений, требуемых ОГА? • информирования всего персонал аэродрома и других соответствующих организаций об изменениях, касающихся их обязанностей и ответственности? *Has the aerodrome operator developed a process to:* • *review the content of the aerodrome manual and ensure that it is kept up to date and amended whenever necessary?* • *incorporate any amendments and revisions required by the Competent Authority?* • *make all aerodrome personnel and other relevant organisations are aware of the changes relevant to their duties and responsibilities?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (h)			
8	Обеспечивает ли эксплуатант аэродрома, что любая информация, взятая из других утвержденных документов, и любые поправки к ней правильно отражены в руководстве по аэродрому? *Does the aerodrome operator ensure that any information taken from other approved documents, and any amendment thereof, is correctly reflected in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (i) (1-2)			
9	Обеспечивает ли эксплуатант аэродрома, что руководство по аэродрому написано на языке, приемлемом для ОГА и что весь персонал эксплуатанта аэродрома может его прочитать и понять?	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Has the aerodrome operator ensured that the Manual is written in a language acceptable to the Competent Authority and that all personnel are able to read and understand it?		
ADR.OR.E.005 (j) (1-4)			
10	Обеспечил ли эксплуатант аэродрома, что руководство по аэродрому: • подписано ответственным руководителем аэродрома? • напечатано или находится в электронном формате и его легко редактировать? • имеет система управления версиями, которая применяется и отображается в руководстве по аэродрому? • соблюдает принципы человеческого фактора и организовано таким образом, чтобы облегчить его подготовку, использование и анализ? *Has the aerodrome operator ensured that the aerodrome manual:* • *is signed by the accountable manager of the aerodrome?* • *is printed or is in electronic format and is easy to revise?* • *has a system for version control management which is applied and made visible in the aerodrome manual?* • *Observes human factors principles and is organized in a manner that facilitates its preparation, use and review?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (k)			
11	Предоставил ли эксплуатант аэродрома актуальную копию руководства по аэродрому для проверки ОГА? *Has the aerodrome operator made available a current copy of the aerodrome manual for inspection by the Competent Authority?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.E.005 (l) (1-5)			
12	Содержит ли руководство по аэродрому следующие части • Общие положения? • Система управления аэродромом, требования к квалификации и подготовке? • Описание района местоположения аэродрома? • Сведения об аэродроме, передаваемые в САИ? • Сведения об эксплуатационных процедурах аэродрома, его оборудовании и мерах по обеспечению безопасности? *Is the content of the aerodrome manual as follows?* • *General*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	• *Aerodrome Management System, qualification and training requirements* • *Particulars of the aerodrome site* • *Particulars of the aerodrome required to be reported to the Aeronautical Information Service* • *Particulars of the operating procedures of the aerodrome, its equipment and safety measures.*		
ADR.OR.E.005 (g) (1-3)			
13	Включает ли руководство по аэродрому информацию о: • лице (лицах), которые могут утверждать поправки или изменения? • условиях для внесения временных и/или немедленных поправок, необходимых в интересах обеспечения безопасности? • методах, с помощью которых весь персонал и организации получают информацию об изменениях в Руководстве? *Does the aerodrome manual include:* • *the person(s) who may approve amendments or revisions?* • *the conditions for temporary revisions and/or immediate amendments, or revisions required in the interest of safety?* • *the methods by which all personnel and organisations are advised of changes to the Manual?*	DA ☐ NU ☐ N/A ☐	

CHAPTER 2. DETAILED CONTROL OF THE CONTENTS OF THE AERODROME MANUAL

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
	ЧАСТЬ А – ОБЩИЕ ПОЛОЖЕНИЯ (PART A – GENERAL)		
	Администрирование и контроль руководства по аэродрому, включая следующее: ***Administration and control of the aerodrome manual including the following:*** ***Ref ADR.OR.E.005 and ADR.OR.E.010***		
14	Общие положения *Introduction*	DA ☐ NU ☐	
15	Заявление, подписанное ответственным руководителем, о том, что руководство аэродрома соответствует всем применимым требованиям и условиям сертификата. *Statement signed by the accountable manager that the aerodrome manual complies with all applicable requirements and with the terms of the certificate*	DA ☐ NU ☐	
16	Заявление, подписанное ответственным руководителем, о том, что руководство аэродрома содержит эксплуатационные инструкции, которые должны выполняться соответствующим персоналом. *Statement signed by the accountable manager that the aerodrome manual contains operational instructions that are to be complied with by the relevant personnel*	DA ☐ NU ☐	
17	Пояснения, сокращения и определения терминов, необходимых для использования руководства *Explanations, abbreviations and definitions of terms needed for the use of the manual*	DA ☐ NU ☐	
	Система внесения изменений и пересмотра ***System of amendment and revision***		
18	Сведения о лице (лицах), ответственном за выдачу и вставку поправок и изменений *Details of the person(s) responsible for the issuance and insertion of amendments and revisions*	DA ☐ NU ☐	
19	Запись изменений и исправлений с датами внесения и датами вступления в силу *A record of amendments and revisions with insertion dates and effective dates*	DA ☐ NU ☐	
20	Заявление о том, что рукописные изменения и исправления не допускаются, за исключением ситуаций, требующих немедленного изменения или пересмотра в интересах безопасности *A statement that handwritten amendments and revisions are not permitted, except in situations requiring immediate amendment or revision in the interest of safety*	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
21	Описание системы аннотирования страниц или абзацев и дат их вступления в силу. *A description of the system for the annotation of pages or paragraphs and their effective dates*	DA ☐ NU ☐	
22	Список действующих страниц или абзацев *A list of effective pages or paragraphs*	DA ☐ NU ☐	
23	Аннотация изменений (в тексте и, насколько это практически возможно, в диаграммах и диаграммах) *Annotation of changes (in the text and, as far as practicable, on charts and diagrams)*	DA ☐ NU ☐	
24	Врѐменные изменения *Temporary revisions*	DA ☐ NU ☐	
25	Описание системы распределения и список рассылки для руководства по аэродрому, поправки и изменения к нему *Description of the distribution system and a distribution list for the aerodrome manual, its amendments and revisions*	DA ☐ NU ☐	
Общая информация, включая следующее: ***General Information including the following:***			
26	Назначение и область применения руководства по аэродрому *Purpose and scope of the aerodrome manual*	DA ☐ NU ☐	
27	Правовые требования к сертификату аэродрома и руководству по аэродрому, предписанные в Part-ADR.OR. *Legal requirements for an aerodrome certificate and the aerodrome manual as prescribed in Part-ADR.OR.*	DA ☐ NU ☐	
28	Условия использования аэродрома его пользователями *Conditions for use of the aerodrome by its users*	DA ☐ NU ☐	
29	Обязанности эксплуатанта аэродрома, права CAA и инструкция для персонала о том, как облегчить проведение проверок / инспекций персоналом CAA *The obligations of the aerodrome operator, rights of the CAA and guidance to staff on how to facilitate audits/inspections by the CAA personnel*	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
ЧАСТЬ B – СИСТЕМА УПРАВЛЕНИЯ АЭРОДРОМОМ, ТРЕБОВАНИЯ К КВАЛИФИКАЦИИ И ПОДГОТОВКЕ (PART B – AERODROME MANAGEMENT SYSTEM, QUALIFICATION AND TRAINING REQUIREMENTS(			
Описание системы управления, включая следующее: ***A description of the management system including the following:*** ***Ref ADR.OR.D.005***			
30	Организация и обязанности аэродрома, включая следующее: описание организационной структуры, включая общую органиграмму и органиграммы других департаментов. Органиграмма должна изображать отношения между отделами. Должны быть показаны линии подчинения и отчетности всех уровней организационной структуры (департаменты, отделы и т. д.), связанные с безопасностью полетов. *Aerodrome organisation and responsibilities including the following: a description of the organizational structure, including the general organogram and other departments' organograms. The organogram should depict the relationship between the departments. Subordination and reporting lines of all levels of organizational structure (Departments, Sections etc) related to safety should be shown.*	DA ☐ NU ☐	
31	Имена, полномочия, ответственности и обязанности руководства и назначенных лиц; также должны быть включены обязанность и обязанность другого эксплуатационного, обслуживающего персонала, а также комитетов по безопасной эксплуатации аэродрома и местной группы по обеспечению безопасной эксплуатации ВПП и их функционирование. *Names, authorities, responsibilities and duties of management and nominated persons; responsibilities and duties of other operational, maintenance personnel, as well as the aerodrome safety committees and the Local Runway Safety Team and their functioning, should also be included.*	DA ☐ NU ☐	
32	Имя, статус и ответственность лиц, уполномоченных ВГА, как указано в части 1 PIAC-AD *The name, status and responsibility of persons authorised by the CAA, as set out in PIAC-AD part 1*	DA ☐ NU ☐	
Описание системы управления безопасностью полетов, включая: ***A description of the safety management system including***			
33	Область применения системы управления безопасностью полетов *Scope of the safety management system*	DA ☐ NU ☐	
34	Политика и цели в области безопасности полетов *Safety policy and objectives*	DA ☐ NU ☐	
35	Ответственность ключевого персонала за безопасность полетов *Safety responsibilities of key safety personnel*	DA ☐ NU ☐	
36	Процедуры контроля документации *Documentation control procedures*	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
37	Процесс управления рисками в области безопасности полетов, включая схемы идентификации и оценки рисков *Safety risk management process including hazard identification and risk assessment schemes*	DA ☐ NU ☐	
38	Мониторинг реализации и эффективности мер безопасности и мер по снижению риска *Monitoring of implementation and effectiveness of safety actions and risk mitigation measures*	DA ☐ NU ☐	
39	Мониторинг обеспечения безопасности *Safety performance monitoring*	DA ☐ NU ☐	
40	Отчеты о безопасности (включая сообщения об опасности) и расследование *Safety reporting (including hazard reporting) and investigation* ***Also refer to ADR.OR.C.030 and ADR.OR.D.030***	DA ☐ NU ☐	
41	Планирование аварийного реагирования *Emergency response planning* ***Also refer to ADR.OPS.B.005***	DA ☐ NU ☐	
42	Управление изменениями (включая организационные изменения в отношении обязанностей по безопасности) *Management of change (including organizational changes with regard to safety responsibilities)* ***Also refer to ADR.OR.B.040 Changes***	DA ☐ NU ☐	
43	Продвижение безопасности *Safety promotion* ***Also refer to ADR.OR.D.027***	DA ☐ NU ☐	
44	Результаты работы системы управления безопасности полетов *Safety management system outputs.*	DA ☐ NU ☐	
45	Описание функции контроля соответствия и связанных с ней процедур, включая надзор третьей стороны *Description of the compliance monitoring function and related procedures, including third party oversight* ***Also refer to ADR.OR.B.050, ADR.OR.D.010 and ADR.OR.D.025***	DA ☐ NU ☐	
46	Описание системы управления качеством для деятельности по предоставлению аэронавигационных данных и аэронавигационной информации и связанных с ней процедур, в том числе для достижения соответствующих целей управления безопасностью полетов и авиационной безопасности	DA ☐ NU ☐	

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	Description of the quality management system for aeronautical data and aeronautical information provision activities and related procedures, including those for meeting the relevant safety and security management objectives ***Also refer to ADR.OR.D.007, ADR.OPS.A.005, ADR.OPS.A.010 and ADR.OPS.015***		
47	Процедуры предоставления отчетности в САА и орган, ответственный за расследование авиационных происшествий и катастроф, включая обработку, уведомление и сообщение об авариях, серьезных инцидентах и происшествиях. Этот раздел включает в себя как минимум следующее: *Procedures for reporting to the CAA and to the authority responsible for investigation of aeronautical incidents and accidents including handling, notifying and reporting accidents, serious incidents and occurrences.* *This section include at least the following:* ***Refer to ADR.OR.C.005(d) and ADR.OR.C.025 and ADR OR.C.030***	DA ☐ NU ☐	
48	Определение катастрофы, серьезного инцидента и происшествия и соответствующих обязанностей всех вовлеченных лиц *Definition of accident, serious incident and occurrence and of the relevant responsibilities of all persons involved*	DA ☐ NU ☐	
49	Иллюстрации используемых форм (или копии самих форм), инструкции о том, как они должны быть заполнены, адрес, на который они должны быть отправлены, и время, отведенное для этого. *Illustrations of forms to be used (or copies of the forms themselves) instructions on how they are to be completed, the address to which they should be sent and the time allowed for this to be done*	DA ☐ NU ☐	
50	Процедуры и меры по сохранению доказательств, включая записи, после отчетного события *Procedures and arrangements for the preservation of evidence, including recordings, following a reportable event*	DA ☐ NU ☐	
51	Процедуры, связанные с употреблением алкоголя, психоактивных веществ и лекарств *Procedures related to use of alcohol, psychoactive substances and medicines* ***Refer to AR.OR.C.040 and ADR.OR.C.045***	DA ☐ NU ☐	
52	Процедуры соблюдения директив по безопасности, изданных САА *Procedures for complying with safety directives issued by the CAA*	DA ☐ NU ☐	
53	Процедуры реагирования на проблемы безопасности *Procedures for reaction to safety problems*	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
54	Процедуры обработки рекомендаций по безопасности, выданных полномочными органами по расследованию *Procedures for handling of safety recommendations issued by Safety Investigation Authorities*	DA ☐ NU ☐	
55	Описание метода и процедур для регистрации движения воздушного судна, включая тип движения и тип воздушного судна, даты и количество пассажиров *A description of the method and procedures for recording aircraft movements including movement type and aircraft type, dates and number of passengers*	DA ☐ NU ☐	
Требуемая квалификация персонала аэродрома и процедуры, связанные с этим: ***Required aerodrome personnel qualifications and procedures related to:*** ***Ref GM1 ADR.OR.D.015(d)***			
56	Программа обучения, включая обязанности, периодичность, учебные планы и установленные стандарты обучения для всего персонала, участвующего в эксплуатации, спасательных работах и пожаротушении, обслуживания и управления аэродромом, а также лиц, работающих без сопровождения на рабочей площади и других эксплуатационных зонах аэродрома. *Training programme, including responsibilities, frequencies, syllabi and the identified training standards for all personnel involved in the operation, rescue and fire fighting maintenance and management of the aerodrome, and those persons operating unescorted on the movement area and other operational areas of the aerodrome.* ***Refer to ADR.OR.D.017***	DA ☐ NU ☐	
57	Процедуры обучения и проверки обучаемых *Procedures for training and checking of the trainees*	DA ☐ NU ☐	
58	Процедуры, применяемые в случае, если персонал не соответствует требуемым стандартам *Procedures to be applied in the event that personnel do not achieve the required standards*	DA ☐ NU ☐	
59	Описание документации для хранения и сроков хранения *Description of the documentation to be stored and storage periods* ***Refer to ADR.OR.D.035***	DA ☐ NU ☐	
60	Программа проверки квалификации, включая обязанности и периодичность *The proficiency check programme including responsibilities and frequencies*	DA ☐ NU ☐	
61	Процедуры, применяемые в случае, если персонал не соответствует требуемым стандартам *Procedures to be applied in the event that personnel do not achieve the required standards*	DA ☐ NU ☐	
62	Описание документации для хранения и сроков хранения *Description of the documentation to be stored and storage periods* ***Refer to ADR.OR.D.035***	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
ЧАСТЬ C – ПОДРОБНЫЕ СВЕДЕНИЯ ОБ АЭРОДРОМЕ (PART C – PARTICULARS OF THE AERODROME SITE)			
Описание местоположения аэродрома, включая, в частности, следующую информацию: *A description of the aerodrome site including in particular, the following information:*			
63	План, показывающий расстояние до аэродрома от ближайшего города, административного центра или другого населенного пункта; *A plan showing the distance of the aerodrome from the nearest city, town or other populous area;*	DA ☐ NU ☐	
64	Подробные карты и схемы аэродрома с указанием местоположения аэродрома (долгота и широта) и границ, основных средств, контрольной точки аэродрома, расположение взлетно-посадочных полос, рулежных дорожек и перронов, визуальных и невизуальных средств аэродрома и указателей направления ветра *Detailed maps and charts of the aerodrome showing the aerodrome's location (longitude and latitude) and boundaries, major facilities, aerodrome reference point, layout of runways, taxiways and aprons, aerodrome visual and non-visual aids, and wind direction indicators*	DA ☐ NU ☐	
65	План, показывающий расположение любых аэродромных средств и оборудования за пределами аэродрома; *A plan showing the location of any aerodrome facilities and equipment outside the boundaries of the aerodrome;*	DA ☐ NU ☐	
66	Описание физических характеристик аэродрома, превышения, визуальных и невизуальных средств, а также информации, касающейся расчетной температуры аэродрома, прочности покрытий, уровня защиты при спасательных и противопожарных мероприятиях, наземных средств, основных препятствий. *Description of the physical characteristics of the aerodrome, elevations, visual and non-visual aids, as well as the information regarding the aerodrome reference temperature, strength of pavements, rescue and fire fighting level of protection, ground aids, main obstacles.*	DA ☐ NU ☐	
67	Описание видов операций, которые разрешено проводить на аэродроме. *Description of the types of operations that the aerodrome is approved to conduct*	DA ☐ NU ☐	
ЧАСТЬ D – СВЕДЕНИЯ ОБ АЭРОДРОМЕ, КОТОРЫЕ НЕОБХОДИМО СООБЩАТЬ СЛУЖБЕ АЭРОНАВИГАЦИОННОЙ ИНФОРМАЦИИ. (PART D – PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE)			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
Доступные службы аэронавигационной информации и процедуры обнародования общей информации, включая следующие: ***The aeronautical information services available and the procedures for the promulgation of general information, including the following:***			
68	Название аэродрома *The name of the aerodrome*	DA ☐ NU ☐	
69	Расположение аэродрома *The location of the aerodrome*	DA ☐ NU ☐	
70	Географические координаты контрольной точки аэродрома определенные в опорных точках Всемирной геодезической системы - 1984 г. (WGS-84) *The geographical coordinates of the aerodrome reference point determined in terms of the World Geodetic System — 1984 (WGS-84) reference datum*	DA ☐ NU ☐	
71	Превышение аэродрома и волна геоида *The aerodrome elevation and geoid undulation*	DA ☐ NU ☐	
72	Превышение каждого порога и волна геоида, превышение концов ВПП и любых точек значительного возвышения или понижения вдоль ВПП, а также максимальная высота зоны приземления на ВПП с точным заходом на посадку. *The elevation of each threshold and geoid undulation, the elevation of the runway end and any significant high and low points along the runway, and the highest elevation of the touchdown zone of a precision approach runway*	DA ☐ NU ☐	
73	Расчетная температура аэродрома *The aerodrome reference temperature*	DA ☐ NU ☐	
74	Данные об аэродромном маяке *Details of the aerodrome beacon*	DA ☐ NU ☐	
75	Наименование эксплуатанта аэродрома и контактные данные (включая номера телефонов) эксплуатанта аэродрома, по которым можно связаться в любое время *The name of the aerodrome operator and contact details (including telephone numbers) of the aerodrome operator at which may be contacted at all times*	DA ☐ NU ☐	
Размеры аэродрома и соответствующая информация, в том числе: ***Aerodrome dimensions and related information, including the following:***			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
76	ВПП - истинный азимут, цифровое обозначения, длина, ширина, расположение смещенного порога, уклон, тип поверхности, тип ВПП, а для ВПП с точным заходом на посадку - наличие зоны, свободной от препятствий. *Runway — true bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway, the existence of an obstacle free zone*	DA ☐ NU ☐	
77	Длина, ширина и тип поверхности летной полосы, концевые зоны безопасности, концевые полосы торможения; длина, ширина и тип поверхности рулежных дорожек; тип поверхности перрона и мест стоянок самолетов; длина полосы, свободной от препятствий и профиль земной поверхности *Length, width and surface type of strip, runway end safety areas, stop ways; length, width and surface type of taxiways; apron surface type and aircraft stands; clearway length and ground profile*	DA ☐ NU ☐	
78	Визуальные средства для схем захода на посадку, тип огней приближения и системы визуальной индикации глиссады; маркировка и огни взлетно-посадочных полос, рулежных дорожек и перронов; другие средства визуального наведения и контроля на рулежных дорожках и перронах, местоположение и тип системы визуальной стыковки с телескопическим трапом; наличие резервного питания для освещения *Visual aids for approach procedures, approach lighting type and visual approach slope indicator system; marking and lighting of runways, taxiways, and aprons; other visual guidance and control aids on taxiways and aprons, location and type of visual docking guidance system; availability of standby power for lighting*	DA ☐ NU ☐	
79	Расположение и радиочастота места проверки VOR *The location and radio frequency of VOR aerodrome checkpoints*	DA ☐ NU ☐	
80	Расположение и обозначение стандартных маршрутов руления *The location and designation of standard taxi routes*	DA ☐ NU ☐	
81	Географические координаты каждого порога, соответствующие точки осевой линии РД и мест стоянки самолетов *The geographical coordinates of each threshold, appropriate taxiway centre line points and aircraft stands*	DA ☐ NU ☐	
82	Географические координаты и максимальное превышение значительных препятствий в зонах захода на посадку и взлета, в зоне полетов по кругу и в окрестностях аэродрома (в виде карт) *The geographical coordinates and the top elevation of significant obstacles in the approach and take-off areas, in the circling area and in the surroundings of the aerodrome (in the form of charts)*	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
83	Тип поверхности покрытия и несущая способность с использованием метода Aircraft Classification Number - Pavement Classification Number (ACN-PCN) (ACN-PCN) *Pavement surface type and bearing strength using the Aircraft Classification Number - Pavement Classification Number (ACN-PCN) method*	DA ☐ NU ☐	
84	Установленные площадки предполетной проверки высотомеров и их превышение *Pre-flight altimeter check locations established and their elevation*	DA ☐ NU ☐	
85	Объявленные дистанции *Declared distances*	DA ☐ NU ☐	
86	Контактные данные (номера телефона / телекса / факса и адреса электронной почты) координатора аэродрома для удаления самолета, потерявшего способность двигаться, выраженные в терминах самого большого типа самолета *Contact details (telephone/telex/fax numbers and e-mail addresses) of the aerodrome coordinator for the removal of disabled aircraft, expressed in terms of the largest aircraft type*	DA ☐ NU ☐	
87	Аварийно-спасательный и противопожарный уровень защиты, типы и количество средств пожаротушения, обычно имеющихся на аэродроме *Rescue and fire fighting level of protection, types and amounts of extinguishing agents normally available at the aerodrome*	DA ☐ NU ☐	
88	Исключения или отступления от применимых требований, случаи эквивалентного уровня обеспечения безопасности, особые условия и ограничения *Exemptions or derogations from the applicable requirements, cases of equivalent level of safety, special conditions and limitations*	DA ☐ NU ☐	
ЧАСТЬ E – ВНУТРЕННИЕ ЭКСПЛУАТАЦИОННЫЕ ПРОЦЕДУРА АЭРОДРОМА, ЕГО ОБОРУДОВАНИЕ И МЕРЫ БЕЗОПАСНОСТИ PART E – PARTICULARS OF THE OPERATING PROCEDURES OF THE AERODROME, ITS EQUIPMENT AND SAFETY MEASURES			
Аэродромная отчетность, в том числе: ***Aerodrome reporting, including:***			
89	Меры и процедуры для сообщения об изменениях в информации об аэродроме, изложенные в AIP, и просьба о выпуске NOTAM, включая сообщение об изменениях в CAA и запись сообщений об изменениях	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
	Arrangements and procedures for reporting changes to the aerodrome information set out in the AIP and requesting the issue of NOTAM, including reporting changes to the CAA and recording the reporting of changes		
90	Процедуры и периодичность съемки аэронавигационных данных, включая районы, в которых выполняется съемка *Procedures and frequencies for aeronautical data surveying, including areas to be surveyed.*	DA ☐ NU ☐	
Процедуры доступа в рабочую площадь аэродрома, в том числе: ***Procedures for accessing the aerodrome movement area, including:*** ***Refs: ADR.OPS.B.015 and ADR.OPS.C.010***			
91	Координация с органами авиационной безопасности *Coordination with the security agencies*	DA ☐ NU ☐	
92	Предотвращение несанкционированного проникновения на рабочую площадь *Prevention of unauthorized entry into the movement area*	DA ☐ NU ☐	
Процедуры для проведения инспекции, оценки и отчетности о состоянии рабочей площади аэродрома и других эксплуатационных зон и объектов (включая оценку характеристик сцепления ВПП и измерения глубины воды), включая: *Procedures for the inspection, assessment and reporting of the condition of the aerodrome movement area and other operational areas and facilities, (including runway surface friction characteristics assessments and water-depth measurements), including:* ***Ref: ADR.OPS.B.015 and ADR.OPS.C.005***			
93	Организация и средства связи с органом обслуживания воздушного движения при проведении инспекций. *Arrangements and means of communicating with the air traffic services unit during inspections*	DA ☐ NU ☐	
94	Инспекционные контрольные листы, учетный журнал и регистрация *Inspection checklists, logbook and record-keeping*	DA ☐ NU ☐	
95	Интервалы и время осмотра; отчет о результатах и последующих действиях *Inspection intervals and times; reporting results and follow-up actions*	DA ☐ NU ☐	
Процедуры проверки, а также плановое и аварийное обслуживание визуальных и не визуальных средств, в зависимости от обстоятельств и электрических систем аэродрома, включая: ***Procedures for the inspection and routine and emergency maintenance of visual and non-visual aids, as appropriate and the aerodrome electrical systems including:*** ***Ref: ADR.OPS.B.065***			
96	Инспекционные контрольные листы, учетный журнал и регистрация *Inspection checklists, logbook and record-keeping*	DA ☐ NU ☐	

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97	Интервалы и время осмотра; отчет о результатах и последующих действиях *Inspection intervals and times; reporting results and follow-up actions*	DA ☐ NU ☐	
98	Инструкции по эксплуатации, техническому обслуживанию и ремонту, информация по обслуживанию, процедуры устранения неисправностей и проверки аэродромного оборудования *Operating, maintenance and repair instructions, servicing information, troubleshooting and inspection procedures of aerodrome equipment*	DA ☐ NU ☐	
99	Процедуры обслуживания рабочей площади, включая искусственные покрытия и; грунтовые взлетно-посадочные полосы и рулежные дорожки; взлетно-посадочные полосы и летные полосы и дренаж аэродрома *Procedures for maintenance of the movement area, including paved areas; unpaved runways and taxiways; runways and runway strips and aerodrome drainage*	DA ☐ NU ☐	
100	Эксплуатация с перегрузкой *Overload operations*	DA ☐ NU ☐	
Процедуры для аэродромных работ, в том числе: ***Procedures for aerodrome works including:*** ***Ref ADR.OPS.B.070***			
101	Координация, планирование и проведение строительных и ремонтных работ *Coordinating, planning and carrying out construction and maintenance work*	DA ☐ NU ☐	
102	Организация и средства связи с органом обслуживания воздушного движения в ходе выполнения таких работ. *Arrangements and means of communicating with air traffic services unit during the progress of such work*	DA ☐ NU ☐	
Процедуры управления перроном, в том числе: ***Procedures for apron management including:***			
103	Передача воздушного судна между ОВД и подразделением управления перроном *Transfer of the aircraft between air traffic services unit and the apron management unit*	DA ☐ NU ☐	
104	Распределение мест стоянок воздушных судов *Allocation of aircraft parking positions*	DA ☐ NU ☐	
105	Запуск двигателя и буксировка воздушных судов *Engine start and aircraft push-back*	DA ☐ NU ☐	

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106	Маршалинг и служба ‘follow-me’ *Marshalling and ‘follow-me’ service*	DA ☐ NU ☐	
Процедуры управления безопасностью на перроне, в том числе: ***Procedures for apron safety management including:***			
107	Защита от струй реактивных двигателей *Protection from jet blasts*	DA ☐ NU ☐	
108	Соблюдение мер безопасности при заправке самолетов *Enforcement of safety precautions during aircraft refueling operations*	DA ☐ NU ☐	
109	Предотвращение FOD, включая очистку / подметание перрона *FOD prevention, including apron cleaning/sweeping*	DA ☐ NU ☐	
110	Мониторинг соблюдения персоналом на перроне правил техники безопасности *Monitoring compliance of personnel on the apron with safety procedures*	DA ☐ NU ☐	
111	Процедуры контроля транспортных средств, работающих на территории или вблизи нее, или на рабочей площади, включая правила дорожного движения, ограничения скорости и способ выдачи разрешений на вождение и средства обеспечения соблюдения *Procedures for the control of vehicles operating on or in the vicinity, or the movement area, including traffic rules, speed limits and method for issuing driving permits and enforcement means* ***Ref: ADR.OPS.B.025 and ADR.OPS.B.080***	DA ☐ NU ☐	
112	Процедуры по управлению опасностью создаваемой дикой природой, включая оценку опасности, и меры по реализации программы по контролю за дикой природой и распространение соответствующей информации в AIS; форма столкновения с птицами и дикими животными *Procedures for wildlife hazard management including assessing wildlife hazards and arrangements for implementation of the wildlife control programme and promulgation of the relevant information to the AIS; wildlife strike form* ***Ref ADR.OPS.B.020***	DA ☐ NU ☐	
113	Процедуры контроля и мониторинга препятствий в пределах и за пределами аэродрома и уведомления CAA о характере и местонахождении препятствий и любом последующем добавлении или устранении препятствий для действий по мере необходимости, включая внесение поправок в публикацию AIS *Procedures for obstacle control and monitoring within and outside of the aerodrome boundaries and notification to the CAA, of the nature and location of obstacles and any subsequent addition, or removal, of obstacles for action as necessary, including amendment of the AIS publication* ***Ref ADR.OPS.B.075 and ADR.OPS.B.080***	DA ☐ NU ☐	

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114	Процедуры мониторинга опасностей, связанных с деятельностью человека и землепользованием, на аэродроме и его окрестностях *Procedures for monitoring hazards related to human activities and land use, on the aerodrome and its surrounds*	DA ☐ NU ☐	
115	Соответствующие контрольные листы, учетный журнал и регистрация; интервалы и время проверки; отчет о результатах и последующих действиях. *Relevant inspection checklists, logbook and record-keeping; inspection intervals and times; reporting results and follow-up actions.*	DA ☐ NU ☐	
Аварийный план аэродрома, в том числе: ***Aerodrome emergency plan including:*** ***Ref ADR.OPS.B.005***			
116	Работа с чрезвычайными ситуациями на аэродроме или в его окрестностях *Dealing with emergencies at the aerodrome or in its surroundings*	DA ☐ NU ☐	
117	Испытания аэродромных средств и оборудования для использования в чрезвычайных ситуациях, включая их периодичность *Tests for aerodrome facilities and equipment to be used in emergencies, including their frequency*	DA ☐ NU ☐	
118	Учения для проверки планов действий в чрезвычайных ситуациях, включая их частоту *Exercises to test emergency plans, including their frequency*	DA ☐ NU ☐	
Спасание и борьба с пожаром, в том числе: ***Rescue and Fire fighting including:***			
119	Описание средств, оборудования, персонала и процедур для выполнения требований по борьбе с пожаром, включая: *Description of facilities, equipment, personnel and procedures for meeting the fire fighting requirements including:* *Ref ADR.OPS.B.010*	DA ☐ NU ☐	
План удаления ВС, потерявшего способность двигаться, включая: *Removal plan of disabled aircraft, including:*			
120	соответствующие договоренности, оборудование и процедуры для его осуществления *relevant arrangements, equipment, and procedures for its implementation*	DA ☐ NU ☐	

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Процедуры обеспечения безопасной обработки и хранения топлива и опасных грузов на аэродроме, в том числе: *Procedures for ensuring the safe handling and storage of fuel and dangerous goods in the aerodrome, including:*			
121	Оборудование, складские помещения, доставка, дозирование, обработка и меры безопасности *Equipment, storage areas, delivery, dispensing , handling and safety measures* ***Ref: ADR.OR.D.020***	DA ☐ NU ☐	
122	Качество и правильная спецификация авиационного топлива; интервалы аудита и проверки, контрольные списки, отбор проб и ведение учета *Quality and correct specification of aviation fuel; audit and inspection intervals, checklists, sampling and record keeping* ***Ref ADR.OPS.B.055***	DA ☐ NU ☐	
123	Операции в условиях низкой видимости: описание эксплуатационных процедур, включая координацию подразделений обслуживания воздушного движения и управления перроном, стандартные маршруты руления, контроль за деятельностью, измерение и отчетность по дальности видимости на ВПП. *Low visibility operations: description of operational procedures including coordination with air traffic services unit and apron management unit, standard taxiing routes, control of activities and measurement and reporting of runway visual range.* ***Ref ADR.OPS.B.045***	DA ☐ NU ☐	
124	Процедуры для полетов зимой. *Procedures for winter operations* ***Ref ADR.OPS.B.035***	DA ☐ NU ☐	
125	План уборки снега и порядок его реализации, включая описание доступных средств и соответствующих мероприятий. *Snow removal plan and procedures for its implementation, including a description of the available means and relevant arrangements.*	DA ☐ NU ☐	
126	Порядок действий при неблагоприятных погодных условиях *Procedures for operations in adverse weather conditions* ***Ref ADR.OPS.B.050***	DA ☐ NU ☐	
127	Операции в темное время суток *Procedures for night operations* ***Ref ADR.OPS.B.040***	DA ☐ NU ☐	
128	Процедуры защиты радара и других навигационных средств, контроля за деятельностью и технического обслуживания на земле в непосредственной близости от этих установок.	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii
	Procedures for the protection of radar and other navigational aids, control of activities, and ground maintenance in the vicinity of these installations		
129	Процедуры эксплуатации воздушных судов с бóльшим кодовым номером на аэродроме, включая маршруты руления *Procedures for the operation of aircraft with higher code letter at the aerodrome including taxiing routes* ***Ref ADR.OPS.B.090***	DA ☐ NU ☐	
130	Процедуры и меры по предотвращению пожара на аэродроме *Procedures and measures for the prevention of fire at the aerodrome* ***Ref ADR.OR.C.040***	DA ☐ NU ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința la pagina). Alte comentarii

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PARTEA 25 **AERODROME SAFEGUARDING. SAFEGUARDING OF AERODROMES**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.075 (a)(1)			
1	Имеет ли эксплуатант аэродрома/аэропорта систему мониторинга (аэродрома и его окрестностей): • поверхности ограничения препятствий и защищенных поверхностей, установленных в соответствие с сертификационным базисом для определения возможности проникновения в эти зоны? • других поверхностей и зон, для идентификации и снижения возможного риска проникновения? *Does the aerodrome operator have a system to monitor (on the aerodrome and in its surroundings):* • *the OLS and protection surfaces established in accordance with the certification basis to identify penetrations?* • *other surfaces and areas to identify and mitigate the associated risks of penetrations ?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.075 (a)(2)			
2	Имеется ли у эксплуатанта аэродрома/аэропорта система контроля за маркировкой и освещением препятствий (на аэродроме и в его окрестностях) для принятия соответствующих мер? *Does the aerodrome operator have a system to monitor the marking and lighting of obstacles (on the aerodrome and in its surroundings) in order to take action as appropriate?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.075 (a)(3)			
3	Есть ли у эксплуатанта аэродрома/аэропорта система мониторинга окружающей среды на предмет опасности, связанной с человеческой деятельностью и землепользованием? *Does the aerodrome operator have a system to monitor the surroundings for hazards related to human activities and land use?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.075 (b) / AMC1 ADR.OPS.B.075 (d)			

4	Выполняет ли оператор аэродрома/аэропорта оценку и снижение следующих рисков:
	• Препятствий / возникновения турбулентности?
	• Опасных и вводящих в заблуждение огней?
	• Сильно отражающих поверхностей?
	• Невидимых излучений?
	• Неаэронавигационных наземных огней вблизи аэродрома, которые могут поставить под угрозу безопасность ВС и которые должны быть выключены, проверены или иным образом модифицированы?
	• Движущихся или неподвижных объектов, которые могут повлиять на производительность:
	  • Авиационной связи?
	  • Системы навигации и наблюдения?
	Does the aerodrome operator *assess and mitigate the following risks:*
	• *Obstacles/induced turbulence?*
	• *Hazardous and misleading lights?*
	• *Highly reflective surfaces?*
	• *Non-visible radiation?*
	• *Non-aeronautical ground light near an aerodrome which may endanger the safety of aircraft and which should be extinguished, screened or otherwise modified.*
	• *Moving or fixed objects that may affect the performance of:*
	  • *• Aeronautical communications?*
	  • *• Navigation and surveillance systems?*
		DA ☐
		NU ☐
		N/A ☐	

AMC1 ADR.OPS.B.075 (a); (c)			
5	Была ли разработана система мониторинга и оценки связанных рисков с поставщиками Службы воздушного движения, ОГА и другими соответствующими органами, в зависимости от обстоятельств? *Has the system for monitoring, and assessing the associated risks, been developed with air traffic service providers, the competent authority and other relevant authorities, as appropriate?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.075 (b)			
6	Производится ли визуальный осмотр окружающей местности во время инспектирования аэродрома? *During the aerodrome inspections, are the surrounding areas visually monitored ?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

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PARTEA 26 **DEMONSTRATION OF COMPLIANCE**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
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Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.B.025 (a) (1)			
1	Проводит ли эксплуатант аэродрома (АО) и документирует ли все необходимые действия, проверки, испытания, оценки безопасности или учения? (АО может также использовать контрактные третьи стороны). *Does the Aerodrome Operator (AO) perform and document all actions, inspections, tests, safety assessments or exercises necessary? (The AO may also use contracted third parties).*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (a) (1) (i)			
2	Демонстрирует ли эксплуатант аэродрома ОГА соответствие: • заявленной СВ? • применимым CS? • применимым требованиям управлению изменениями? • Директивам по безопасности? • требования Авиационного Кодекса и HG 653/2018? *Does the Aerodrome Operator demonstrate to the Competent Authority compliance with:* • *The notified CB?* • *CSs applicable to any change?* • *Safety Directives?* • *Requirements of Regulation (EC) No 216/2008 and its Implementing Rules?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (a) (1) (ii)			
3	Демонстрирует ли эксплуатант аэродрома ОГА, что аэродром, а также его поверхности ограничения и защиты препятствий и другие зоны, связанные с аэродромом, не имеют особенностей или характеристик, делающих его небезопасным для эксплуатации? *Does the Aerodrome Operator demonstrate to the Competent Authority that the aerodrome, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome have no features or characteristics making it unsafe for operation?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (a) (1) (iii)			
4	Демонстрирует ли эксплуатант аэродрома ОГА, что процедуры полетов были утверждены? *Is the Aerodrome Operator able to demonstrate to the Competent Authority that flight procedures have been approved?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (a) (2)			
5	Предоставил ли эксплуатант аэродрома ОГА методы, которыми были продемонстрированы соответствия? *Does the Aerodrome Operator provide to the Competent Authority the means by which compliance has been demonstrated?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (a) (3)			
6	Продекларировал ли эксплуатант аэродрома в (адрес) ОГА о соответствии положениям ADR.OR.B.025 (a) 1)? *Does the Aerodrome Operator declare to the Competent Authority its compliance with Questions 1-4?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.B.025 (b)			
7	Обеспечивает ли эксплуатант аэродрома выполнение требования о том, что соответствующая информация о проектировании, включая чертежи, инспекцию, испытания и другие соответствующие отчеты, составляются и хранятся эксплуатантом аэродрома/аэропорта в распоряжении ОГА в соответствии с требованиями ADR.OR.D.035 и по требованию предоставляются ОГА? *Is relevant design information, including drawings, inspection, test and other reports held by the aerodrome at the disposal of the Competent Authority in accordance with ADR.OR.D.035?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
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Inspector principal _____ _____
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PARTEA 27 **SAFETY CULTURE FINDINGS & CORRECTIVE ACTIONS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
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Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.C.020 (a-c)			
1	Установил ли эксплуатант аэродрома процессы для: • определения причины, на которой основано несоответствие; • формирования плана корректирующих действий? • предоставления доказательств выполнения корректирующих действий приемлемым для ОГА способом в согласованные с ОГА сроки. *Has the aerodrome operator established a process to:* • *Identify the root cause of the non-compliance?* • *Define a corrective action plan?* • *Demonstrate the corrective action implementation to the satisfaction of the Competent Authority within the period agreed with that authority?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.C.020 (b)			
2	Адресуется ли план корректирующих действий устранению как последствий несоответствий, так и устранению также его первопричинам (root cause)? Does the corrective action plan address the effects of the non-compliance as well as its root cause?	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
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PARTEA 28 **FUEL MANAGEMENT FUEL QUALITY**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
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Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.055			
1	Выполнил ли эксплуатант аэродрома/аэропорта проверку того, что организации, занимающиеся хранением и заправкой топлива в ВС, имеют процедуры, обеспечивающие заправку ВС топливом без примесей и соответствующей спецификации? *Has the Aerodrome Operator (AO) verified that organisations involved in storing and dispensing of fuel to aircraft have procedures to ensure that aircraft are provided with uncontaminated fuel and of the correct specification?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.055 (a) - (d)			
2	Проверял ли эксплуатант аэродрома, самостоятельно или по договоренности с третьими сторонами, что организации, занимающиеся хранением и заправкой топлива, имеют процедуры для: • Поддержания установок и оборудования для хранения топлива в таком состоянии, чтобы поддерживать его пригодность для использования в ВС? • Маркировки таких установок и оборудования таким образом, чтобы это соответствовало типу заправляемого топлива? • Отбора проб топлива на соответствующих этапах во время хранения и заправки топлива на ВС и ведения учета таких проб? • Использования достаточно квалифицированного и обученного персонала для хранения, заправки и других действий с топливом на аэродроме? *Has the Aerodrome Operator verified, either by itself or through arrangements with third parties, that organisations involved in storing and dispensing fuel implement have procedures to:* • *Maintain the installation and equipment for storing fuel in such condition so as not to render unfit for use in aircraft;* • *Mark such installations and equipment in a manner applicable to the grade of the fuel(s) being dispensed;* • *Take fuel samples at appropriate stages during the storing and dispensing of fuel to aircraft, and maintain records of such samples;* • *Use adequately qualified and trained staff in storing, dispensing, and otherwise handling fuel on the aerodrome?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
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Inspector principal _____ _____
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PARTEA 29 **MANAGEMENT SYSTEM**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
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Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	MANAGEMENT SYSTEM		
	ADR.OR.D.005 (a)		
1	Внедрил ли эксплуатант аэродрома/аэропорта систему менеджмента которая содержит СУБП? *Has the Aerodrome Operator implemented a management system with an integrated SMS?*	DA ☐ NU ☐ N/A ☐	
	ADR.OR.D.005 (d)		
2	Пропорциональна ли размеру организации и масштабу ее деятельности система менеджмента? *Has the aerodrome operator satisfied itself that the management system is proportionate to the size of the organisation and its activities?*	DA ☐ NU ☐ N/A ☐	
	ADR.OR.D.005 (d)		
3	Учитывает ли система менеджмента сопутствующие опасности и риски, неизбежные для этой деятельности? *Does the management system take into account the hazards and associated risks inherent in its activities?*	DA ☐ NU ☐ N/A ☐	
	ADR.OR.D.005 (e)		
4	Охватывает ли система менеджмента все виды деятельности из сферы своих сертификатов эксплуатанта аэродрома/аэропорта (например, предоставление аэронавигационных услуг, если такой сертификат есть у эксплуатанта аэродрома/аэропорта)? *Does the management system cover all activities in the scope of the aerodrome operator's certificates (e.g air navigation services when such a certificate is held by the aerodrome operator)?*	DA ☐ NU ☐ N/A ☐	
	SAFETY MANAGEMENT SYSTEM		
	ADR.OR.D.005 (b)(1)		
5	Включает ли система менеджмента четко определенные сферы обязанностей и ответственности эксплуатанта аэродрома/аэропорта на всех уровнях, в том числе прямую ответственность в вопросах безопасности, возлагаемую на руководство? *Does the Management System include clear lines of responsibility and accountability throughout the aerodrome operator (including a direct accountability for safety on the part of senior management)?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b) (1)		
6	Существует ли организационная структура управления безопасностью полетов, которая соразмерна и соответствует размеру эксплуатанта аэродрома/аэропорта? *Is there an organizational structure for the management of safety which is proportionate and appropriate to the size of the aerodrome operator?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(1)		
7	Включает ли организационная структура Совет по рассмотрению вопросов безопасности полетов? *Does the organisational structure include a Safety Review Board?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(1)		
8	Существует ли Служба безопасности полетов (или аналогичная), которая помогает руководителю службы безопасности? *Is there a Safety Services Office (or similar) to assist the work of Safety Manager?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(1), (a)(1)		
9	Управляется ли Служба безопасности полетов (или подобная) таким образом, чтобы поддерживать нейтралитет (с точки зрения процессов и решений, принятых в отношении предоставления услуг линейными руководителями оперативным подразделениям)? *Is the Safety Services Office (or similar) managed in a way that maintains neutrality (in terms of the processes and decisions made regarding the delivery of services by the line managers of operational units)?*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
AMC1 ADR.OR.D.005 (b)(1), (a)(2) (i)-(iv)			
10	Осуществляет ли Служба безопасности полетов: • управление и контроль системы идентификации опасности? • контроль показателей безопасности эксплуатационных подразделений, непосредственно участвующих в работе аэродрома? • консультации старшего руководства по вопросам управления безопасностью полетов? • помогает линейным менеджерам по вопросам управления безопасностью полетов? *Does the safety Services Office:* • *manage and oversee the hazard identification system?* • *monitor safety performance of operational units directly involved in aerodrome operations?* • *advise senior management on safety management matters?* • *assist line managers with safety management matters?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(1)			
11	Рассматривает ли Совет по рассмотрению вопросов безопасности полётов вопросы стратегической безопасности в поддержку ответственности ответственного руководителя за безопасность полетов? *Does the Safety Review Board consider matters of strategic safety in support of the accountable manager's safety accountability?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(1)			
12	Совет по рассмотрению вопросов безопасности полётов состоит из руководителей функциональных областей под председательством ответственного руководителя? *Is the Safety Review Board composed of heads of functional areas, and chaired by the accountable manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(3) (i)-(iii)			
13	Контролирует ли Совет по рассмотрению вопросов безопасности полётов: • показатели безопасности в соответствии с политикой и целями безопасности? • своевременность мер безопасности? • эффективность процессов управления безопасностью организации? *Does the Safety Review Board monitor:* • *safety performance against the safety policy and objectives?* • *timeliness of safety actions?* • *the effectiveness of the organization's safety management processes?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(4)			
14	Обеспечивает ли Совет по рассмотрению вопросов безопасности полётов выделение соответствующих ресурсов для достижения установленных показателей безопасности? *Does the Safety Review Board ensure that appropriate resources are allocated to achieve the established safety performance?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(5)			
15	Существует ли процесс, позволяющий менеджеру по безопасности полетов (или любому другому соответствующему лицу) посещать совещания Совета по рассмотрению вопросов безопасности полётов (общаться с ответственным менеджером и принимать решения на основе данных по безопасности)? *Is there a process to allow the Safety Manager (or any other relevant person) to attend SRB meetings (to communicate to the accountable manager and make decisions based on safety data)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(1), (b)(6)			
16	Обеспечивает ли эксплуатант аэродрома/аэропорта, в случае, когда он управляет несколькими аэродромами и имеет центральный Совет по рассмотрению вопросов безопасности полётов, что все аэродромы будут представлены на Совете по рассмотрению вопросов безопасности полётов на соответствующем уровне управления? *When an Aerodrome Operator of multiple aerodromes, with a central SRB, does it ensure that all aerodromes are represented at the SRB at the appropriate management level?*	DA ☐ NU ☐ N/A ☐	
SAFETY POLICY			
ADR.OR.D.005 (b)(2)			
17	Включает ли система менеджмента политику, которая описывает общие понятия и принципы эксплуатанта аэродрома/аэропорта в вопросах безопасности, подписанную ответственным руководителем? *Does the Management System include a Safety Policy which describes the overall safety philosophies and principles of the aerodrome operator, signed by the Accountable Manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(1)			
18	Политика безопасности одобрена ответственным руководителем? *Is the aerodromes Safety Policy endorsed by the Accountable Manager?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(2)			
19	Определяет ли Политика безопасности что безопасность является наивысшим организационным приоритетом (над коммерческим, операционным, экологическим или социальным давлением)? *Does the Safety Policy identify safety as the highest organisational priority (over commercial, operational, environmental, or social pressures)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(3)			
20	Отражает ли Политика безопасности организационные обязательства в отношении безопасности и ее упреждающего и систематического управления?	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Does the Safety Policy reflect organisational commitments regarding safety and its proactive and systematic management?	N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(4)			
21	Распространяется ли политика безопасности с визуализированным одобрением по всей организации? *Is the Safety Policy communicated, with visible endorsement, throughout the organisation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(5)			
22	Включает ли политика безопасности принципы докладов о безопасности? *Does the Safety Policy include safety reporting principles?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (a)(6), (b)(4)			
23	Выполняется ли периодический пересмотр политики безопасности, чтобы гарантировать, что она остается актуальной и уместной? *Is the safety Policy periodically reviewed to ensure it remains relevant and appropriate?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (b)(1) (i)-(iv)			
24	Включает ли Политика безопасности обязательства по следующим вопросам: • улучшение по отношению самых высоких стандартов безопасности? • соблюдение всех применимых правовых требований, соблюдение всех применимых стандартов и рассмотрение передового опыта? • предоставление соответствующих ресурсов? • обеспечение безопасности как одну из главных обязанностей всех руководителей и персонала? *Does the safety Policy include commitment to all of the following:* • *improvement towards the highest safety standards?* • *compliance with all applicable legal requirements, meet all applicable standards, and consider best practices?* • *provision of appropriate resources?* • *enforcement of safety as one primary responsibility of all managers and staff?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (b)(2)			
25	Включает ли политика безопасности процедуры отчетов о безопасности? *Does the Safety policy include the safety reporting procedures?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (b)(3)			
26	Содержит ли политика безопасности ссылку на справедливую культуру (которая четко указывает, какие виды оперативного поведения являются неприемлемыми, и включает условия, при которых дисциплинарные меры не будут применяться)? *Does the Safety Policy make reference to a just culture (that clearly indicates which types of operational behaviours are unacceptable, and includes the conditions under which disciplinary action would not apply)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (c)(1)			
27	Постоянно ли высшее руководство пропагандирует политику безопасности для всего персонала и демонстрирует свою приверженность ей? *Does Senior Management continually promote the safety policy to all personnel, and demonstrate their commitment to it?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (c)(2)			
28	Предоставило ли высшее руководство необходимые людские и финансовые ресурсы для реализации политики безопасности? *Has Senior Management provided the necessary human and financial resources for the implementation of the Safety policy?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(2), (c)(3)			
29	Установило ли высшее руководство цели безопасности и стандарты эффективности? *Has Senior Management established safety objectives and performance standards?*	DA ☐ NU ☐ N/A ☐	
HAZARD IDENTIFICATION PROCESS			
ADR.OR.D.005 (b)(3)			
30	Включает ли система менеджмента четко установленный механизм, который должен обеспечивать выявление опасностей при операциях? *Does the management system include a formal process to ensure that hazards in operations are identified?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(3);(a)			
31	Основана ли идентификация опасности на комбинации реактивных, проактивных и прогностических методов сбора данных о безопасности? *Is hazard identification based on a combination of reactive, proactive, and predictive methods of safety data collection?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(3);(b)			
32	Все ли системы отчетности включают эффективный процесс обратной связи?	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Do all reporting systems include an effective feedback process?	N/A ☐	
	SAFETY RISK ASSESSMENT AND MITIGATION		
	ADR.OR.D.005 (b)(4) / AMC1 ADR.OR.D.005 (b)(4);(a)		
33	Включен ли в систему менеджмента четко установленный процесс, обеспечивающий анализ (вероятность и строгость), оценку (допустимость) и контроль (снижение) рисков безопасности, связанных с аэродромными операциями? *Does the management system include a formal process that ensures analysis (probability and severity), assessment (tolerability) and control (mitigation) of the safety risks in aerodrome operations?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(4);(b)		
34	Указаны ли уровни управления, которые уполномочены принимать решения относительно допустимости рисков для безопасности полетов, в руководстве по аэродрому? *Are the levels of management who have the authority to make decisions regarding the tolerability of safety risks specified in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	
	SAFETY PERFORMANCE MONITORING AND MEASUREMENT		
	ADR.OR.D.005 (b)(5) / AMC1 ADR.OR.D.005 (b)(5);(a)		
35	Существует ли процесс мониторинга и измерения показателей безопасности полетов (цель которого заключается в проверке показателей безопасности эксплуатанта аэродрома/аэропорта с точки зрения политики и целей безопасности, выявленных рисков безопасности и мер по их снижению)? *Is there a safety performance monitoring and measurement process (the purpose of which is to verify the safety performance of the aerodrome operator in reference to the safety policy and objectives, identified safety risks and the mitigation measures)?*	DA ☐ NU ☐ N/A ☐	
	ADR.OR.D.005 (b)(5) / AMC1 ADR.OR.D.005 (b)(5);(b)		
36	Включает ли процесс мониторинга и измерения показателей безопасности полетов установку показателей эффективности обеспечения безопасности полетов целевых уровней эффективности обеспечения безопасности полетов, а также измерение показателей безопасности по ним? *Does the safety performance monitoring and measurement process include the setting of safety performance indicators and safety performance targets, and the measurement of safety performance against them?*	DA ☐ NU ☐ N/A ☐	
	ADR.OR.D.005 (b)(5)		
37	Подтверждает ли эта проверка эффективность мер по контролю за рисками безопасности (мер по смягчению)? *Does this verification validate the effectiveness of safety risk controls (mitigation measures)?*	DA ☐ NU ☐ N/A ☐	
	THE MANAGEMENT OF CHANGE		
	ADR.OR.D.005 (b)(6) (i)-(iii)		
38	Включает ли система управления четко установленный процесс для: • выявления изменений в организации эксплуатанта аэродрома/аэропорта, системы менеджмента, аэродрома и его эксплуатации, способных ухудшить существующие процессы, процедуры и услуги? • описания механизмов, которые обеспечивают показатели эффективности в сфере безопасности до внесения изменений? • устранения или изменения мер по контролю рисков безопасности, которые перестали быть необходимыми или эффективными с учетом изменений эксплуатационной среды? *Does the management system include a formal process to:* • *identify changes within the aerodrome operator's organisation, management system, the aerodrome or its operation which may affect established processes, procedures and services?* • *describe the arrangements to ensure safety performance before implementing change?* • *eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(6)		
39	Имеется ли в СУБП эксплуатанта аэродрома документированный процесс управления рисками безопасности полётов, связанными с изменениями, с использованием процессов идентификации опасностей, оценки рисков безопасности и их смягчения? *Does the Aerodrome Operator have a documented process to manage safety risks related to a change making use of the hazard identification, safety risk assessment, and mitigation processes contained in the SMS?*	DA ☐ NU ☐ N/A ☐	
	AMC1 ADR.OR.D.005 (b)(6)		
40	Идентифицирует ли процесс управления изменениями внешние и внутренние изменения, которые могут отрицательно повлиять на безопасность? *Does the change management process identify external and internal change that may adversely affect safety?*	DA ☐ NU ☐ N/A ☐	
	CONTINUOUS IMPROVEMENT OF THE SMS		
	ADR.OR.D.005 (b)(7)		
41	Включает ли система управления четко установленный процесс для: • определения причин ненадлежащей эффективности системы менеджмента безопасности? • определения влияния такой ненадлежащей эффективности на операции? • устранения или смягчения этих причин? *Does the management system include a formal review process to:* • *identify the causes of substandard performance of the SMS* • *determine the implications of such substandard performance in operations* • *eliminate or mitigate such causes)?*	DA ☐ NU ☐ N/A ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
AMC1 ADR.OR.D.005 (b)(7)			
42	Был ли разработан четкий процесс, способствующий непрерывному улучшению показателей безопасности? *Has a formal process been developed to promote continuous improvement of safety performance?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(7); (a)-(c)			
43	Включает ли четко установленный процесс непрерывного улучшения: • Проактивную и реагирующую оценку объектов, оборудования, документации и процедур? • Проактивную оценку производительности человека (для проверки выполнения обязанностей человека по безопасности)? • Реагирующую оценку контроля и снижения рисков безопасности (для проверки эффективности)? *Does the formal continuous improvement process include:* • *proactive and reactive evaluation of facilities, equipment, documentation, and procedures?* • *proactive evaluation of an individual's performance (to verify the fulfilment of that individual's safety responsibilities)?* • *reactive evaluations of the control and mitigation of safety risks (in order to verify the effectiveness)?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.005 (b)(8) / AMC1 ADR.OR.D.005 (b)(8); (a)			
44	Включает ли система менеджмента программу подготовки в сфере безопасности, которая должна гарантировать подготовку и компетентность персонала (руководителей различного уровня, старшего руководства и ответственного руководителя), участвующего в эксплуатации, в спасении и борьбе с пожарами, в обслуживании и менеджменте аэродрома, в выполнении задач в рамках системы менеджмента безопасности? *Does the management system include a safety training programme that ensures that personnel involved in the operation, rescue and firefighting, maintenance and management personnel (supervisors, managers, senior managers and the Accountable Manager) of the aerodrome are trained and competent to perform the safety management system duties?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(8); (b)			
45	Является ли обучение по управлению безопасностью соразмерным и соответствующим ответственности и участию человека в СУБП? *Is the safety management training proportionate and appropriate to the individual's responsibility and involvement in the SMS?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(8); (c)			
46	Были ли включены требования AMC1 ADR.OR.D.017 (a); (b) и AMC1 ADR.OPS.B.010 (b); (c) в программу обучения по СУБП? *Have the requirements of AMC1 ADR.OR.D.017(a);(b), and AMC1 ADR.OPS.B.010 (b);(c) been incorporated into the SMS training programme?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.005 (b)(9) / AMC1 ADR.OR.D.005 (b)(9);(a) / AMC1 ADR.OR.D.005 (b)(9);(c) :(1), (2), (4)			
47	Включает ли система менеджмента четко установленные средства для обеспечения безопасности связи для: • обеспечения, чтобы весь персонал был полностью осведомлен о системе управления безопасностью (включая цели и процедуры)? • распространения важную информацию о безопасности? • разъяснения, почему предпринимаются конкретные меры безопасности и почему вводятся или изменяются процедуры безопасности? *Does the management system include a formal means for safety communication to:* • *ensure that all personnel are fully aware of the safety management system (including objectives and procedures)?* • *convey safety critical information?* • *explain why particular safety actions are taken and why safety procedures are introduced or changed?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (b)(9); (b)			
48	Обеспечивает ли менеджер по безопасности полетов весь эксплуатационный персонал информацией, касательно средств обеспечения безопасности, о: • показателях безопасности организации? • уроках, извлеченных из расследований? • событиях, связанных с безопасностью? • внутреннем опыте, связанном с безопасностью? • связанном с безопасностью опыте других организаций? *With regard to safety communications, does the safety manager provide all operational personnel with information on:* • *the safety performance of the organisation?* • *lessons learned from investigations?* • *safety related events?* • *internal safety related experiences?* • *safety related experiences from other organisations?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.005 (b)(10) / AMC1 ADR.OR.D.005 (b)(10)			
49	Включает ли система менеджмента согласование СУБП с аварийным планом аэродрома; для обеспечения непрерывного улучшения систем и процедур с планом? *Does the management system include the coordination of the SMS with the aerodrome emergency response plan to ensure continuous improvement of the systems and procedures contained within the plan?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.005 (b)(10)			
50	Существует ли согласование аварийного плана аэродрома с аварийными планами организаций, с которыми он должен взаимодействовать в ходе предоставления аэродромных услуг?	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Is there coordination between the aerodrome emergency response plan with the emergency response plans of those organisations it must interface with during the provision of aerodrome services?	N/A ☐	
COMPLIANCE MONITORING			
ADR.OR.D.005 (b)(11)			
51	Содержит ли четко система менеджмента четко установленный процесс мониторинга соответствия? *Does the management system include a formal compliance monitoring process?*	DA ☐ NU ☐ N/A ☐	
AERODROME OPERATOR MANAGEMENT SYSTEM DOCUMENTATION			
ADR.OR.D.005 (c) / AMC1 ADR.OR.D.005 (c)			
52	Все ли ключевые процессы системы менеджмента задокументированы, включая процесс информирования персонала о своих обязанностях, а также процедуру внесения поправок? *Are all key processes of the management system documented, including a process for making personnel aware of their responsibilities, as well as its amendment procedure?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (a)			
53	Включает ли документация системы менеджмента подписанное заявление ответственного руководителя (чтобы подтвердить, что эксплуатант аэродрома/аэропорта будет постоянно работать в соответствии с применимыми требованиями и документацией эксплуатанта)? *Does management system documentation include a signed statement by the accountable manager (to confirm that the aerodrome operator will continuously work in accordance with applicable requirements and operators documentation)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (b)			
54	Включена ли в документацию системы менеджмента сфера деятельности эксплуатанта аэродрома/аэропорта? *Does management system documentation include the aerodrome operator's scope of activities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (c)			
55	Включает ли документация системы менеджмента имена и фамилии лиц, упомянутых в ADR.OR.D.015 и AMC2 ADR.OR.D.005 (b) (11), включая: а) ответственного руководителя? б) лицо, ответственное за контроль соответствия? c) руководителей различного уровня, ответственных за эксплуатационное обслуживание на аэродроме? d) руководителей различного уровня, ответственные за обслуживание аэродрома e) лица, ответственные за повседневное управление и обслуживание СУБП? *Does management system documentation include the titles and names of persons referred to in ADR.OR.D.015 and AMC2 ADR.OR.D.005(b)(11) including:* *a) the accountable manager* *b) the person responsible for compliance monitoring* *c) managers/supervisors responsible for operational services at the aerodrome* *d) managers/supervisors responsible for aerodrome maintenance* *e) persons responsible for the day to day management and maintenance of the SMS?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (d)			
56	Включает ли документация системы менеджмента организационную схему, в которой показаны границы ответственности назначенных лиц? *Does the management system documentation include an organisation chart that shows the lines of responsibility between the nominated persons?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (e)			
57	Включает ли документация системы менеджмента общее описание и расположение объектов? *Does the management system documentation include a general description and location of the facilities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (f)			
58	Включает ли документация системы менеджмента процедуры, определяющие, как эксплуатант аэродрома/аэропорта обеспечивает соблюдение применимых требований? *Does the management system documentation include procedures specifying how the aerodrome operator ensures compliance with the applicable requirements?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (g)			
59	Включает ли документация системы менеджмента процедуру внесения изменений в документацию системы управления? *Does the management system documentation include the amendment procedure for the management system documentation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.005 (c); (h)			
60	Включена ли в документацию системы менеджмента информация о выводах СУБП? *Does the management system documentation include details of SMS outputs?*	DA ☐ NU ☐ N/A ☐	
AERODROME OPERATOR SAFETY MANAGEMENT MANUAL			
AMC2 ADR.OR.D.005 (c); (a)			
61	Там, где управление безопасностью полетов изложено в Руководстве по управлению безопасностью полетов (SMM), отражает ли оно подход эксплуатанта аэродрома/аэропорта к безопасности полетов?	DA ☐ NU ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Where safety management is set out in a Safety Management Manual (SMM) does it communicate the aerodrome operator's approach to safety?	N/A ☐	
AMC2 ADR.OR.D.005 (c); (b) (1)-(12)			
62	Документирует ли Руководство по управлению безопасностью полетов или Руководство по аэродрому все аспекты управления безопасностью (включая политику безопасности, цели, процедуры и индивидуальные обязанности)? *Does the SMM or AM document all aspects of safety management (including the safety policy, objectives, procedures, and individual responsibilities)?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 30 **EMERGENCY PLANNING**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OPS.B.005 (a)			
1	Соответствует ли аварийный план (План АСР) аэродрома типу и уровню полетов воздушных судов на аэродроме? *Is the aerodrome emergency plan commensurate with the type and level of aircraft operations at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.005 (a)			
2	Соответствует ли план аварийных мероприятий на аэродроме другим мероприятиям, проводимым на аэродроме? *Is the aerodrome emergency plan commensurate with other activities conducted at the aerodrome?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.005 (b)			
3	Предусматривает ли план аварийных мероприятий на аэродроме координацию деятельности соответствующих организаций в случае аварийных ситуаций, которые могут произойти на аэродроме или в его окрестностях? *Does the aerodrome emergency plan provide for the coordination of appropriate organisations in response to emergencies that may occur at the aerodrome or in its surroundings?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.B.005 (c)			
4	Содержит ли План аварийных мероприятий на аэродроме процедуры по периодическому испытанию плана на удовлетворительном уровне и рассмотрению результатов с целью повышения его эффективности? *Does the aerodrome emergency plan contain procedures for periodic testing of the adequacy of the emergency plan and for reviewing the results?*	DA ☐ NU ☐ N/A ☐	
AERODROME EMERGENCY PLANNING - GENERAL			
AMC1 ADR.OPS.B.005 (b); (a)			
5	Если аэродром находится близко к водным / болотистым районам и значительная доля заходов на посадку или вылетов происходит в этих районах, включает ли план действий в чрезвычайных ситуациях: • готовность специалистов-спасателей к этим районам? • координация деятельности специализированных спасательных служб в этих районах? *Where an aerodrome is close to water/swampy areas and a significant proportion of approach or departures takes place over these areas, does the emergency plan include:* *•the ready availability of specialist rescue services for these areas?* *•coordination of specialist rescue services for these areas?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (b); (b)			
6	Была ли проведена оценка зон захода на посадку и вылета в пределах 1000 м от порога ВПП? *Has an assessment of the areas within 1000m of each runway threshold been carried out?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (b); (b)			
7	Была ли проведена оценка этих зон захода на посадку и вылета в пределах 1000 м от порога ВПП с целью определения существующих возможностей развертывания соответствующих служб? *Has the (1000m) assessment identified options available for intervention?*	DA ☐ NU ☐ N/A ☐	
EMERGENCY PLANNING DOCUMENT			
AMC2 ADR.OPS.B.005 (b); (a)			
8	Содержит ли План аварийных мероприятий на аэродроме подробную информацию о планируемых типах чрезвычайных ситуаций? *Does the EPD contain details of the types of emergencies planned for?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (b)			
9	Включает ли План аварийных мероприятий на аэродроме информацию о соответствующих сторонних предприятиях/организациях, участвующих в плане действий в чрезвычайных ситуациях? *Does the EPD include details of the agencies involved in the emergency plan?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (b)			
10	Включает ли План аварийных мероприятий на аэродроме подробную информацию об имеющихся соглашениях по планированию действий в чрезвычайных ситуациях?	DA ☐	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
	Does the EPD include details of local area emergency planning arrangements and forums?	NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (c)			
11	Включает ли План аварийных мероприятий на аэродроме подробную информацию о роли и ответственности каждого из предприятий/организаций, включенных в план? *Does the EPD include details of the role and responsibility of each of the agencies included in the plan?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (c)			
12	Включает ли План аварийных мероприятий на аэродроме подробную информацию о роли и ответственности аварийного оперативного центра? *Does the EPD include details of the role and responsibility of the emergency operations centre?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (c)			
13	Включены ли в План аварийных мероприятий на аэродроме сведения о роли и ответственности командного пункта для каждого типа чрезвычайной ситуации? *Does the EPD include details of the role and responsibility of the command post for each type of emergency?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (d)			
14	Включает ли План аварийных мероприятий на аэродроме информацию (имена и номера телефонов) людей или офисов, с которыми нужно связаться при конкретной чрезвычайной ситуации? *Does the EPD include information (names and telephone numbers) of people or offices to be contacted for a particular emergency?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.B.005 (b); (e)			
15	Включает ли План аварийных мероприятий на аэродроме карту (карты) с координатной сеткой аэродрома и его ближайших окрестностей? *Does the EPD include a grid map of the aerodrome and its immediate surroundings?*	DA ☐ NU ☐ N/A ☐	
EMERGENCY EXERCISE – SECTION RELEVANT TO AERODROMES FOLLOWING AMC1 ADR.OPS. B.005(C)			
AMC1 ADR.OPS.B.005 (c); (a)			
16	Проверяется ли План аварийных мероприятий на аэродроме полномасштабными учениями с интервалами, не превышающими 2 года? *Is the aerodrome emergency plan tested with a full scale exercise at intervals not exceeding 2 years?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (c); (b)			
17	Проверялся ли План аварийных мероприятий на аэродроме путем проведения модульных учений в прошедшем году? *Is the emergency plan tested by carrying out a partial emergency exercise in the intervening year?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (c); (b)			
18	Предназначены ли модульные учений для контроля устранения недостатков, выявленных в ходе полномасштабного учения, чтобы убедиться, что они были устранены? *Is the partial exercise designed to test deficiencies identified during the full-scale exercise to ensure they have been corrected?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (c)			
19	После проведения полномасштабных и модульных учений - пересматривается ли План аварийных мероприятий на аэродроме с целью его пересмотра для устранения выявленных недостатков? *Following the full-scale and partial exercises, is the aerodrome emergency plan reviewed so as to correct any deficiencies identified?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.B.005 (c)			
20	После случая фактической аварийной ситуации - пересматривается ли План аварийных мероприятий на аэродроме с целью устранения выявленных недостатков? *Following an actual emergency, is the aerodrome emergency plan reviewed so as to correct any deficiencies identified?*	DA ☐ NU ☐ N/A ☐	
REMOVAL OF DISABLED AIRCRAFT			
AMC3 ADR.OR.E.005 (a) Part D (6.11)			
21	Сообщены ли в САИ контактные данные координатора аэродрома для удаления самолета с ограниченными возможностями? *Have the contact details of the aerodrome coordinator for the removal of disabled aircraft been reported to the AIS?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OR.E.005 (a) Part D (6.11)			
22	Сообщена ли в САИ информация о возможности удаления воздушного судна, потерявшего способность двигаться (выраженная в характеристиках самого большого типа воздушного судна)? *Has information about the capability to remove disabled aircraft (expressed in terms of the largest aircraft type) been reported to AIS?*	DA ☐ NU ☐ N/A ☐	
AMC3 ADR.OR.E.005 (a) Part D (6.11)			
23	Включены ли в руководство по аэродрому сведения о планах удаления воздушного судна, потерявшего способность двигаться? *Have details of the plans for the removal of disabled aircraft been included in the aerodrome manual?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

LISTA DE CONTROL A CONFORMITĂȚII AERODROMULUI PREVEDERILOR HG RM CU PRIVIRE LA APROBAREA REGULAMENTULUI PRIVIND PROCEDURILE ADMINISTRATIVE REFERITOARE LA AERODROMURI NR. 653 DIN 11.07.2018

GENERAL CHECKLIST FOR AERODROME CONTROL IN ACCORDANCE WITH GOVERNMENT DECISION OF THE REPUBLIC OF MOLDOVA ON APPROVAL OF THE REGULATION ON ADMINISTRATIVE PROCEDURES FOR AERODROMES NO. 653 OF 07/11/2018

PARTEA 31 **AERODROME DATA & DATA QUALITY REQUIREMENTS**

Denumirea întreprinderii: **Name of organization:**		
Adresa juridică: **Physical address:**		
Numărul Certificatului: **Certificate number:**	**Data eliberării:** **Date of issue:**	**Data expirării:** **Expiry date:**
Tel.: **Tel.:**	**Fax.:** **Fax.:**	**E-mail:** **E-mail:**
Locul desfășurării controlului: **The venue of the control:**	**Numărul controlului:** **Number of control:**	
Data ultimului control: **Date of last control:**	**Data controlului actual:** **Data of current control:**	
Conducătorul controlului: **Control team leader:**	**Echipa de control:** **Control team:**	

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
ADR.OR.D.007; ADR.OR.D.010			
1	Назначил ли эксплуатант аэродрома лицо, ответственное за деятельность по предоставлению её аэронавигационных данных и деятельность по предоставлению её аэронавигационной информации? *Is there a person appointed within the organisation responsible for its aeronautical data activities and its aeronautical information provision activities?*	DA ☐ NU ☐ N/A ☐	Взаимодействие с САИ может быть рассмотрен в качестве взаимодействия в рамках Подрядной деятельности
ADR.OR.D.007; ADR.OR.D.010			
2	Установил ли эксплуатант аэродрома список уполномоченных лиц, ответственных за представление изменений в продуктах AIS, включая персональную ответственность за действия с данными, и, кроме того, других лиц с ограниченными полномочиями и четко определенным объемом разрешенных к выполнению ими представлений (RAW DATA) на изменения? Обновляется ли этот список на регулярной основе назначенным ответственным лицом, которое в конечном итоге отвечает за все операции с данными (в организации данного эксплуатанта аэродрома)? *Did the AO establish a list of authorized individuals responsible for submitting changes to AIS products, including an individual ultimately responsible for data activities and in addition other individuals with limited authority and a clearly defined scope of authorised changes? Is this list updated on a regular basis by the person appointed by the Accountable Manager to be ultimately responsible for all data activities in the organisation?*	DA ☐ NU ☐ N/A ☐	Взаимодействие с САИ может быть рассмотрен в качестве взаимодействия в рамках Подрядной деятельности
ADR.OPS.A.005 (a)			
3	Определяет ли эксплуатант аэродрома (ЭА), документирует ли и хранит ли данные, относящиеся к аэродрому и располагаемым службам, в т.ч.: • Существует ли установленный механизм для обеспечения актуальности авиационных данных? • Обеспечивает ли эксплуатант аэродрома, что его аэронавигационная информация обновляется? • Обеспечивает ли эксплуатант аэродрома, что опубликованная аэронавигационная информация актуальна? • Обеспечивает ли эксплуатант аэродрома поддерживание актуальности информации в соответствии с установленными циклами AIRAC? *Does the Aerodrome Operator (AO) determine, document and maintain data relevant to the aerodrome and available services:* • *Is there an established mechanism to ensure the currency of the aeronautical data?* • *Does the AO ensure that their AI is up to date,* • *that the published AI reflects the current environment and* • *that it has maintained currency in accordance with any CAA schedules for survey or IFP review cycles?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.005 (b)			
4	Предоставляет ли ЭА данные, относящиеся к аэродрому, соответствующим службам, пользователям, а также провайдерам ANS & AIS? *Does the AO provide data relevant to the aerodrome and available services to the users and relevant ATS and AIS providers?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (a)			
5	Предоставил ли ЭА в AIP Moldova как минимум информацию, предусмотренную п.п. 1-11 в раздела AMC1 ADR.OPS.A.005 (a)? *Does the AO provide at least items 1-11 in section (a)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (b)			
6	Определил ли ЭА и передав ли в САИ данные о препятствиях и местности в Зоне 3 и Зоне 2 (часть в пределах границы аэродрома) в градусах, минутах, секундах и десятых долях секунды? *Has the AO measured and reported to the AIS obstacle and terrain data in Area 3 and Area 2 (the part within the aerodrome boundary) in degrees, minutes, seconds and tenths of seconds?*	DA ☐ NU ☐ N/A ☐	
7	Предоставил ли ЭА в САИ информацию о высоте, маркировке и освещении (если таковое есть) препятствий? *Has the top elevation type, marking and lighting (if any) of obstacles been reported to the AIS?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (c)			
8	Предоставил ли ЭА данные обо всех препятствиях в Районе 2, которые рассматриваются как представляющие опасность для аэронавигации? *Has the AO provided data for all obstacles in Area 2 that are assessed as being a hazard to air navigation?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (d) 1-3			

Nr	SUBIECTUL CONTROLULUI:	DA/NU/ N/A	De indicat sursa (referința detaliată la prevederea actului sau dovada atașată). Alte comentarii
9	Предоставил ли ЭА электронные данные о местности и препятствиях: • в отношении графической иллюстрации поверхностей сбора препятствий и критериев оценки препятствий, используемых для определения препятствий в районе 2? • для препятствий, которые находятся в зоне траектории набора высоты при взлете? • для препятствий, которые проникают через соответствующие поверхности ограничения препятствий? *Has the AO provided electronic terrain and obstacle data for:* • *Area 2A for those that penetrate the relevant obstacle data collection surface?* • *Penetrations of the take-off flight path area?* • *Penetrations of the aerodrome obstacle limitation surfaces?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (e)			
10	Там, де установлены операции точного захода на посадку по категориям 2 и 3, предоставил ли ЭА электронные данные о местности и препятствиях для Района 4? *Where Category 2 and 3 Precision approach operations are established has the AO provided electronic terrain and obstacle data for Area 4?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.005 (f)			
11	Достигнута ли договоренность эксплуатанта аэродрома должен с поставщиками ОВД и компетентным органом о предоставлении данных о препятствиях и местности за пределами границы аэродрома? *Has the AO established arrangements with the ATS providers and the Competent Authority for the provision of obstacles and terrain data outside of the aerodrome boundary?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.010			
12	Имеет ли ЭА официальные договоренности со всеми теми организациями, с которыми он обменивается аэронавигационными данными / аэронавигационной информацией? *Does the AO have formal arrangements with all those organisations with which it exchanges aeronautical data/aeronautical information?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.010 (a)			
13	Предоставляет ли ЭА данные, относящиеся к аэродрому и имеющимся службам, с требуемым качеством и целостностью? *Does the AO provide data relevant to the aerodrome and available services with the required quality and integrity?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.010 (b) (1)			
14	Контролирует ли ЭА данные, промульгированные ATS и AIS? *Does the AO monitor data promulgated by ATS and AIS?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.010 (b) (2)			
15	Установлена ли у ЭА система для уведомления ATS и поставщиков AIS об изменениях данных аэродрома? *Does the AO have a system in place to notify ATS and the AIS providers of changes to the aerodrome data?*	DA ☐ NU ☐ N/A ☐	
ADR.OPS.A.010 (b) (3)			
16	Установлена ли у ЭА система для уведомления провайдеров ATS и AIS о неправильных или неадекватных данных, в т.ч.: • существует ли установленный процесс уведомления ОВД и АИС, если опубликованные данные, полученные от оператора аэродрома, являются неверными или неуместными? • понятно, кто отвечает за таковое уведомление? • регистрирует ли ЭА такие ошибки в данных и может ли ЭА продемонстрировать доказательства принятых соответствующих корректирующих мер (если применимо)? *Does the AO have a system in place to notify the ATS and AIS providers of incorrect or inappropriate data:* • *Is there an established process of notifying ATS and AIS when the published data originating from the aerodrome operator is incorrect or inappropriate?* • *Is it clear who is responsible for the notification?* • *Does the AO record identified errors in their data and can they demonstrate the consequential corrective measures taken?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.010 (a) 1-3			
17	Выполняются ли процедуры для поддержания целостности аэронавигационных данных, в т.ч.: • для обеспечения недопущения ошибок в процессе обработки данных? • для обеспечения того, что ошибки не возникнут ни на одной стадии всего процесса обработки данных как для важных, так и для критических данных? В этой связи: • вводятся ли какие-либо аэронавигационные данные вручную (т.е. при вводе новых элементов данных в существующий набор данных или при вычислении новых элементов данных)? • если да, проводятся ли независимые проверки введенных вручную данных? • использует ли ЭА процессы валидации и верификации, включая: 1) действия, которые необходимо предпринять, если данные не проходят проверку или проверку достоверности; 2) инструменты, необходимые для процесса проверки и валидации; 3) методы, используемые для проверки полученных данных; 4) методы, с помощью которых сохраняется качество данных; 5) средства, используемые для: a. подтверждения того, что данные были получены без искажения; b. подтверждения того, что сохраненные данные защищены от повреждений; c. подтверждения того, что исходные данные не были повреждены перед сохранением. *Do the procedures for maintaining the integrity of aeronautical data:* • *Avoid corruption throughout the processing of the data* • *Assure corruption does not occur at any stage of the entire process for both essential and critical data?* *In this connection:* • *Is any aeronautical data being entered manually (i.e. while entering new data items to the existing data set or calculating new data items)?* • *If yes, are independent checks of manually inputted data carried out?* • *Does the AO employ validation and verification processes including:* *1) actions to be taken when data fails a verification or validation check;* *2) tools required for the verification and validation process;* *3) the methods used to verify received data;* *4) the methods by which data quality is preserved;* *5) the means used to:* *a. confirm that the data has been received without corruption;*	DA ☐ NU ☐ N/A ☐	

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	b. ensure that stored data is protected from corruptions; *c. confirm that originated data has not been corrupted prior to being stored*		
18	До введения какого-либо нового или пересмотренного процесса, проводит ли ЭА оценку воздействия процесса (или инструмента) для того, чтобы убедиться, что нововведение не оказывает негативного влияния на аэронавигационные данные или не вызывает ошибок? *Prior to the introduction of any new or revised process, does the AO conduct an assessment of the impact of the process, WI or tool to ensure that it does not adversely affect the AI or introduce errors?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.010 (b)			
19	Обеспечивает ли эксплуатант аэродрома, что связанные с аэродромом аэронавигационные данные определены и представлены в соответствии с соответствующими таблицами? *Does the aerodrome operator ensure that aerodrome-related aeronautical data is determined and reported in accordance with the relevant tables?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A. 010 (c)			
20	Обеспечивает ли эксплуатант аэродрома, что требования к точности авиационных данных основаны на уровне достоверности 95% и что определены 3 типа позиционных данных: • измеренные (например, порог) • расчетные (математические расчеты) • объявленные (например, граничные точки района полетной информации)? *Has the AO confirmed that the accuracy requirements for aeronautical data are based upon a 95% confidence level and that 3 types of positional data are identified:* • *Survey points (eg threshold)* • *Calculated points (mathematical calculations)* • *Declared points (eg flight information region (FIR) boundary points?*	DA ☐ NU ☐ N/A ☐	См. ICAO DOC 10066 (PANS AIM) стр. App 1-2
AMC1 ADR.OPS.A. 010 (d)			
21	Обеспечивает ли эксплуатант аэродрома, что географические координаты, указывающие широту и долготу, определены и переданы в АИС в соответствии с WGS 84? *Has the AO confirmed that the geographical coordinates indicating latitude and longitude are determined and reported to the AIS in terms of the WGS 84?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A. 010 (e)			
22	Обеспечивает ли эксплуатант аэродрома, что аэронавигационные данные находятся в пределах максимальных отклонений, как указано в таблицах 1-5 документа AMC1 ADR.OPS.A.010 (b)? *Has the AO ensured that the navigational data for the phases of flight are within the maximum deviations as indicated in Tables 1-5 of AMC1 ADR.OPS.A.010 (b)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A. 010 (f)			
23	Обеспечил ли ЭА, что превышение аэродрома и волна геоида определены и переданы в AIS? *Has the AO ensured that the elevation and geoid undulation is determined and reported to the AIS?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A.010 (g) & (h)			
24	Обеспечил ли ЭА защиту электронных аэронавигационных данных во время их хранения или в пути, а так же контроль проверкой циклическим избыточным кодом (CRC). (Критические и основные данные - 32-битный или 24-битный алгоритм соответственно) (Стандартные данные - 16-битный алгоритм)? *Has the AO ensured the protection of the electronic aeronautical data whilst stored, or in transit and is totally monitored by the cyclic redundancy check (CRC). (Critical and Essential data – 32bit or 24bit algorithm respectively) (Routine Data – 16 bit algorithm)?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A. 010 (i)			
25	Обеспечил ли ЭА процедуры для: 1) мониторинга данных, относящихся к аэродрому и имеющимся службам, исходящих от эксплуатанта аэродрома и заявленного поставщика ОВД? 2) уведомления соответствующих поставщиков AIS и ATS о любых изменениях, необходимых для обеспечения правильности и полноты данных, касающихся аэродрома и доступных служб? *Has the AO implemented procedures to:* *1) monitor data relevant to the aerodrome and available services originating from the aerodrome operator and promulgated to the air traffic services provider?* *2) notify the relevant AIS and ATS providers of any changes necessary to ensure correct and complete data relevant to the aerodrome and available services?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.A. 010 (a)			
26	Имеет ЭА официальные соглашения с организациями, с которыми осуществляется обмен аэронавигационными данными и / или информацией, такими, как: 1) поставщиками аэронавигационного обслуживания? 2) оригинаторами аэронавигационных данных и теми, кто осуществляет мониторинг аэронавигационных данных? 3) разработчиками процедур? 4) поставщиками электронных данных о местности? 5) поставщиками электронные данные о препятствиях? *Does the AO's formal arrangements include organisations with which it exchanges aeronautical data and / or information such as:* *1) air navigation services;* *2) services for the origination and provision of survey data;* *3) procedure design services;* *4) electronic terrain data; and* 5) *electronic obstacle data?*	DA ☐ NU ☐ N/A ☐	
AMC2 ADR.OPS.A. 010 (b)			
27	Включены ли в официальные соглашения: 1) описание аэронавигационных данных или аэронавигационной информации, подлежащих предоставлению; 2) требования к точности, разрешению и целостности для каждого поставляемого элемента данных; 3) необходимые методы для демонстрации того, что представленные данные соответствуют указанным требованиям; 4) характер действий, которые необходимо предпринять в случае обнаружения ошибки данных или несоответствия в любых предоставленных данных; 5) минимальные критерии для уведомления об изменении данных: (5i) критерии для определения своевременности предоставления данных на основе эксплуатационной значимости или значимости изменения для безопасности;	DA ☐ NU ☐ N/A ☐	

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	(5ii) в каких случаях предоставляется предварительное уведомление об ожидаемых изменениях; (5iii) способы, которыми предоставляются уведомления; 6) сторона, ответственная за документирование изменений данных; 7) средства для устранения любых потенциальных неясностей, вызванных тем, когда для обмена аэронавигационными данными или аэронавигационной информацией используются разные форматы; 8) любые ограничения на использование данных; 9) требования к составлению отчетов о качестве поставщиками данных для облегчения проверки качества данных пользователями данных; 10) требования к метаданным; 11) непредвиденные требования относительно непрерывности предоставления данных. *Does the AO's formal arrangements include:* *1) the scope of aeronautical data or aeronautical information to be provided;* *2) the accuracy, resolution, and integrity requirements for each data item supplied (using CAP1054 / Eurocontrol specifications);* *3) the required methods for demonstrating that the data provided conforms with the specified requirements;* *4) the nature of action to be taken in the event of discovery of a data error, or inconsistency in any data provided;* *5) the following minimum criteria for notification of data changes:* *(5i) criteria for determining the timeliness of data provision based on the operational or safety significance of the change;* *(5ii) any prior notice of expected changes;* *(5iii) the means to be adopted for notification;* *6) the party responsible for documenting data changes* *7) the means to resolve any potential ambiguities caused where different formats are used to exchange aeronautical data or aeronautical information;* *8) any limitations on the use of data;* *9) requirements for the production of quality reports by data providers to facilitate verification of data quality by the data users;* *10) metadata requirements; and* 11) *contingency requirements concerning the continuity of data provision.*		
AMC1 ADR.OPS.A. 015 (a)			
28	Имеет ли ЭА договоренности сообщать в САИ с минимальной задержкой информацию о: 1) строительных работ или работ по техническому обслуживанию; 2) наличии неровной или разрушенной поверхности ВПП, РД или перрона; *3)* наличии снега, слякоти, льда или инея на ВПП, РД или перроне; 4) наличии воды на ВПП, РД или перроне; 5) наличии на ВПП, РД или перроне жидких химикатов для предотвращения или удаления обледенения и других загрязнителей; 6) наличии сугробов или снежных наносов в непосредственной близости от ВПП, РД или перрона; 7) наличии других временных препятствий, включая стоящие воздушные суда; 8) отказе или перебоев в работе части или всех визуальных средств аэродрома; 9) отказе основного или резервного источника энергоснабжения. *Does the AO have arrangements to report to AIS, with minimum delay, the following:* *1) Construction or maintenance work* *2) Rough or broken surfaces on a runway, taxiway or apron.* *3) Snow/slush/ice or frost on a runway, taxiway or apron* *4) Water on a runway, taxiway or apron.* *5) Snow banks or drifts adjacent to a runway, taxiway or apron* *6) Anti-icing or de-icing liquid chemicals or other contaminates on a runway, taxiway or apron* *7) Other temporary hazards including parked aircraft* *8) Failure or irregular operation of part or all of the aerodrome visual aids* 9) *Failure of the normal or secondary power supply.*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OPS.A. 015 (b)			
29	Сообщает ли ЭА в САИ и поставщику ОВД об изменении уровня защиты RFFS? *Does the AO advise AIS and the ATS provider of changes to the level of RFFS protection?*	DA ☐ NU ☐ N/A ☐	
ADR.OR.D.007 (a)			
30	В рамках своей системы менеджмента внедрил ли и поддерживает ли эксплуатант аэродрома/аэропорта систему менеджмента качества, которая охватывает: 1) его деятельность, связанную с аэронавигационными данными? 2) его деятельность, связанную с предоставлением аэронавигационной информации? *Has the AO implemented and maintained a quality management system covering:* *1) Its aeronautical data activities?* *2) Its aeronautical information provision activities?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.007 (a)			
31	Поддерживает ли система качества ЭА создание, производство, хранение, обработку, обработку, передачу и распространение аэронавигационных данных и аэронавигационной информации? *Does the system support the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information?*	DA ☐ NU ☐ N/A ☐	
AMC1 ADR.OR.D.007 (b)			
32	Установил ли ЭА процедуры для достижения целей управления безопасностью в области аэронавигационных данных и аэронавигационной информации, включая: 1) обеспечение защиты аэронавигационных данных и информации, полученной, произведенной или иным образом использованной, от искажений, а так же обеспечение доступа к ним только уполномоченным лицам (ограничение доступа для остальных)? 2) обеспечение того, что меры по управлению безопасностью отвечают соответствующим национальным, европейским или международным требованиям в отношении критически важной инфраструктуры и непрерывности выполнения работ, а также международным стандартам управления безопасностью, включая: i) ИСО / МЭК 17799: 2005 ii) ISO 28000: 2007 *Has the AO defined procedures for meeting the safety security management objectives, including objectives to:* *1) Ensure aeronautical data and information received, produced or otherwise employed is protected from interference and access to it is restricted only to those authorized?*	DA ☐ NU ☐ N/A ☐	Соответствующие сертификаты, выданные соответствующим образом аккредитованной организацией, считаются AMC

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	2) Ensure the security management measures meet appropriate national, EU or international requirements for critical infrastructure and business continuity and international standards for security management including: *i) ISO/IEC 17799:2005* *ii) ISO 28000:2007*		
ADR.OR.D.035			
33	Установил ли ЭА адекватную систему учета документов? *Has the AO established an adequate system of record keeping?*	DA ☐ NU ☐ N/A ☐	

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*

Inspector principal _____ _____
(semnătura) *(Numele Prenumele)*