

AUTORITATEA AERONAUTICĂ CIVILĂ

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-Lista de verificare privind inspecția/ supravegherea/ auditul operatorului de aerodrom /aeroport în conformitate cu Regulamentul privind procedurile administrative referitoare la aerodromuri, aprobat prin Hotărârea Guvernului nr. 653/2018 (în continuare - **HG 653/2018**), Specificațiile de certificare (CS-ADR-DSN) la Regulamentul privind procedurile administrative referitoare la aerodromuri, aprobate prin Ordinul AAC nr. 17/GEN din 15.04.2019, cu amendamentele ulterioare (în continuare - **CS-ADR-DSN**), Materialele de îndrumare la specificațiile de certificare (GM-ADR-DSN) la Regulamentul privind procedurile administrative referitoare la aerodromuri, aprobare prin Ordinul AAC nr. 18/GEN din 15.04.2019, cu amendamentele ulterioare (în continuare - **GM-ADR-DSN**), Mijloacele acceptabile de punere în conformitate și materialele de îndrumare (AMC&GM REG-ADR) la Regulamentul privind procedurile administrative referitoare la aerodromuri, aprobate prin Ordinul AAC nr. 19/GEN din 15.04.2019, cu amendamentele ulterioare (în continuare - **AMC&GM REG-ADR**)

LISTA GENERALĂ DE CONTROL (INSPECȚIE/MONITORIZARE/AUDIT) AL OPERATORULUI DE AERODROM ÎN CONFORMITATE CU HG 653/2018

GENERAL CHECKLIST FOR AERODROME CONTROL (INSPECTION/MONITORING/AUDIT) IN ACCORDANCE WITH GOVERNMENT DECISION 653/2018

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

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
AMC1 ADR.OPS.A.010 Data quality requirements GENERAL REQUIREMENTS ... (d) Geographical coordinates indicating latitude and longitude should be determined and reported to the aeronautical information services in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means, and whose accuracy of original field work does not meet the requirements in Table 3.	AMC1 ADR.OPS.A.010 (d)							
CS ADR-DSN.A.003 Vertical reference system Vertical reference system Mean sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used as the vertical reference system. Note 1.— The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth which coincides with the undisturbed MSL extended continuously through the continents. Note 2.— Gravity-related heights (elevations) are also referred to as orthometric heights while distances of points above the ellipsoid are referred to as ellipsoidal heights.	CS ADR-DSN.A.003							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.A.004 Temporal reference system Temporal reference system (1) The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system. (2) When a different temporal reference system is used, this shall be indicated in GEN 2.1.2 of the Aeronautical Information Publication (AIP). Note. — See PANS-AIM (Doc 10066), Appendix 2.	CS ADR-DSN.A.004							
ADR.OR.B.015 Запрос сертификата ... 8) копию руководства аэродрома, предусмотренную в ADR.OR.E.005. (с) Если ОГА считает это допустимым, информация, предусмотренная в пунктах 7) и 8), может быть представлена на более позднем этапе, установленном ОГА, но до выдачи сертификата. Подраздел Е – РУКОВОДСТВО АЭРОДРОМА И ДОКУМЕНТАЦИЯ (ADR.OR.E) ADR.OR.E.005 Руководство аэродрома (a) Эксплуатант аэродрома/аэропорта разрабатывает и постоянно хранит руководство аэродрома.... ADR.AR.C.035 Выдача сертификатов ... (d) Считается, что сертификат содержит сертификационную базу аэродрома, руководство аэродрома, а также, при необходимости, любые другие условия или эксплуатационные ограничения, предусмотренные ОГА и любыми документами по принятию и действию в отношении нарушений.	ADR.OR.B.015(b)(8), (c), ADR.OR.E.005, ADR.AR.C.035(d)							
AMC1 ADR.AR.B.005(c) Management System COORDINATION WITH OTHER AUTHORITIES The CAA should establish coordination arrangements with other authorities of the RM. Such coordination arrangements should, in particular, include the following authorities: (a) security agencies, in order to ensure: (1) international civil aviation security measures are integrated into the design and construction of aerodromes, and their facilities; and (2) the optimization of civil aviation security measures.	AMC1 ADR.AR.B.005(c) para (a)							
AMC1 ADR.AR.B.005(c) Management System COORDINATION WITH OTHER AUTHORITIES The CAA should establish coordination arrangements with other authorities of the RM. Such coordination arrangements should, in particular, include the following authorities: ... (b) environmental protection authorities, for the management of conflicts between safety and environmental requirements;	AMC1 ADR.AR.B.005(c) para (b), (c)							
AMC1 ADR.AR.B.005(c) Management System COORDINATION WITH OTHER AUTHORITIES The CAA should establish coordination arrangements with other authorities of the RM. Such coordination arrangements should, in particular, include the following authorities: (a) security agencies, in order to ensure: (1) international civil aviation security measures are integrated into the design and construction of aerodromes, and their facilities; and (2) the optimization of civil aviation security measures.	AMC1 ADR.AR.B.005(c) para (a)							
AMC1 ADR.AR.B.005(c) Management System COORDINATION WITH OTHER AUTHORITIES The CAA should establish coordination arrangements with other authorities of the RM. Such coordination arrangements should, in particular, include the following authorities: ... (b) environmental protection authorities, for the management of conflicts between safety and environmental requirements;	AMC1 ADR.AR.B.005(c) para (b), (c)							
CS ADR-DSN.A.005 Aerodrome reference code (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.	CS ADR-DSN.A.005 para (a)							
CS ADR-DSN.A.005 Aerodrome reference code (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.	CS ADR-DSN.A.005 para (a)							
CS ADR-DSN.A.005 Aerodrome reference code (b) The aerodrome reference code numbers and letters should have the meanings assigned to them in Table A-1.	CS ADR-DSN.A.005 para (b)							

				On-side control			Desk-top control																														
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																													
<div><div>(d) The code letter for element 2 should be determined from Table A-1, by selecting the code letter which corresponds to the greatest wingspan of the aeroplanes for which the facility is intended.</div><div><table><tr><th colspan="2">Code element 1</th></tr><tr><th>Code number</th><th>Aeroplane reference field length</th></tr><tr><td>1</td><td>Less than 800 m</td></tr><tr><td>2</td><td>800 m up to but not including 1 200 m</td></tr><tr><td>3</td><td>1 200 m up to but not including 1 800 m</td></tr><tr><td>4</td><td>1 800 m and over</td></tr></table> <table><tr><th colspan="2">Code element 2</th></tr><tr><th>Code letter</th><th>Wingspan</th></tr><tr><td>A</td><td>Up to but not including 15 m</td></tr><tr><td>B</td><td>15 m up to but not including 24 m</td></tr><tr><td>C</td><td>24 m up to but not including 36 m</td></tr><tr><td>D</td><td>36 m up to but not including 52 m</td></tr><tr><td>E</td><td>52 m up to but not including 65 m</td></tr><tr><td>F</td><td>65 m up to but not including 80 m</td></tr></table><div>Table A-1 Aerodrome reference code</div></div></div>				Code element 1		Code number	Aeroplane reference field length	1	Less than 800 m	2	800 m up to but not including 1 200 m	3	1 200 m up to but not including 1 800 m	4	1 800 m and over	Code element 2		Code letter	Wingspan	A	Up to but not including 15 m	B	15 m up to but not including 24 m	C	24 m up to but not including 36 m	D	36 m up to but not including 52 m	E	52 m up to but not including 65 m	F	65 m up to but not including 80 m	CS ADR-DSN.A.005 para (d)					
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Code number	Aeroplane reference field length																																				
1	Less than 800 m																																				
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B	15 m up to but not including 24 m																																				
C	24 m up to but not including 36 m																																				
D	36 m up to but not including 52 m																																				
E	52 m up to but not including 65 m																																				
F	65 m up to but not including 80 m																																				
<div><div>Note 1. — Guidance on planning for aeroplanes with wingspans greater than 80 m is given in the Aerodrome Design Manual (Doc 9157), Parts 1 and 2.</div><div>Note 2. — Procedures on conducting aerodrome compatibility study to accommodate aeroplanes with folding wing tips spanning two code letters are given in the Procedures for Air Navigation Services Aerodromes (PANS-Aerodromes, Doc 9981). Further guidance can be found in the manufacturer’s aircraft characteristics for</div></div>																																					
<div><div>CS ADR-DSN.A.005 Aerodrome reference code</div><div>(c) The code number for element 1 should be determined from Table A-1, by 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.</div></div>				CS ADR-DSN.A.005 para (c)																																	
<div><div>CS ADR-DSN.A.005 Aerodrome reference code</div><div>(d) The code letter for element 2 should be determined from Table A-1, by selecting the code letter which corresponds to the greatest wingspan of the aeroplanes for which the facility is intended.</div></div>				CS ADR-DSN.A.005 para (d)																																	
<div><div>ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft</div><div>(a) Except for aircraft emergency situations, an aerodrome operator may, subject to prior approval by the Competent Authority, permit the use of the aerodrome or parts thereof by aircraft with a higher code letter than the aerodrome design characteristics specified in the terms of the certificate.</div><div>AMC1 ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft</div><div>ELEMENTS TO BE ASSESSED</div><div>When assessing the possibility of operation of aircraft whose code letter is higher than the code letter of the aerodrome reference code, the aerodrome operator should, amongst other issues, assess the impact of the characteristics of the aircraft on the aerodrome, its facilities, equipment and its operation, and vice versa. Aircraft characteristics to be assessed include, but are not limited to:</div><div>(a) fuselage length;</div><div>(b) fuselage width;</div><div>(c) fuselage height;</div><div>(d) tail height;</div><div>(e) wingspan;</div><div>(f) wing tip vertical clearance;</div><div>(g) cockpit view;</div><div>(h) distance from the pilot’s eye position to the nose landing gear and to the main landing gear;</div><div>(i) outer main gear wheel span;</div><div>(j) wheelbase;</div><div>(k) main gear steering system;</div><div>(l) landing gear geometry;</div><div>(m) engine data;</div><div>(n) flight performance; and</div><div>(o) technology evolution.</div><div>GM1 ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft</div><div>ELEMENTS TO BE ASSESSED</div><div>Further guidance on this topic is contained in ICAO Circular 295, AN/477 and ICAO Circular 294, AN/474</div></div>				ADR.OPS.B.090 AMC1 ADR.OPS.B.090 GM1 ADR.OPS.B.090																																	

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
ADR.OR.C.005 Aerodrome operator responsibilities(a) The aerodrome operator is responsible for the safe operation and maintenance of the aerodrome in accordance with: (1) Regulation (EC) No 216/2008 and its Implementing Rules; (2) the terms of its certificate; (3) the content of the aerodrome manual; and (4) any other manuals for the aerodrome equipment available at the aerodrome, as applicable. (b) The aerodrome operator shall ensure directly, or coordinate through arrangements as required with the accountable entities providing the following services: (1) the provision of air navigation services appropriate to the level of traffic and the operating conditions at the aerodrome; and (2) the design and maintenance of the flight procedures, in accordance with the applicable requirements. (c) The aerodrome operator shall coordinate with the Competent Authority to ensure that relevant information for the safety of aircraft is contained in the aerodrome manual and is published where appropriate. This shall include: (1) exemptions or derogations granted from the applicable requirements; (2) provisions for which an equivalent level of safety was accepted by the Competent Authority as part of the certification basis; and (3) special conditions and limitations with regard to the use of the aerodrome. (d) If an unsafe condition develops at the aerodrome, the aerodrome operator shall, without undue delay, take all necessary measures to ensure that those parts of the aerodrome found to endanger safety are not used by aircraft. AMC1 ADR.OR.C.005(c) Aerodrome operator responsibilities PUBLICATION OF INFORMATION TO THE AERONAUTICAL INFORMATION PUBLICATION A description of cases involving exemptions, derogations, cases of equivalent level of safety, special conditions, including limitations with regard to the use of the aerodrome, should be published in the Aeronautical Information Publication (AIP), after coordination with the Competent Authority.	ADR.OR.C.005 (c), AMC1 ADR. OR.C.005 (c).							
ADR.OR.D.007 Management of aeronautical data and aeronautical information (a) As part of its management system, the aerodrome operator shall implement and maintain a quality management system covering: (1) its aeronautical data activities; and (2) its aeronautical information provision activities. (b) The aerodrome operator shall define procedures for meeting the safety and security management objectives with respect to: (1) aeronautical data activities; and (2) aeronautical information provision activities. AMC1 ADR.OR.D.007(a) Management of aeronautical data and aeronautical information QUALITY MANAGEMENT SYSTEM FOR AERONAUTICAL DATA AND AERONAUTICAL INFORMATION PROVISION ACTIVITIES (a) A quality management system supporting the origination, production, storage, handling, processing, transfer, and distribution of aeronautical data and aeronautical information should: (1) define the quality policy in such a way as to meet the needs of different users as closely as possible; (2) set up a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with the applicable requirements, standards and procedures, including the relevant requirements of Part-ADR.OPS; (3) provide evidence of the functioning of the quality system by means of manuals and monitoring documents; (4) appoint management representatives to monitor compliance with, and adequacy of, procedures to ensure safe and efficient operational practices; and (5) perform reviews of the quality system in place, and take remedial actions, as appropriate. (b) An EN ISO 9001 certificate, issued by an appropriately accredited organisation, is considered as an Acceptable Means of Compliance. See also AMC1 ADR.OPS.A.010 Data quality requirements (b) & (c)	ADR.OR.D.007 AMC1 ADR.OPS.A.010 para (b), (c). AMC1 ADR.OR.D.007(a) para (a)							
CS ADR-DSN.A.006 Aeronautical data (a) Aerodrome mapping data recommended to be made available to the aeronautical information services for aerodromes deemed relevant by States where safety and/or performance-based operations suggest possible benefits. Note 1.— Aerodrome mapping databases related provisions are contained in Annex 15, Chapter 5 and PANS-AIM (Doc 10066), Chapter 5. Note 2.— Guidance material concerning the application of aerodrome mapping databases is provided in National Certification specification to Regulation regarding administrative procedures related to aerodromes, Attachment 24.	CS ADR-DSN.A.006 (a)							
CS ADR-DSN.A.006 Aeronautical data ... (b) Where made available in accordance with CS ADR-DSN.A.006, the selection of the aerodrome mapping data features to be collected shall be made with consideration of the intended applications. Note 1.— It is intended that the selection of the features to be collected match a defined operational need. Note 2.— Aerodrome mapping databases can be provided at one of two levels of quality — fine or medium. These levels and the corresponding numerical requirements are defined in RTCA Document DO-272B and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-99C — User Requirements for Aerodrome Mapping Information.	CS ADR-DSN.A.006 (b)							
CS ADR-DSN.A.006 Aeronautical data ... (c) Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets. Note.— Detailed specifications concerning digital data error detection techniques are contained in PANS-AIM (Doc 10066).	CS ADR-DSN.A.006 (c)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE POINT (a) The aerodrome reference point should be located near the initial or planned geometric centre of the aerodrome and normally should remain where first established.	GM1 ADR.OPS.A.005 aerodrome reference point para (a)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE POINT (a) The aerodrome reference point should be located near the initial or planned geometric centre of the aerodrome and normally should remain where first established.	GM1 ADR.OPS.A.005 para (a)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE POINT (b) The aerodrome reference point should be measured and reported to the aeronautical information services in degrees, minutes, and seconds.	GM1 ADR.OPS.A.005 aerodrome reference point para (b)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME AND RUNWAY ELEVATIONS The following should be measured and reported to the aeronautical information services: (a) The aerodrome elevation and geoid undulation at the aerodrome elevation position to the accuracy of one-half metre or foot;	GM1 ADR.OPS.A.005 aerodrome and runway elevations para (a)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME AND RUNWAY ELEVATIONS The following should be measured and reported to the aeronautical information services: (b) For non-precision approaches, the elevation and geoid undulation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway, to the accuracy of one-half metre or foot;	GM1 ADR.OPS.A.005 aerodrome and runway elevations para (b)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME AND RUNWAY ELEVATIONS The following should be measured and reported to the aeronautical information services: (c) For precision approach runway, the elevation and geoid undulation of the threshold, the elevation of the runway end and the highest elevation of the touchdown zone, to the accuracy of one-quarter metre or foot.	GM1 ADR.OPS.A.005 aerodrome and runway elevations para (c)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE TEMPERATURE (a) The aerodrome reference temperature should be determined in degrees Celsius.	GM1 ADR.OPS.A.005 aerodrome reference temperature para (a)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME REFERENCE TEMPERATURE (b) The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature), averaged over a period of five (5) years.	GM1 ADR.OPS.A.005 aerodrome reference temperature para (b)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME DIMENSIONS AND RELATED INFORMATION The following data are measured or described, as appropriate, for each facility provided on the aerodrome: (a) Runway (1) true bearing to one-hundredth of a degree; (2) designation number; (3) length; (4) width; (5) displaced threshold location to the nearest metre or foot;(6) longitudinal slope; (7) surface type; (8) type of runway; and (9) for a precision approach runway category I, the existence of an obstacle free zone when provided. ... (i) Location and designation of standard taxi-routes; (j) Distances to the nearest metre or foot of localiser and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of a microwave landing system (MLS) in relation to the associated runway extremities;	GM1 ADR.OPS.A.005 aerodrome dimensions and related information para (a) (j)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME DIMENSIONS AND RELATED INFORMATION (k) The geographical coordinates of: (1) each threshold; (2) appropriate taxiway centre line points; and (3) each aircraft stand; are measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	GM1 ADR.OPS.A.005 aerodrome dimensions and related information para (k)							
GM1 ADR.OPS.A.005 Aerodrome data AERODROME DIMENSIONS AND RELATED INFORMATION (k) The geographical coordinates of: (1) each threshold; (2) appropriate taxiway centre line points; and (3) each aircraft stand; are measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	GM1 ADR.OPS.A.005 aerodrome dimensions and related information para (k)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data AERODROME DIMENSIONS AND RELATED INFORMATION (k) The geographical coordinates of: (1) each threshold; (2) appropriate taxiway centre line points; and (3) each aircraft stand; are measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	GM1 ADR.OPS.A.005 aerodrome dimensions and related information para (k)							
AMC1 ADR.OPS.A.005 Aerodrome data ... (b) The aerodrome operator should measure and report to the aeronautical information services obstacles and terrain data in Area 3, and in Area 2 (the part within the aerodrome boundary) in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation, type, marking and lighting (if any) of obstacles should be reported to the aeronautical information services. Note. — PANS-AIM (Doc 10066), Appendix 8 provides requirements for obstacle data determination in Areas 2 and 3.	AMC1 ADR.OPS.A.005 para (b)							
GM1 ADR.OPS.A.005 Aerodrome data STRENGTH OF PAVEMENTS (a) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg should be made available using the aircraft classification — pavement classification number (ACN–PCN) method, by reporting all of the following information: (1) the pavement classification number (PCN); (2) pavement type for ACN-PCN determination; (3) subgrade strength category; (4) maximum allowable tire pressure category or maximum allowable tire pressure value; and (5) evaluation method.	GM1 ADR.OPS.A.005 para (a).							
GM1 ADR.OPS.A.005 Aerodrome data STRENGTH OF PAVEMENTS (a) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg should be made available using the aircraft classification — pavement classification number (ACN–PCN) method, by reporting all of the following information: (1) the pavement classification number (PCN); (2) pavement type for ACN-PCN determination; (3) subgrade strength category; (4) maximum allowable tire pressure category or maximum allowable tire pressure value; and (5) evaluation method.	GM1 ADR.OPS.A.005 STRENGTH OF PAVEMENTS para (a)							
See definition PCN	CS ADR-DSN.A.002							
GM1 ADR-DSN.B.085 Runway strength (a) Pavement forming part of the movement area needs to be of sufficient strength to allow aircraft to operate without risk of damage either to the pavement or to the aircraft. Pavements subject to overload conditions should deteriorate at an increasing rate depending upon the degree of overload. To control this, it is necessary to classify both pavement and aircraft under a system whereby the load-bearing capacity of the pavement and the loads imposed by the aircraft can be compared. The method used is the Aircraft Classification Number - Pavement Classification Number (ACN/PCN) method. The ACN/PCN method has been developed by ICAO as an international method of reporting the bearing strength of pavements. (b) All pavements forming part of the movement area should be of adequate bearing strength for the types of aircraft expected to use the aerodrome. All pavements should be regularly examined by a suitably qualified person. Any pavements which have been subjected to overload conditions should be closely monitored by suitably qualified staff for a period of several weeks or until it is clear that no rapid deterioration of the pavement has been triggered. (c) Reporting pavement bearing strength: (1) The ACN/PCN method of classifying the bearing strength of pavements considers the load imposed on the pavement by the aircraft. In this respect, the load rating of the aircraft is most significantly affected by the subgrade support strength of the pavement. ACNs are, therefore, numbers giving a relative load rating of the aircraft on pavements for certain specified subgrade strengths. ACN values for most aeroplanes have been calculated by ICAO and are published in Aeronautical Information Publications. The PCN is also a number which represents the load-bearing strength of the pavement in terms of the highest ACN which can be accepted on the pavement for unrestricted use. (2) A PCN can also be identified and reported without a technical evaluation of the pavement by means of an assessment of the results of aircraft using the pavement. Providing the type and subgrade support strength of the pavement are known, the ACN of the most demanding aircraft successfully using the pavement can be reported as the PCN. (3) A PCN is reported in a five-part format. Apart from the numerical value, notification is also required of the pavement type (rigid or flexible) and the subgrade support category. Additionally, provision is made for the aerodrome operator to limit the maximum allowable tire pressure. A final indication is whether the assessment has been made by a technical evaluation or from past experience of aircraft using the pavement.	GM1 ADR-DSN.B.085 Runway strength AMC3 ADR.OR.E.005 Aerodrome manual 6.8							
AMC3 ADR.OR.E.005 Aerodrome manual 6.8 pavement surface type and bearing strength using the Aircraft Classification Number — Pavement Classification Number (ACN-PCN) method;								

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data ... STRENGTH OF PAVEMENTS ... (b) For the purposes of determining the ACN, the behaviour of a pavement should be classified as equivalent to a rigid or flexible construction;	GM1 ADR.OPS.A.005 Strength of pavements para (b)							
GM1 ADR.OPS.A.005 Aerodrome data ... STRENGTH OF PAVEMENTS ... (c) Information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method, should be reported using the following codes: (1) Pavement type for ACN-PCN determination: (i) Rigid pavement: Code R; (ii) Flexible pavement: Code F; (2) Subgrade strength category: (i) High strength: characterised by K = 150 MN/m3 and representing all K values above 120 MN/m3 for rigid pavements, and by CBR = 15 and representing all CBR values above 13 for flexible pavements — Code A; (ii) Medium strength: characterised by K = 80 MN/m3 and representing a range in K of 60 to 120 MN/m3 for rigid pavements, and by CBR = 10 and representing a range in CBR of 8 to 13 for flexible pavements — Code B; (iii) Low strength: characterised by K = 40 MN/m3 and representing a range in K of 25 to 60 MN/m3 for rigid pavements, and by CBR = 6 and representing a range in CBR of 4 to 8 for flexible pavements — Code C; (iv) Ultra low strength: characterised by K = 20 MN/m3 and representing all K values below 25 MN/m3 for rigid pavements, and by CBR = 3 and representing all CBR values below 4 for flexible pavements — Code D;	GM1 ADR.OPS.A.005 Strength of pavements para (c)							
GM2 ADR.OPS.C.010(b)(1) Pavements, other ground surfaces, and drainage OVERLOAD OPERATIONS (a) Overloading of pavements can result either from loads too large, or from a substantially increased application rate, or both. Loads larger than the defined (design or evaluation) load shorten the design life, whilst smaller loads extend it. With the exception of massive overloading, pavements in their structural behaviour are not subject to a particular limiting load above which they suddenly or catastrophically fail. Behaviour is such that a pavement can sustain a definable load for an expected number of repetitions during its design life. As a result, occasional minor overloading is acceptable, when expedient, with only limited loss in pavement life expectancy, and relatively small acceleration of pavement deterioration. For those operations in which magnitude of overload and/or the frequency of use do not justify a detailed analysis, the following criteria are suggested: (1) for flexible pavements, occasional movements by aircraft with ACN not exceeding 10 % above the reported PCN should not adversely affect the pavement; (2) for rigid or composite pavements, in which a rigid pavement layer provides a primary element of the structure, occasional movements by aircraft with ACN not exceeding 5 % above the reported PCN should not adversely affect the pavement; (3) if the pavement structure is unknown, the 5 % limitation should apply; and (4) the annual number of overload movements should not exceed approximately 5 % of the total annual aircraft movements. (b) Such overload movements should not normally be permitted on pavements exhibiting signs of distress or failure. Furthermore, overloading should be avoided during any periods of thaw following frost penetration, or when the strength of the pavement or its subgrade could be weakened by water. Where overload operations are conducted, the aerodrome operator should review the relevant pavement condition regularly, and should also review the criteria for overload operations periodically since excessive repetition of overloads can cause severe shortening of pavement life, or require major rehabilitation of pavement.	GM2 ADR.OPS.C.010 (b) (1) Pavements, other ground surfaces and drainage							
GM1 ADR.OPS.A.005 Aerodrome data ... STRENGTH OF PAVEMENTS ... (d) The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg, should be reported by reporting the following information: (1) maximum allowable aircraft mass; and (2) maximum allowable tire pressure.	GM1 ADR.OPS.A.005 Strength of pavements para (d)							
GM1 ADR.OPS.A.005 Aerodrome data ... PRE-FLIGHT ALTIMETER CHECK LOCATION (a) One or more pre-flight altimeter check locations should be established.	GM1 ADR.OPS.A.005 Pre flight altimeter check location para (a)							
GM1 ADR.OPS.A.005 Aerodrome data ... PRE-FLIGHT ALTIMETER CHECK LOCATION ... (c) Pre-flight check location could be located on an apron. Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron. Normally an entire apron could serve as a satisfactory altimeter check location.	GM1 ADR.OPS.A.005 Pre flight altimeter check location para (c)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data ... PRE-FLIGHT ALTIMETER CHECK LOCATION ... (b) The elevation of a pre-flight altimeter check location should be given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location should be within 3 m (10 ft) of the average elevation for that location.	GM1 ADR.OPS.A.005 Pre flight altimeter check location para (b)							
GM1 ADR.OPS.A.005 Aerodrome data DECLARED DISTANCES (a) The following distances should be calculated to the nearest metre or foot for a runway and reported to the aeronautical information services and Air Traffic Services: (1) Take-off run available (TORA); (2) Take-off distance available (TODA); (3) Accelerate stop distance available (ASDA); and (4) Landing distance available (LDA). CS ADR-DSN.B.035 Length of runway and declared distances ... (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 (4) Landing distance available.	GM1 ADR.OPS.A.005 Declared distances para (a). CS ADR-DSN.B.035 para (b)							
ADR.OPS.A.015 Coordination between aerodrome operators and providers of aeronautical information services (a) To ensure that aeronautical information services providers obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, the aerodrome operator shall make arrangements to report to the relevant aeronautical information service providers, with a minimum of delay, the following: (1) information on the aerodrome conditions, disabled aircraft removal, rescue and firefighting and visual approach slope indicator systems; (2) the operational status of associated facilities, services and navigational aids at the aerodrome; (3) any other information considered to be of operational significance. (b) Before introducing changes to the air navigation system, the aerodrome operator shall take due account of the time needed by the relevant aeronautical information services for the preparation, production and issue of relevant material for promulgation.	ADR.OPS.A.015							
AMC1 ADR.OPS.A.015 Coordination between aerodrome/airport operators and providers of aeronautical information services REPORTING (a) The aerodrome/airport operator should report on matters of operational significance or affecting aircraft and aerodrome operations in order to take appropriate action, particularly in respect of the following: (1) construction or maintenance work; (2) rough or broken surfaces on a runway, a taxiway, or an apron; (3) snow, slush ice or frost on a runway, a taxiway, or an apron; (4) water on a runway, a taxiway, or an apron; (5) snow banks or drifts adjacent to a runway, a taxiway, or an apron; (6) anti-icing or de-icing liquid chemicals, or other contaminants on a runway, a taxiway, or an apron; (7) other temporary hazards, including parked aircraft; (8) failure or irregular operation of part or all of the aerodrome visual aids; and (9) failure of the normal or secondary power supply. (b) A change in the level of protection normally available at an aerodrome for rescue and firefighting should be expressed in terms of the new category available at the aerodrome. When such a change has been corrected, the air traffic services provider and the aeronautical information services providers should be advised accordingly. (c) The aerodrome/airport operator should observe the predetermined, internationally agreed AIRAC effective dates in addition to 14-day postage time when submitting the raw information/data to aeronautical information services that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system. 'Note. — The nature, format and conditions of the information to be provided are specified in the PANS-AIM (Doc 10066) and the PANS-ATM (Doc 4444). Specific procedures pertaining to works in progress on the movement area and to the reporting of such works are specified in the PANS-Aerodromes (Doc 9981)'.	AMC1 ADR.OPS.A.015							
GM1 ADR.OPS.A.005 Aerodrome data ... CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES (‘Applicable until 3 November 2021 [According to Order no. 44/GEN from 21.10.2020]).	GM1 ADR.OPS.A.005 Condition of the movement area and related facilities							
AMC1 ADR.OPS.B.015 Monitoring and Inspection of movement area and related facilities GENERAL ... (b) Inspections of the movement area covering items such as the presence of FOD, the status of visual aids, wildlife and current surface conditions, should be carried out each day, at least, once where the code number is 1 or 2, and, at least, twice where the code number is 3 or 4.	AMC1 ADR.OPS.B.015 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC1 ADR.OPS.B.015 Monitoring and Inspection of movement area and related facilities GENERAL ... (b) Inspections of the movement area covering items such as the presence of FOD, the status of visual aids, wildlife and current surface conditions, should be carried out each day, at least, once where the code number is 1 or 2, and, at least, twice where the code number is 3 or 4.	AMC1 ADR.OPS.B.015 para (b)							
AMC2 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities PERSONNEL REQUIREMENTS FOR MOVEMENT AREA INSPECTIONS ... (d) The aerodrome operator should ensure that personnel conducting movement area inspections receive training in, at least, the following areas: (1) aerodrome familiarisation, including aerodrome markings, signs, and lighting; (2) Aerodrome Manual; (3) Aerodrome Emergency Plan; (4) Notice to Airmen (NOTAM) notification procedures; (5) aerodrome driving rules; (6) procedures of radiotelephony; (7) aerodrome inspection procedures and techniques; and (8) procedures for reporting inspection results and observations;	AMC2 ADR.OPS.B.015 para (d)							
AMC2 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities PERSONNEL REQUIREMENTS FOR MOVEMENT AREA INSPECTIONS ... (d) The aerodrome operator should ensure that personnel conducting movement area inspections receive training in, at least, the following areas: (1) aerodrome familiarisation, including aerodrome markings, signs, and lighting; (2) Aerodrome Manual; (3) Aerodrome Emergency Plan; (4) Notice to Airmen (NOTAM) notification procedures; (5) aerodrome driving rules; (6) procedures of radiotelephony; (7) aerodrome inspection procedures and techniques; and (8) procedures for reporting inspection results and observations;	AMC2 ADR.OPS.B.015 para (d)							
GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] after (d) ...Note 2 Applicable from 4 November 2021 [According to Order no. 44/GEN from 21.10.2020] Personnel assessing and reporting runway surface conditions required in (b) and (e) shall be trained and competent to perform their duties. Note 1.- Guidance on training of personnel is given in the Supplement 6 to the „Technical requirements on design and operation of aerodromes”. Note 2.- Information on training for personnel assessing and reporting runway surface conditions is available in the PANS-Aerodromes (ICAO Doc 9981). Runway surface condition(s) for use in the runway condition report Introductory note.- The philosophy of the runway condition report is that the aerodrome operator assesses the runway surface conditions whenever water, snow, slush, ice or frost are present on an operational runway. From this assessment, a runway condition code (RWYCC) and a description of the runway surface are reported which can be used by the flight crew for aeroplane performance calculations. This report, based on the type, depth and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator; however, all other pertinent information may be taken into consideration. See Attachment A, Section 6, for further details. The PANS-Aerodromes (ICAO Doc 9981) contains procedures on the use of the runway condition report and assignment of the RWYCC in accordance with the runway condition assessment matrix (RCAM).	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] after (d) ...Note 2							
GM1 ADR.OPS.A.005 Aerodrome data ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable until 3 November 2021] ... Water on a runway Whenever water is present on a runway, a description of the runway surface should be made available using the following terms: (a) DAMP — the surface shows a change of colour due to moisture; (b) WET — the surface is soaked but there is no standing water; (c) STANDING WATER — for aeroplane performance purposes, a runway where more than 25 per cent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by water more than 3 mm deep.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable until 3 November 2021] ... Water on a runway							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] ... (e) The runway surface condition shall be assessed and reported through a runway condition code (RWYCC) and a description using the following terms: COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE CHEMICALLY TREATED LOOSE SAND Note 1.— The runway surface conditions are those conditions for which, by means of the methods described in the PANS-Aerodromes (Doc 9981), the flight crew can derive appropriate aeroplane performance. Note 2.— The conditions, either singly or in combination with other observations, are criteria for which the effect on aeroplane performance is sufficiently deterministic to allow assignment of a specific runway condition code. Note 3.— The terms CHEMICALLY TREATED and LOOSE SAND do not appear in the aeroplane performance section but are used in the situational awareness section of the runway condition report.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (e)							
Information that a runway or portion thereof maybe slippery when wet, should be made available to the aerodrome users.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable until 3 November 2021]							
(6) Whenever an operational runway is contaminated, an assessment of the contaminant depth and coverage over each third of the runway shall be made and reported. Note.— Procedures on depth and coverage reporting are found in the PANS-Aerodromes (Doc 9981).	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (f)							
(c) Friction tests of existing surface conditions are taken periodically in order to avoid falling below the minimum friction level specified by the CAA. <u>When the friction of any portion of a runway is found to be below this value, then such information should be promulgated in a NOTAM, specifying which portion of the runway is below the minimum friction level and its location on the runway.</u> A corrective maintenance action must be initiated without delay. Friction measurements should be taken at time intervals that will ensure identification of runways in need of maintenance or special surface treatment before their condition becomes serious. The time intervals and mean frequency of measurements depend on factors such as: aircraft type and frequency of usage, climatic conditions, pavement type, and pavement service and maintenance requirements.	GM1 ADR.OPS.C.010(b)(3) (c)							
(a) Whenever an operational runway is contaminated by snow, slush, ice or frost, the runway surface condition should be assessed and reported. Runway condition assessment should be repeated as conditions change.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable until 3 November 2021] ... Snow, slush or ice or frost on a runway (a)							
(7) When friction measurements are used as part of the overall runway surface assessment on compacted snow- or ice-covered surfaces, friction measurements are made on surfaces covered with compacted snow or ice, a device for continuous friction measurement should be used (for example, a skiddometer, surface grip meter, mu meter or runway grip meter). Under a certain condition of the surface, for example, under conditions of compacted snow, ice and a very thin layer of dry snow, a decelerometer (for example, a taplimeter or a breakmeter-dinometer) can be used. You can use other measuring devices for measuring adhesion, provided that they are correlated with at least one of the above devices. In dry snow or slush, do not use a decelerometer, as it may give incorrect traction.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (g)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
(8) Friction measurements made on runway surface conditions with contaminants other than compacted snow and ice should not be reported. Note.— Friction measurements on loose contaminants such as snow and slush, in particular, are unreliable due to drag effects on the measurement wheel.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (h)							
(8) Friction measurements made on runway surface conditions with contaminants other than compacted snow and ice should not be reported. Note.— Friction measurements on loose contaminants such as snow and slush, in particular, are unreliable due to drag effects on the measurement wheel.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (h)							
(9) Information that a runway or portion thereof is slippery wet shall be made available. Note 1.— The surface friction characteristics of a runway or a portion thereof can be degraded due to rubber deposits, surface polishing, poor drainage or other factors. The determination that a runway or portion thereof is slippery wet stems from various methods used solely or in combination. These methods may be functional friction measurements, using a continuous friction measuring device, that fall below a minimum standard as defined by the State, observations by aerodrome maintenance personnel, repeated reports by pilots and aircraft operators based on flight crew experience, or through analysis of aeroplane stopping performance that indicates a substandard surface. Supplementary tools to undertake this assessment are described in the PANS-Aerodromes (Doc 9981). Note 2.— See 2.9.1 and 2.13 concerning the provision of information to, and coordination between, appropriate authorities.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (i)							
(10) Notification shall be given to relevant aerodrome users when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State in accordance with 10.2.3. Note 1.— Guidance on determining and expressing the minimum friction level is provided in Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 329). Note 2.— Procedures on conducting a runway surface friction characteristics evaluation programme are provided in the PANS-Aerodromes (Doc 9981). Note 3.— Information to be promulgated in a NOTAM includes specifying which portion of the runway is below the minimum friction level and its location on the runway.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (j)							
(7) When friction measurements are used as part of the overall runway surface assessment on compacted snow- or ice-covered surfaces, friction measurements are made on surfaces covered with compacted snow or ice, a device for continuous friction measurement should be used (for example, a skiddometer, surface grip meter, mu meter or runway grip meter). Under a certain condition of the surface, for example, under conditions of compacted snow, ice and a very thin layer of dry snow, a decelerometer (for example, a taplimeter or a breakmeter-dinometer) can be used. You can use other measuring devices for measuring adhesion, provided that they are correlated with at least one of the above devices. In dry snow or slush, do not use a decelerometer, as it may give incorrect traction.	GM1 ADR.OPS.A.005 ...CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable from 4 November 2021] (g)							
(f) Whenever dry snow, wet snow, slush ice or frost is present and reported, the description of the runway surface condition should use the following terms: (1) dry snow; (2) wet snow; (3) compacted snow; (4) wet compacted snow; (5) slush; (6) ice; (7) wet ice; (8) frost; (9) dry snow on ice; (10) wet snow on ice; (11) chemically treated; (12) sanded; and should include, where applicable, the assessment of contaminant depth.	GM1 ADR.OPS.A.005 ... CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES [Applicable until 3 November 2021] ... (f)							
GM1 ADR.OPS.A.005 Aerodrome data DISABLED AIRCRAFT REMOVAL (a) The contact details (telephone/telex number(s), email address, etc.) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available on request to aircraft operators.	GM1 ADR.OPS.A.005 Disabled aircraft removal para (a)							
GM1 ADR.OPS.A.005 Aerodrome data DISABLED AIRCRAFT REMOVAL (a) The contact details (telephone/telex number(s), email address, etc.) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area should be made available on request to aircraft operators.	GM1 ADR.OPS.A.005 Disabled aircraft removal para (a)							
GM1 ADR.OPS.A.005 Aerodrome data DISABLED AIRCRAFT REMOVAL (b) Information concerning the capability to remove an aircraft disabled on or adjacent to the movement area should be made available.	GM1 ADR.OPS.A.005 Disabled aircraft removal para (b)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.A.005 Aerodrome data ... RESCUE AND FIREFIGHTING (a) Information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes during the hours of operation should be made available.	GM1 ADR.OPS.A.005 rescue and fire fighting para (a)							
GM1 ADR.OPS.A.005 Aerodrome data ... RESCUE AND FIREFIGHTING (a) Information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes during the hours of operation should be made available.	GM1 ADR.OPS.A.005 rescue and fire fighting para (a)							
GM1 ADR.OPS.A.005 Aerodrome data ... RESCUE AND FIREFIGHTING ... (b) The level of protection normally available at the aerodrome should be expressed in terms of the category of the rescue and firefighting services and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.	GM1 ADR.OPS.A.005 rescue and firefighting para (b)							
GM1 ADR.OPS.A.005 Aerodrome data ... RESCUE AND FIREFIGHTING ... (c) Changes in the level of protection normally available at the aerodrome for rescue and firefighting should be notified to the appropriate air traffic services units and aeronautical information services units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units should be advised accordingly	GM1 ADR.OPS.A.005 rescue and fire fighting para (c)							
GM1 ADR.OPS.A.005 Aerodrome data ... RESCUE AND FIREFIGHTING ... (e) A change in the level of protection is expressed in terms of the new category of the rescue and firefighting services available at the aerodrome.	GM1 ADR.OPS.A.005 rescue and fire fighting para (e)							
ADR.OPS.A.015 Coordination between aeronautical information services and aerodrome authorities (a) o ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay: 1) information on the status of certification of aerodromes and aerodrome conditions; 2) the operational status of associated facilities, services and navigation aids within their area of responsibility; 3) any other information considered to be of operational significance.	ADR.OPS.A.015 (a)							
ADR.OPS.A.015 Coordination between aeronautical information services and aerodrome authorities ... (b) Prior to making changes to air navigation systems, the aerodrome / airport operator should take due account of the time required for appropriate air navigation reference services to prepare, design and publish appropriate materials for distribution.	ADR.OPS.A.015 (b)							
AMC1 ADR.OPS.A.015 Coordination between aerodrome/airport operators and providers of aeronautical information services REPORTING ... (c) The aerodrome/airport operator should observe the predetermined, internationally agreed AIRAC effective dates in addition to 14-day postage time when submitting the raw information/data to aeronautical information services that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system. Note. — The nature, format and conditions of the information to be provided are specified in the PANS-AIM (Doc 10066) and the PANS-ATM (Doc 4444). Specific procedures pertaining to works in progress on the movement area and to the reporting of such works are specified in the PANS-Aerodromes (Doc 9981) [According to Order no. 44/GEN from 21.10.2020]	AMC1 ADR.OPS.A.015 para (c)							
AMC1 ADR.OPS.A.010 Data quality requirements GENERAL REQUIREMENTS ... (b) The aerodrome/airport operator should determine and report aerodrome-related aeronautical data in accordance with the accuracy and integrity requirements set in the following tables: (see Table 1 - Table 5)	AMC1 ADR.OPS.A.010 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
<div>CS ADR-DSN.B.015 Number, siting and orientation of runways 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.</div> <div>GM1 ADR-DSN.B.015 Number, siting, and orientation of runways (a) In practice the number and orientation of runways at an aerodrome should normally be such that the usability factor of the aerodrome would normally be not less than 95% for the aeroplanes that the aerodrome is intended to serve. (b) Many factors affect the determination of the orientation, siting, and number of runways: (1) The wind distribution (to minimise crosswinds liable to affect runways); (i) Wind statistics used for the calculation of the usability factor are normally available in ranges of speed and direction, and the accuracy of the results obtained depends, to a large extent, on the assumed distribution of observations within these ranges. In the absence of any sure information as to the true distribution, it is usual to assume a uniform distribution since, in relation to the most favourable runway orientations, this generally results in a slightly conservative usability factor. (ii) The maximum mean crosswind components given in GM1 ADR-DSN.B.020, refer to normal circumstances. There are some factors which may require that a reduction of those maximum values be taken into account at a particular aerodrome. These include: A. the wide variations which may exist, in handling characteristics and maximum permissible crosswind components, among diverse types of aeroplanes (including future types) within each of the three groups given in GM1 ADR-DSN.B.020; B. prevalence and nature of gusts; C. prevalence and nature of turbulence; D. the availability of a secondary runway; E. the width of runways; F. the runway surface conditions — water, snow, and ice on the runway materially reduce the allowable crosswind component; and G. the strength of the wind associated with the limiting crosswind component. (2) The need to facilitate the provision of approaches conforming to the approach surface specifications, ensuring that obstacles in these areas or other factors should not restrict the operation of the aeroplanes for which the runway is intended. This may relate to individual obstacles or local geography (e.g. high ground). (3) The need to minimize interference with areas approved for residential use and other noise-sensitive areas close to the aerodrome. (4) The need to avoid the turbulence impacts of buildings on or close to the aerodrome. (5) Type of operation. Attention should be paid in particular to whether the aerodrome is to be used in all meteorological conditions or only in visual meteorological conditions, and whether it is intended for use by day and night, or only by day. (6) Topography of the aerodrome site, its approaches, and surroundings, particularly: (i) compliance with the obstacle limitation surfaces; (ii) current and future land use. The orientation and layout should be selected so as to protect as far as possible, the particularly sensitive areas, such as residential, school and hospital zones, from the discomfort caused by aircraft noise. Detailed information on this topic is provided in ICAO Doc 9184, Airport Planning Manual, Part 2, Land Use and Environmental Control and in ICAO Doc 9829, Guidance on the Balanced Approach to Aircraft Noise Management; (iii) current and future runway lengths to be provided;</div>	<div>CS ADR-DSN.B.015 GM1 ADR-DSN.B.015</div>							
<div>CS ADR-DSN.B.015 Number, siting and orientation of runways 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.</div> <div>GM1 ADR-DSN.B.015 Number, siting, and orientation of runways (a) In practice the number and orientation of runways at an aerodrome should normally be such that the usability factor of the aerodrome would normally be not less than 95% for the aeroplanes that the aerodrome is intended to serve. (b) Many factors affect the determination of the orientation, siting, and number of runways: (1) The wind distribution (to minimise crosswinds liable to affect runways); (i) Wind statistics used for the calculation of the usability factor are normally available in ranges of speed and direction, and the accuracy of the results obtained depends, to a large extent, on the assumed distribution of observations within these ranges. In the absence of any sure information as to the true distribution, it is usual to assume a uniform distribution since, in relation to the most favourable runway orientations, this generally results in a slightly conservative usability factor. (ii) The maximum mean crosswind components given in GM1 ADR-DSN.B.020, refer to normal circumstances. There are some factors which may require that a reduction of those maximum values be taken into account at a particular aerodrome. These include: A. the wide variations which may exist, in handling characteristics and maximum permissible crosswind components, among diverse types of aeroplanes (including future types) within each of the three groups given in GM1 ADR-DSN.B.020; B. prevalence and nature of gusts; C. prevalence and nature of turbulence; D. the availability of a secondary runway; E. the width of runways; F. the runway surface conditions — water, snow, and ice on the runway materially reduce the allowable crosswind component; and G. the strength of the wind associated with the limiting crosswind component. (2) The need to facilitate the provision of approaches conforming to the approach surface specifications, ensuring that obstacles in these areas or other factors should not restrict the operation of the aeroplanes for which the runway is intended. This may relate to individual obstacles or local geography (e.g. high ground). (3) The need to minimize interference with areas approved for residential use and other noise-sensitive areas close to the aerodrome. (4) The need to avoid the turbulence impacts of buildings on or close to the aerodrome. (5) Type of operation. Attention should be paid in particular to whether the aerodrome is to be used in all meteorological conditions or only in visual meteorological conditions, and whether it is intended for use by day and night, or only by day. (6) Topography of the aerodrome site, its approaches, and surroundings, particularly: (i) compliance with the obstacle limitation surfaces; (ii) current and future land use. The orientation and layout should be selected so as to protect as far as possible, the particularly sensitive areas, such as residential, school and hospital zones, from the discomfort caused by aircraft noise. Detailed information on this topic is provided in ICAO Doc 9184, Airport Planning Manual, Part 2, Land Use and Environmental Control and in ICAO Doc 9829, Guidance on the Balanced Approach to Aircraft Noise Management; (iii) current and future runway lengths to be provided;</div>	<div>CS ADR-DSN.B.015 GM1 ADR-DSN.B.015</div>							
<div>GM1 ADR-DSN.B.015 Number, siting, and orientation of runways ... (b) Many factors affect the determination of the orientation, siting, and number of runways: ... (3) The need to minimize interference with areas approved for residential use and other noise-sensitive areas close to the aerodrome.</div>	<div>GM1 ADR-DSN.B.015 para (b)(3)</div>							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.B.020 Choice of maximum permissible crosswind components In the application of GM1 ADR-DSN.B.015 (a) it should be assumed that landing or take-off of aeroplanes is, in normal circumstances, precluded when the crosswind component exceeds: (1) 37 km/h (20 kt) in the case of aeroplanes whose reference field length is 1 500 m or over, except that when poor runway braking action owing to an insufficient longitudinal coefficient of friction is experienced with some frequency, a crosswind component not exceeding 24 km/h (13 kt) should be assumed; (2) 24 km/h (13 kt) in the case of aeroplanes whose reference field length is 1 200 m or up to but not including 1 500 m; and (3) 19 km/h (10 kt) in the case of aeroplanes whose reference field length is less than 1 200 m.	GM1 ADR-DSN.B.020							
GM1 ADR-DSN.B.015 Number, siting, and orientation of runways ... (f) The selection of data to be used for the calculation of the usability factor should be based on reliable wind distribution statistics that extend over as long a period of time as possible, preferably of not less than five years. The observations used should be made at least eight times daily and spaced at equal intervals of time.	CS ADR-DSN.B.015 (f)							
CS ADR-DSN.B.030 Runway threshold ... (c) A threshold should be located at the extremity of a runway unless operational considerations justify the choice of another location.	CS ADR-DSN.B.030 para (c)							
CS ADR-DSN.B.030 Runway threshold ... (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. GM1 ADR-DSN.B.030 Runway threshold (a) Additional distance should be provided to meet the requirements of the runway end safety area as appropriate. (b) Where this displacement is due to an unserviceable runway condition, a cleared and graded area of at least 60 m in length should be available between the unserviceable area and the displaced threshold.	CS ADR-DSN.B.030 para (d) GM1 ADR-DSN.B.030 para (a)(b)							
CS ADR-DSN.B.035 Length of runway and declared distances (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. GM1 ADR-DSN.B.035 Length of the runway and declared distances (a) Length of the runway: (1) This specification does not necessarily mean providing for operations by the critical aeroplane at its maximum mass. (2) Both take-off and landing requirements need to be considered when determining the length of runway to be provided and the need for operations to be conducted in both directions of the runway. (3) Local conditions that may need to be considered include elevation, temperature, runway slope, humidity, and the runway surface characteristics. (4) When performance data on aeroplanes for which the runway is intended, are not known, guidance on the determination of the actual length of a primary runway by application of general correction factors is given in the ICAO Doc 9157, Aerodrome Design Manual, Part 1, Runways. (5) Except as provided in GM1 ADR-DSN.B.040, the actual runway length to be provided for a runway should be adequate to meet the operational requirements of the aeroplanes for which the runway is intended, and should be not less than the longest length determined by applying the corrections for local conditions to the operations and performance characteristics of the relevant aeroplanes.	CS ADR-DSN.B.035 para (a) GM1 ADR-DSN.B.035							
CS ADR-DSN.B.037 Secondary runway [According to Order no. 21/GEN from 02.06.2020] The length of a secondary runway should be determined similarly to primary runways except that it needs only to be adequate for those aeroplanes which require to use that secondary runway in addition to the other runway or runways in order to obtain a usability factor of at least 95 per cent.	CS ADR-DSN.B.037							
CS ADR-DSN.B.040 Runways with stopways or clearways 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. GM1 ADR-DSN.B.040 Runways with stopways, or clearways Where a runway is associated with a stopway or clearway, an actual runway length less than that resulting from application of GM1 ADR-DSN.B.035 as appropriate, may be considered satisfactory but, in such a case, any combination of runway, stopway, and clearway provided should permit compliance with the operational requirements for take-off and landing of the aeroplanes the runway is intended to serve.	CS ADR-DSN.B.040 GM1 ADR-DSN.B.040							
CS ADR-DSN.B.045 Width of runways (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.045							
CS ADR-DSN.B.050 Minimum distance between parallel non-instrument runways (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.050							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.B.055 Minimum distance between parallel instrument runways (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.055							
CS ADR-DSN.B.060 Longitudinal slopes of runways ... (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.	CS ADR-DSN.B.060 para (b)							
CS ADR-DSN.B.060 Longitudinal slopes of runways ... (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.060 para (c)							
CS ADR-DSN.B.065 Longitudinal slope changes on runways ... (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.	CS ADR-DSN.B.065 para (b)							
CS ADR-DSN.B.065 Longitudinal slope changes on runways ... (c) 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.065 para (c)							
CS ADR-DSN.B.070 Sight distance for slopes on runways (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.070 para (b)							
CS ADR-DSN.B.075 Distance between slope changes on runways 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; (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.075							
CS ADR-DSN.B.080 Transverse slopes on runways ... (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.	CS ADR-DSN.B.080 para (b), (c)							

				On-side control			Desk-top control	
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CS ADR-DSN.B.080 Transverse slopes on runways ... (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.080 para (d)							
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.085							
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.	CS ADR-DSN.B.090 para (a)							
A paved runway should be so constructed or resurfaced as to provide surface friction characteristics at or above the minimum friction level.	CS ADR-DSN.B.090 para (b)							
The surface of a paved runway should be evaluated when constructed or resurfaced to determine that the surface friction characteristics achieve the design objectives. Note. — Additional guidance is included in the Airport Services Manual (Doc 9137), Part 2.	CS ADR-DSN.B.090 (e)							
A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified in Table 2-1 of the „Technical requirements on design and operation of aerodromes”. [According to Order no. 21/GEN from 02.06.2020] Note.- The Airport Services Manual (ICAO Doc 9137), Part 2, contains further information on this subject. Applicable until 3 November 2021 [According to Order no. 43/GEN from 21.10.2020]. Note.- Assessment, Measurement and Reporting of Runway Surface Conditions (ICAO Cir 329) contains further information on this subject. Applicable from 4 November 2021 [According to Order no. 43/GEN from 21.10.2020].	CS ADR-DSN.B.090 para (ba)							
The average surface texture depth of a new surface should be not less than 1.0 mm.	CS ADR-DSN.B.090 para (c)							
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	CS ADR-DSN.B.090 para (d)							
CS ADR-DSN.B.125 Runway shoulders ... (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.125 para (b)							
CS ADR-DSN.B.135 Width of runway shoulders 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.135							
CS ADR-DSN.B.130 Slopes on runway shoulders ... (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.130 para (b)							
CS ADR-DSN.B.140 Strength of runway shoulders 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.140							
CS ADR-DSN.B.145 Surface of runway shoulders (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.	CS ADR-DSN.B.145 (a)							
CS ADR-DSN.B.145 Surface of runway shoulders ... (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.	CS ADR-DSN.B.145 (b)							
(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.	CS ADR-DSN.B.095 (b)							
(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.	CS ADR-DSN.B.095 (b)							
(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.	CS ADR-DSN.B.095 (d)							
(e)The intersection angle of the runway turn pad with the runway should not exceed 30 degrees.	CS ADR-DSN.B.095 (e)							
(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.095 (f)							

				On-side control			Desk-top control																														
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																													
Normative base				NOTES	Inspetion's LOG			Pass	No pass																												
<div>(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 by the following tabulation:</div> <div><table><tr><th rowspan="2">Clearance</th><th colspan="4">Outer Main Gear Wheel Span (OMGWS)</th></tr><tr><th>Up to but not including 4.5 m</th><th>4.5 m up to but not including 6 m</th><th>6 m up to but not including 9 m</th><th>9 m up to but not including 15 m</th></tr><tr><td></td><td>1.50 m</td><td>2.25 m</td><td>3 m^a or 4 m^b</td><td>4 m</td></tr><tr><td colspan="5">^a if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m.</td></tr><tr><td colspan="5">^b if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.</td></tr><tr><td colspan="5"><i>Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.</i></td></tr></table></div>				Clearance	Outer Main Gear Wheel Span (OMGWS)				Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m		1.50 m	2.25 m	3 m ^a or 4 m ^b	4 m	^a if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m.					^b if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.					<i>Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.</i>					CS ADR-DSN.B.095 (c)				
Clearance	Outer Main Gear Wheel Span (OMGWS)																																				
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<i>Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.</i>																																					
CS ADR-DSN.B.100 Slopes on runway turn pads 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.100																																	
CS ADR-DSN.B.105 Strength of runway turn pads 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.105																																	
(a) The surface of a runway turn pad should not have surface irregularities that may cause damage to an aeroplane using the turn pad.				CS ADR-DSN.B.110 (a)																																	
(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.110 (b)																																	
CS ADR-DSN.B.115 Width of shoulders for runway turn pads 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.115																																	
CS ADR-DSN.B.120 Strength of shoulders for runway turn pads 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.				CS ADR-DSN.B.120																																	
(b) A runway and any associated stopways should be included in a strip.				CS ADR-DSN.B.150 (b)																																	
CS ADR-DSN.B.155 Length of runway strip (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.				CS ADR-DSN.B.155																																	
CS ADR-DSN.B.160 Width of runway strip (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.				CS ADR-DSN.B.160 para (a)																																	
(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.				CS ADR-DSN.B.160 para (b)																																	
(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.160 para (c)																																	
CS ADR-DSN.B.165 Objects on runway strips (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				CS ADR-DSN.B.165 para (b)																																	
CS ADR-DSN.B.165 Objects on runway strips (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.				CS ADR-DSN.B.165 para (a)																																	
(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 Chapters M, N, P, T, shall be permitted on any part of a runway strip of a precision approach runway delineated by the lower edges of the inner transitional surfaces. No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off. Note. — See CS ADR-DSN.H.455 for characteristics of inner transitional surface.				CS ADR-DSN.B.165 para (b)																																	
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]																																					

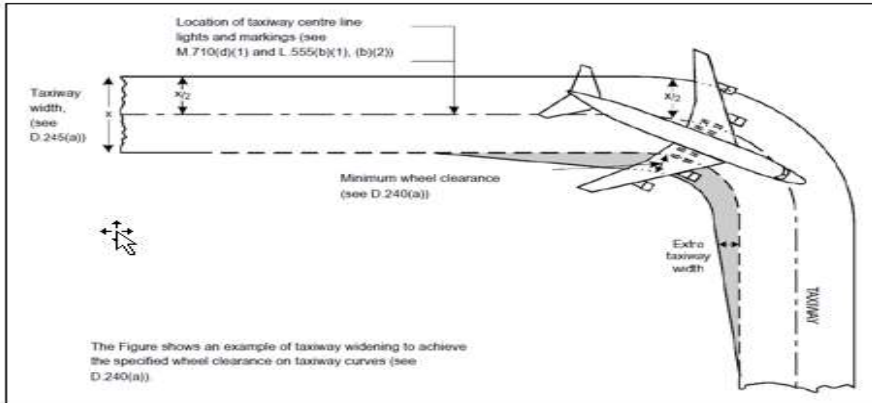
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.B.175 Grading of runway strips (a) That portion 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 provide a graded area for aeroplanes which the runway is intended to serve in the event of an aeroplane running off the runway.	CS ADR-DSN.B.175 para (a)							
(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.	CS ADR-DSN.B.175 para (b)							
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.	CS ADR-DSN.B.175 para (c)							
(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.175 para (d)							
(e)Where the areas in CS ADR-DSN.B.175 (d) have paved surfaces, they should be able to withstand the occasional passage of the critical aeroplane for runway pavement design. [According to Order no. 21/GEN from 02.06.2020]	CS ADR-DSN.B.175 (e)							
(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.	CS ADR-DSN.B.180 para (b)							
(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.180 para (c)							
CS ADR-DSN.B.185 Transverse slopes on runway strips (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 %.	CS ADR-DSN.B.185 (a)							
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.	CS ADR-DSN.B.185 (b)							
CS ADR-DSN.B.190 Strength of runway strips (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.	CS ADR-DSN.B.190 (a)							
(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.190 para (b)							
(b) A runway end safety area should be provided at each end of a runway strip where: (1) the code number is 3 or 4; and (2) the code number is 1 or 2 and the runway is an instrument one.	CS ADR-DSN.C.210 para (b)							
(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.210 para (c)							
CS ADR-DSN.C.215 Dimensions of runway end safety areas (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; and (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.	CS ADR-DSN.C.215 (a), (b)							

				On-side control			Desk-top control														
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass													
CS ADR-DSN.C.215 Dimensions of runway end safety areas (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; and (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.	CS ADR-DSN.C.215 (a)																				
CS ADR-DSN.C.215 Dimensions of runway end safety areas ... (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.215 (c)																				
CS ADR-DSN.C.215 Dimensions of runway end safety areas ... (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.215 (c)																				
CS ADR-DSN.C.220 Objects on runway end safety areas No fixed object, other than equipment and installations required for air navigation or for aeroplane safety purposes and satisfying the relevant frangibility requirement CS ADR-DSN.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.T.915 Siting of equipment and installations on operational areas <div><div>(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:</div><div>(1) on a runway strip, a runway end safety area, a taxiway strip, or within the following distances:<div><div></div><table><tr><th>Code Letter</th><th>Distance between taxiway, other than aircraft stand taxilane, centre line to object (metres)</th></tr><tr><td>A</td><td>15.5</td></tr><tr><td>B</td><td>20</td></tr><tr><td>C</td><td>26</td></tr><tr><td>D</td><td>37</td></tr><tr><td>E</td><td>43.5</td></tr><tr><td>F</td><td>51</td></tr></table></div><div>if it would endanger an aircraft, or</div><div>(2) on a clearway if it would endanger an aircraft in the air.</div></div></div>	Code Letter	Distance between taxiway, other than aircraft stand taxilane, centre line to object (metres)	A	15.5	B	20	C	26	D	37	E	43.5	F	51	CS ADR-DSN.C.220 CS ADR-DSN.T.915 (b)						
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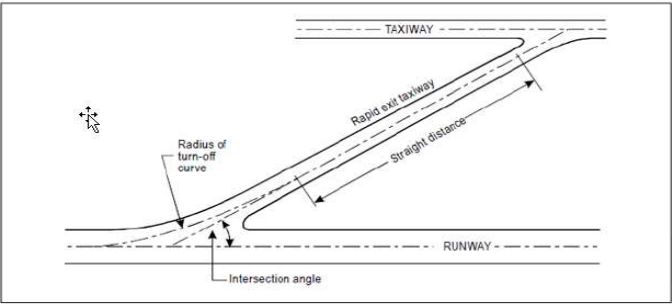
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.C.225 Clearing and grading of runway end safety areas 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.225							
CS ADR-DSN.C.230 Slopes on runway end safety areas (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.	CS ADR-DSN.C.230 para (a)(1)							
CS ADR-DSN.C.230 Slopes on runway end safety areas (a) Longitudinal slopes (1) ... (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.	CS ADR-DSN.C.230 para (a)(2)							
(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.	CS ADR-DSN.C.230 para (b)							
CS ADR-DSN.C.235 Strength of runway end safety areas A runway end safety area should have a bearing strength sufficient to serve its primary purpose.	CS ADR-DSN.C.235 GM1 ADR-DSN.C.235							
GM1 ADR-DSN.C.235 Strength of runway end safety areas (a) A runway end safety area should be so prepared or constructed as to reduce the risk of damage to an aeroplane undershooting or overrunning the runway, enhance aeroplane deceleration, and facilitate the movement of rescue and firefighting vehicles. (b) Guidance on the strength of a runway end safety area is given in the GM1 ADR-DSN.B.190 Strength of runway strips and in ICAO Doc 9157, Aerodrome Design Manual, Part 1, Runways.								
CS ADR-DSN.B.195 Clearways (a) The inclusion of detailed specifications for clearways below is not intended to imply that a clearway has to be provided.	CS ADR-DSN.B.195 para (a)							
CS ADR-DSN.B.195 Clearways (a) ... (b) Location of clearways: The origin of a clearway should be at the end of the take-off run available.	CS ADR-DSN.B.195 para (b)							
	CS ADR-DSN.B.195 para (c)							
(d)Width of clearways: If possible, a clearway should extend laterally on each side of the extended centre line of the runway, to a distance of at least: (1) 75 m for instrument runways; and (2) half of the width of the runway strip for non-instrument runways.	CS ADR-DSN.B.195 para (d)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]								
(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.	CS ADR-DSN.B.195 para (e)							
GM1 ADR-DSN.B.195 Clearways ... (b) Abrupt upward changes in slope should be avoided when the slope on the ground in a clearway is relatively small or when the mean slope is upward. In such situations, in that portion of the clearway within a distance of 22.5 m or half the runway width whichever is greater, on each side of the extended centre line, the slopes, slope changes, and the transition from runway to clearway should generally conform with those of the runway with which the clearway is associated.	GM ADR-DSN.B.195 para (b)							
(f) An object situated on a clearway which may endanger aeroplanes in the air should be regarded as an obstacle and should be removed.	CS ADR-DSN.B.195 para (f)							
CS ADR-DSN.B.200 Stopways (a) The inclusion of detailed specifications for stopways below is not intended to imply that a stopway has to be provided.	CS ADR-DSN.B.200 para (a)							
CS ADR-DSN.B.200 Stopways ... (b) Width of stopways: A stopway should have the same width as the runway with which it is associated.	CS ADR-DSN.B.200 para (b)							
CS ADR-DSN.B.200 Stopways ... (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 ADR-DSN.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.	CS ADR-DSN.B.200 para (c)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.B.200 Stopways ... (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.	CS ADR-DSN.B.200 para (d)							
CS ADR-DSN.B.200 Stopways ... (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.200 para (e)							
(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.	CS ADR-DSN.B.205 para (a) GM1 ADR-DSN.B.205 para (b)							
CS ADR-DSN.B.205 Radio altimeter operating area ... (b)Length of the area: A radio altimeter operating area should extend before the threshold for a distance of at least 300 m.	CS ADR-DSN.B.205 para (b)							
CS ADR-DSN.B.205 Radio altimeter operating area ... (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.	CS ADR-DSN.B.205 para (c)							
GM1 ADR-DSN.B.205 Radio altimeter operating area (a) In order to accommodate aeroplanes making auto-coupled approaches and automatic landings (irrespective of weather conditions), it is desirable that slope changes be avoided or kept to a minimum, on a rectangular area at least 300 m long before the threshold of a precision approach runway. The area should be symmetrical about the extended centre line, 120 m wide. When special circumstances so warrant, the width may be reduced to no less than 60 m if a safety assessment indicates that such reduction would not affect the safety of operations of aircraft. This is desirable because these aeroplanes are equipped with a radio altimeter for final height and flare guidance, and when the aeroplane is above the terrain immediately prior to the threshold, the radio altimeter should begin to provide information to the automatic pilot for auto-flare. Where slope changes cannot be avoided, the rate of change between two consecutive slopes should not exceed 2 % per 30 m.	GM1 ADR-DSN.B.205 para (a)							
CHAPTER D — TAXIWAYS GM1 ADR-DSN.D.240 Taxiways general 'Note 1. — Unless otherwise indicated, the requirements in this section are applicable to all types of taxiways. Note 2. — See CS ADR-DSN.N.785 Information signs for a standardized scheme for the nomenclature of taxiways which may be used to improve situational awareness and as a part of an effective runway incursion prevention measure. Note 3. — See National Technical requirements on design and operation of aerodromes (CT-AD) Attachment 23 «Taxiway design guidance for minimizing the potential for runway incursions», for specific taxiway design guidance which may assist in the prevention of runway incursions when developing a new taxiway or improving existing ones with known runway incursion safety risks.; ...	GM1 ADR-DSN.B.240 para (a)							
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				On-side control			Desk-top control																			
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CS ADR-DSN.D.240 Taxiways general 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: <table><tr><th rowspan="2"></th><th colspan="4">Outer Main Gear Wheel Span (OMGWS)</th></tr><tr><th>Up to but not including 4.5 m</th><th>4.5 m up to but not including 6 m</th><th>6 m up to but not including 9 m</th><th>9 m up to but not including 15 m</th></tr><tr><td>Clearance</td><td>1.50 m</td><td>2.25 m</td><td>3 m^{a,b} or 4 m^c</td><td>4 m</td></tr><tr><td colspan="5">^a on straight portions. ^b on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base of less than 18 m. ^c on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m. Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.</td></tr></table>		Outer Main Gear Wheel Span (OMGWS)				Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m	Clearance	1.50 m	2.25 m	3 m ^{a,b} or 4 m ^c	4 m	^a on straight portions. ^b on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base of less than 18 m. ^c on curved portions if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m. Note: Wheel base means the distance from the nose gear to the geometric centre of the main gear.					CS ADR-DSN.D.240						
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CS ADR-DSN.D.245 Width of taxiways A straight portion of a taxiway should have a width of not less than that given by the following tabulation: <table><tr><th rowspan="2"></th><th colspan="4">Outer Main Gear Wheel Span (OMGWS)</th></tr><tr><th>Up to but not including 4.5 m</th><th>4.5 m up to but not including 6 m</th><th>6 m up to but not including 9 m</th><th>9 m up to but not including 15 m</th></tr><tr><td>Taxiway width</td><td>7.5 m</td><td>10.5 m</td><td>15 m</td><td>23 m</td></tr></table>		Outer Main Gear Wheel Span (OMGWS)				Up to but not including 4.5 m	4.5 m up to but not including 6 m	6 m up to but not including 9 m	9 m up to but not including 15 m	Taxiway width	7.5 m	10.5 m	15 m	23 m	CS ADR-DSN.D.245											
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Taxiway width	7.5 m	10.5 m	15 m	23 m																						
CS ADR-DSN.D.250 Taxiways curves (a) Changes in direction of taxiways should be as few and small as possible. The radii of the curves should be compatible with the manoeuvring 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.250 para (a), (b)																									
CS ADR-DSN.D.250 Taxiways curves (a) Changes in direction of taxiways should be as few and small as possible. The radii of the curves should be compatible with the manoeuvring 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.250 para (a), (b)																									

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<p>CS ADR-DSN.D.260 Taxiway minimum separation distance</p> <p>...</p> <p>(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.</p> <table><tr><th rowspan="3">Code letter</th><th colspan="8">Distance between taxiway centre line and runway centre line (metres)</th><th rowspan="3">Taxiway centre line to taxiway centre line (metres)</th><th rowspan="3">Taxiway, other than aircraft stand taxilane, centre line to object (metres)</th><th rowspan="3">Aircraft stand taxilane centre line to aircraft stand taxilane centre line (metres)</th><th rowspan="3">Aircraft stand taxilane centre line to object (metres)</th></tr><tr><th colspan="4">Instrument runways</th><th colspan="4">Non-instrument runways</th></tr><tr><th colspan="4">Code number</th><th colspan="4">Code number</th></tr><tr><th>(1)</th><th>(2)</th><th>(3)</th><th>(4)</th><th>(5)</th><th>(6)</th><th>(7)</th><th>(8)</th><th>(9)</th><th>(10)</th><th>(11)</th><th>(12)</th><th>(13)</th></tr><tr><td>A</td><td>77,5</td><td>77,5</td><td>-</td><td>-</td><td>37,5</td><td>47,5</td><td>-</td><td>-</td><td>23</td><td>15,5</td><td>19,5</td><td>12</td></tr><tr><td>B</td><td>82</td><td>82</td><td>152</td><td>-</td><td>42</td><td>52</td><td>87</td><td>-</td><td>32</td><td>20</td><td>28,5</td><td>16,5</td></tr><tr><td>C</td><td>88</td><td>88</td><td>158</td><td>158</td><td>48</td><td>58</td><td>93</td><td>93</td><td>44</td><td>26</td><td>40,5</td><td>22,5</td></tr><tr><td>D</td><td>-</td><td>-</td><td>166</td><td>166</td><td>-</td><td>-</td><td>101</td><td>101</td><td>63</td><td>37</td><td>59,5</td><td>33,5</td></tr><tr><td>E</td><td>-</td><td>-</td><td>172,5</td><td>172,5</td><td>-</td><td>-</td><td>107,5</td><td>107,5</td><td>76</td><td>43,5</td><td>72,5</td><td>40</td></tr><tr><td>F</td><td>-</td><td>-</td><td>180</td><td>180</td><td>-</td><td>-</td><td>115</td><td>115</td><td>91</td><td>51</td><td>87,5</td><td>47,5</td></tr></table> <p>Note 1: The separation distances shown in columns (2) to (9) represent ordinary combinations of runways and taxiways.</p> <p>Note 2: The distances in columns (2) to (9) do not guarantee sufficient clearance behind a holding aeroplane to permit the passing of another aeroplane on a parallel taxiway.</p> <p>Table D-1. Taxiway minimum separation distances</p>							Code letter	Distance between taxiway centre line and runway centre line (metres)								Taxiway centre line to taxiway centre line (metres)	Taxiway, other than aircraft stand taxilane, centre line to object (metres)	Aircraft stand taxilane centre line to aircraft stand taxilane centre line (metres)	Aircraft stand taxilane centre line to object (metres)	Instrument runways				Non-instrument runways				Code number				Code number				(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	A	77,5	77,5	-	-	37,5	47,5	-	-	23	15,5	19,5	12	B	82	82	152	-	42	52	87	-	32	20	28,5	16,5	C	88	88	158	158	48	58	93	93	44	26	40,5	22,5	D	-	-	166	166	-	-	101	101	63	37	59,5	33,5	E	-	-	172,5	172,5	-	-	107,5	107,5	76	43,5	72,5	40	F	-	-	180	180	-	-	115	115	91	51	87,5	47,5	CS ADR-DSN.D.260 para (b) GM1 ADR-DSN.D.260 (e)					
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<p>CS ADR-DSN.D.265 Longitudinal slopes on taxiways</p> <p>...</p> <p>(b) The longitudinal slope of a taxiway should not exceed:</p> <p>(1) 1.5 % where the code letter is C, D, E, or F; and</p> <p>(2) 3 % where the code letter is A or B.</p> <p>CS ADR-DSN.D.270 Longitudinal slope changes on taxiways</p> <p>...</p> <p>(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:</p> <p>(1) 1 % per 30 m (minimum radius of curvature of 3 000 m) where the code letter is C, D, E, or F; and</p> <p>(2) 1 % per 25 m (minimum radius of curvature of 2 500 m) where the code letter is A or B.</p> <p>(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.</p>							CS ADR-DSN.D.265 para (b)																																																																																																																													

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<p>CS ADR-DSN.D.275 Sight distance of taxiways</p> <p>...</p> <p>(b) Where a change in slope on a taxiway cannot be avoided, the change should be such that, from any point:</p> <p>(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;</p> <p>(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</p> <p>(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</p>													CS ADR-DSN.D.275 para (b)																																																																																																																																																								
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<p>CS ADR-DSN.D.280 Transverse slopes on taxiways</p> <p>...</p> <p>(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:</p> <p>(1) 1.5 % where the code letter is C, D, E, or F; and</p> <p>(2) 2 % where the code letter is A or B.</p>													CS ADR-DSN.D.280 para (b)																																																																																																																																																								
The strength of a taxiway should be suitable for the aircraft that the taxiway is intended to serve.													CS ADR-DSN.D.285																																																																																																																																																								
<p>CS ADR-DSN.D.290 Surface of taxiways</p> <p>(a) The surface of a taxiway should not have irregularities that cause damage to aeroplane structures.</p>													CS ADR-DSN.D.290 para (a)																																																																																																																																																								
<p>CS ADR-DSN.D.290 Surface of taxiways</p> <p>...</p> <p>(b) The surface of a paved taxiway should be so constructed or resurfaced as to provide suitable surface friction characteristics.</p>													CS ADR-DSN.D.290 para (b)																																																																																																																																																								

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<div>CIVIL AVIATION AUTHORITY</div> <div>CS-ADR-DSN</div> <div></div> <div>Figure D-1. Rapid exit taxiway</div> <div>CS ADR-DSN.D.300 Taxiways on bridges</div>	CS ADR-DSN.D.295 Figure D-1. Rapid exit taxiway							
CS ADR-DSN.D.295 Rapid exit taxiways ... (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:	CS ADR-DSN.D.295 para (b)							
CS ADR-DSN.D.295 Rapid exit taxiways ... (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.	CS ADR-DSN.D.295 para (c)							
CS ADR-DSN.D.295 Rapid exit taxiways ... (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).	CS ADR-DSN.D.295 para (d)							
CS ADR-DSN.D.295 Rapid exit taxiways ... (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.295 para (e)							
CS ADR-DSN.D.300 Taxiways on bridges (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.	CS ADR-DSN.D.300 para (a)							
CS ADR-DSN.D.300 Taxiways on bridges ... (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.	CS ADR-DSN.D.300 para (b)							
CS ADR-DSN.D.300 Taxiways on bridges ... (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.300 para (c)							
GM1 ADR-DSN.B.125 Runway shoulders ... (b) Further guidance on runway shoulders is given in ICAO Doc 9157, Aerodrome Design Manual, Part 1, Runways.	GM1 ADR-DSN.B.125 (b)							
CS ADR-DSN.D.305 Taxiway shoulders (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: (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.	CS ADR-DSN.D.305 para (a) (b)							

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CS ADR-DSN.D.305 Taxiway shoulders ... (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.305 para (c)							
GM1 ADR-DSN.D.310 Taxiway Strip ... Guidance on characteristics of taxiway strips is given in ICAO Doc 9157, Aerodrome Design Manual, Part 2, Taxiways, Aprons and Holding Bays.	GM1 ADR-DSN.D.310							
CS ADR-DSN.D.310 Taxiway Strip A taxiway, other than an aircraft stand taxilane, should be included in a strip.	CS ADR-DSN.D.310							
CS ADR-DSN.D.315 Width of taxiway strips ... (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.315 para (b)							
CS ADR-DSN.D.320 Objects on taxiway strips The taxiway strip should provide an area clear of objects which may endanger taxiing aeroplanes. GM1 ADR-DSN.D.320 Objects on taxiway strips (a) Consideration should be given to the location and design of drains on a taxiway strip to prevent damage to an aeroplane accidentally running off a taxiway. Suitably designed drain covers may be required. (b) The detailed requirements for siting objects on taxiway strips are in CS ADR-DSN.T.915. (c) Where open-air or covered storm water conveyances are installed, consideration should be given in order to ensure that their structure does not extend above the surrounding ground so as not to be considered an obstacle. (d) Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent wildlife attraction, in particular birds. The open-air storm water conveyance may be covered by a net, if required. Further guidance is given in ICAO Doc 9137, Airport Services Manual, Part 3, Wildlife Control and Reduction. (e) Guidance on the design of drain covers is given in ICAO Doc 9157, Aerodrome Design Manual, Part 2, Taxiways, Aprons and Holding Bays.	CS ADR-DSN.D.320 GM1 ADR-DSN.D.320							
CS ADR-DSN.D.325 Grading of taxiway strips ... (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.325 para (b)							
CS ADR-DSN.D.330 Slopes on taxiway strips ... (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.	CS ADR-DSN.D.330 para (b)							
CS ADR-DSN.D.330 Slopes on taxiway strips ... (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.330 para (c)							
CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions (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. Anyway, holding bay(s) should be provided when the traffic density is medium or heavy.	CS ADR-DSN.D.335 para (a)							
CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (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.	CS ADR-DSN.D.335 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions (a) Care should be taken so that propeller wash and jet blast from holding aircraft do not interfere with aircraft operations, cause damage to vehicles, or injure people. (b) Generally, when used to allow flexible departure sequencing, the most advantageous location for a holding bay is adjacent to the taxiway serving the runway end. Other locations along the taxiway are satisfactory for aircraft performing pre-flight checks or engine run-ups, or as a holding point for aircraft awaiting departure clearance. (c) An aircraft taxiing could endanger aircraft operations when the aircraft is too close to the runway during take-off and landings. It is so advised to check if the aircraft taking off or landing could be hinder. For this OLS and specially approach surfaces, take-off climb surfaces and OFZ are the first aspects to consider. An aircraft taxiing could also endanger aircraft operations when the aircraft location and orientation are so that the aircraft interfere with navigation aids. It is specific to instrument runways and especially important for precision approach runways. The non-penetration of critical/sensitive areas is the first check. The areas within which this degradable interference of course or path signals are possible need to be defined and recognized. For the purposes of developing protective zoning criteria for ILS, these areas are critical areas and sensitive areas. The ILS critical area is an area of defined dimensions about the localizer and glide path antennas where vehicles, including aircraft, are excluded during all ILS operations. The critical area is protected, since the presence of vehicles and/or aircraft inside the critical area boundaries would cause unacceptable disturbance to the ILS signal. The ILS sensitive area is an area extending beyond the critical area where the parking and/or movement of vehicles, including aircraft, is controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations. (d) For all runways, it should be verified that 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 is so that a holding aircraft or vehicle should not infringe the approach surface and/or take-off climb surface. (e) If the affected runway is used under precision approach procedures, it should be also verified that 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 is so that a holding aircraft or vehicle should not infringe the obstacle-free zone and the critical/sensitive areas of precision approach navigation aids (e.g. ILS/MLS). (f) If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance specified in Table D-2 should be further increased 5 m for every metre the bay or position is higher than the threshold. [According to Order no. 45/GEN from 21.10.2020] (g) An aircraft taxiing could also endanger aircraft operation when the aircraft is too close to other taxiing aircraft. For this, separation distances or margins between taxiing aircraft or taxiways should be considered. (h) In radiotelephony phraseologies, the expression ‘holding point’ is used to designate the runway-holding position. (i) Further guidance is given in ICAO Doc 9157, Aerodrome Design Manual, Part 2, Taxiways, Aprons and Holding Bays.	GM1 ADR-DSN.D.340							
CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (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.	CS ADR-DSN.D.335 para (c)							
CS ADR-DSN.D.335 Holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (e) A road-holding position should be established at each intersection of a road with a runway.	CS ADR-DSN.D.335 para (e)							
CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions (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 or penetrate the inner transitional surface. Note. — Guidance for the positioning of runway-holding positions is given Aerodrome Design Manual (Doc 9157), Part 2.	CS ADR-DSN.D.340 para (a)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (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 (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.	CS ADR-DSN.D.340 para (b)							
GM1 ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (f) If a holding bay, runway-holding position or road-holding position for a precision approach runway code number 4 is at a greater elevation compared to the threshold, the distance specified in Table D-2 should be further increased 5 m for every metre the bay or position is higher than the threshold. [В редакции Приказа № 45/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	GM1 ADR-DSN.D.340 para (f)							

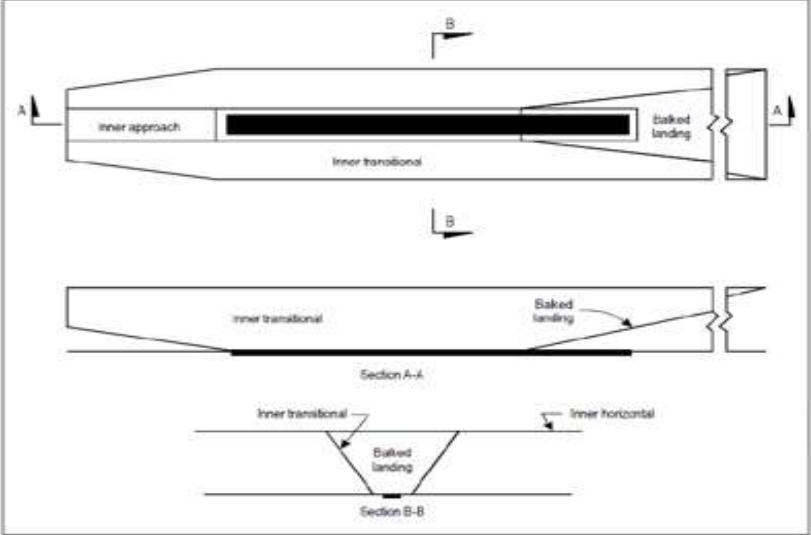
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (c) The location of a runway-holding position established in accordance with CS ADR-DSN.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. GM1 ADR-DSN.D.340 Location of holding bays, runway-holding positions, intermediate holding positions, and road-holding positions ... (d) For all runways, it should be verified that 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 is so that a holding aircraft or vehicle should not infringe the approach surface and/or take-off climb surface. (e) If the affected runway is used under precision approach procedures, it should be also verified that 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 is so that a holding aircraft or vehicle should not infringe the obstacle-free zone and the critical/sensitive areas of precision approach navigation aids (e.g. ILS/MLS).				CS ADR-DSN.D.340 para (c) GM ADR-DSN.D.340 para (d) and (e)				
CS ADR-DSN.E.345 General 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.345				
GM1 ADR-DSN.E.350 Size of aprons (a) The total apron area should be adequate to permit safe and expeditious handling of aerodrome traffic at its maximum anticipated density.				GM1 ADR-DSN.E.350 para (a)				
<div><div><div><div><div>Type of runway</div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div>Non-instrument</div><div>30 m</div><div>40 m</div><div>75 m</div><div>75 m</div></div><div><div>Non-precision approach</div><div>40 m</div><div>40 m</div><div>75 m</div><div>75 m</div></div><div><div>Precision approach category I</div><div>60 m ^b</div><div>60 m ^b</div><div>90 m ^{a, b}</div><div>90 m ^{a, b}</div></div><div><div>Precision approach categories II and III</div><div>-</div><div>-</div><div>90 m ^{a, b}</div><div>90 m ^{a, b}</div></div><div><div>Take-off runway</div><div>30 m</div><div>40 m</div><div>75 m</div><div>75 m</div></div></div><div><div>a.</div><div>If a holding bay, runway-holding position or road-holding position is at a lower elevation compared to the threshold, the distance may be decreased 5 m for every metre the bay or holding position is lower than the threshold, contingent upon not infringing the inner transitional surface.</div></div><div><div>b.</div><div>This distance may need to be increased to avoid interference with radio navigation aids, particularly the glide path and localizer facilities. Information on critical and sensitive areas of ILS and MLS is contained in Annex 10, Volume I, Attachments C and G, respectively (see also 3.12.6).</div><div><div>Note 1. — The distance of 90 m for code number 3 or 4 is based on an aircraft with a tail height of 20 m, a distance from the nose to the highest part of the tail of 52.7 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone and not accountable for the calculation of OCA/H.</div><div><div>Note 2. — The distance of 60 m for code number 2 is based on an aircraft with a tail height of 8 m, a distance from the nose to the highest part of the tail of 24.6 m and a nose height of 3.2 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.</div><div><div>Note 3. — For code number 4 where the width of the inner edge of the inner approach surface is more than 120 m, a distance greater than 90 m may be necessary to ensure that a holding aircraft is clear of the obstacle free zone. For example, a distance of 100 m is based on an aircraft with a tail height of 24 m, a distance from the nose to the highest part of the tail of 62.2 m and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.</div></div></div></div></div><div>CS ADR-DSN - Table D-2</div></div></div>								
CS ADR-DSN.E.355 Strength of aprons 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.355				
CS ADR-DSN.E.360 Slopes on aprons (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.				CS ADR-DSN.E.360 para (a)				
CS ADR-DSN.E.360 Slopes on aprons ... (b) On an aircraft stand the maximum slope should not exceed 1 % in any direction.				CS ADR-DSN.E.360 para (b)				

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
(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, (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.	CS ADR-DSN.E.365 para (b), (c)							
CS ADR-DSN.F.370 Isolated aircraft parking position ... (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. GM1 ADR-DSN.F.370 Isolated aircraft parking position Care should be taken to ensure that the position is not located over underground utilities, such as gas and aviation fuel and, to the extent feasible, electrical or communication cables. The aerodrome control tower should be advised of an area or areas suitable for the parking of an aircraft.	CS ADR-DSN.F.370 para (b) GM1 ADR.DSN.F.370							
CS ADR-DSN.F.370 Isolated aircraft parking position ... (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. GM1 ADR-DSN.F.370 Isolated aircraft parking position Care should be taken to ensure that the position is not located over underground utilities, such as gas and aviation fuel and, to the extent feasible, electrical or communication cables. The aerodrome control tower should be advised of an area or areas suitable for the parking of an aircraft.	CS ADR-DSN.F.370 para (c). GM1 ADR.DSN.F.370							
	CS ADR-DSN.G.375							
CS ADR-DSN.G.375 General Aeroplane de-icing/anti-icing facilities should be provided at an aerodrome where icing conditions are expected to occur. GM1 ADR-DSN.G.380 Location ... (b) To further maximize departure flow rates for all aeroplanes, the location and size of de-icing/anti-icing facilities should be such that they allow for bypass taxiing during de-icing/anti-icing operations. Additional guidance is given in ICAO Doc 9640, Manual of aircraft ground de-icing/anti-icing operations, paragraph 8.5(e). GM1 ADR-DSN.G.385 Size of de-icing/anti-icing pads (a)It is recommended that the aerodrome have facilities with a de-icing/anti-icing capability equivalent to the maximum peak hour departure rate that can be managed by the ATC units during de-icing/anti-icing operations. Additional guidance is given in ICAO Doc 9640, Manual of aircraft ground de-icing/anti-icing operations, paragraph 8.3.	CS ADR-DSN.G.375 GM1 ADR-DSN.G.380 (b) GM1 ADR-DSN.G.385 (a)							
CS ADR-DSN.G.380 Location (a) De-icing/anti-icing facilities should be provided either at aircraft stands or at specified remote areas along the taxiway leading to the runway meant for take-off, provided that adequate drainage arrangements for the collection and safe disposal of excess de-icing/anti-icing fluids are available to prevent ground water contamination. The effect of volume of traffic and departure flow rates should also be considered. Note 1.- One of the primary factors influencing the location of a de-icing/anti-icing facility is to ensure that the holdover time of the anti-icing treatment is still in effect at the end of taxiing and when take-off clearance of the treated aeroplane is given. Note 2.- Remote facilities compensate for changing weather conditions when icing conditions or blowing snow are expected to occur along the taxi-route taken by the aeroplane to the runway meant for take-off.	CS ADR-DSN.G.380 para (a)							
CS ADR-DSN.G.380 Location ... (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.380 para (b)							

				On-side control			Desk-top control															
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass														
GM1 ADR-DSN.G.380 Location ... (e) The de-icing/anti-icing facilities should be so located as to provide for an expeditious traffic flow, perhaps with a bypass configuration, and not require unusual taxiing manoeuvre into and out of the pads.	GM1 ADR-DSN.G.380 para (e), (f)																					
CS ADR-DSN.G.385 Size of de-icing/anti-icing pads (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.385 GM1 ADR-DSN.G.385 (c)																					
GM1 ADR-DSN.G.385 Size of de-icing/anti-icing pads ... (c) An aeroplane de-icing/anti-icing pad consists of: (1) an inner area for parking of an aeroplane to be treated; and (2) an outer area for movement of two or more mobile de-icing/anti-icing equipment.																						
GM1 ADR-DSN.G.385 Size of de-icing/anti-icing pads ... (b) The number of de-icing/anti-icing pads required should be determined based on the meteorological conditions, the type of aeroplanes to be treated, the method of application of de-icing/anti-icing fluid, the type and capacity of the dispensing equipment used, and the volume of traffic and departure flow rates.	GM1 ADR-DSN.G.385 para (b)																					
CS ADR-DSN.G.390 Slopes on de-icing/anti-icing pads 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.	CS ADR-DSN.G.390																					
CS ADR-DSN.G.395 Strength of de-icing/anti-icing pads 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.395 GM1 ADR-DSN.G.395																					
GM1 ADR-DSN.G.395 Strength of de-icing/anti-icing pads Consideration should be given to the fact that the de-icing/anti-icing pad (in common with an 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.G.400 Clearance distances on a de-icing/anti-icing pad ... (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: <table><tr><th>Code Letter</th><th>Clearance</th></tr><tr><td>A</td><td>3.8 m</td></tr><tr><td>B</td><td>3.8 m</td></tr><tr><td>C</td><td>4.5 m</td></tr><tr><td>D</td><td>7.5 m</td></tr><tr><td>E</td><td>7.5 m</td></tr><tr><td>F</td><td>7.5 m</td></tr></table>	Code Letter	Clearance	A	3.8 m	B	3.8 m	C	4.5 m	D	7.5 m	E	7.5 m	F	7.5 m	CS ADR-DSN.G.400 para (b), (c)							
Code Letter	Clearance																					
A	3.8 m																					
B	3.8 m																					
C	4.5 m																					
D	7.5 m																					
E	7.5 m																					
F	7.5 m																					
(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.																						
CS ADR-DSN.G.400 Clearance distances on a de-icing/anti-icing pad ... (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).	CS ADR-DSN.G.400 para (d)																					

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.H.415 Conical surface ... (b) Description: A surface sloping upwards and outwards from the periphery of the inner horizontal surface. GM1 ADR-DSN.H.405 Applicability ... (d) Objects which penetrate the obstacle limitation surfaces may in certain circumstances cause an increase in the obstacle clearance altitude/height for an instrument approach procedure or any associated visual circling procedure or have other operational impact on flight procedure design. Criteria for flight procedure design are contained in the Procedures for Air Navigation Services — Aircraft Operations (ICAO, PANS-OPS, Doc 8168). See also CS ADR-DSN - SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS and GM-ADR-DSN - SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS	CS ADR-DSN.H.415 para (b) CS ADR-DSN - SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS GM1 ADR-DSN.H.405 (d) GM-ADR-DSN - SECTION 2 — VISUAL APPROACH SLOPE INDICATOR SYSTEMS							
CS ADR-DSN.H.415 Conical 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.	CS ADR-DSN.H.415 para (c)							
CS ADR-DSN.H.415 Conical 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.415 para (d)							
CS ADR-DSN.H.420 Inner horizontal surface ... (b)Description: A surface located in a horizontal plane above an aerodrome and its environs.	CS ADR-DSN.H.420 para (b)							
CS ADR-DSN.H.420 Inner horizontal surface ... (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 parallel to the runway centre line, as shown in Figure H-1, or on other points established for such purpose.	CS ADR-DSN.H.420 para(c)							
CS ADR-DSN.H.420 Inner horizontal surface ... (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.420 para (d)							
CS ADR-DSN.H.425 Approach surface ... (b) Description: An inclined plane or combination of planes preceding the threshold.	CS ADR-DSN.H.425 para (b)							
CS ADR-DSN.H.425 Approach surface ... (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 utilised, 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.	CS ADR-DSN.H.425 para (c)							
CS ADR-DSN.H.425 Approach surface ... (d) The elevation of the inner edge should be equal to the elevation of the mid-point of the threshold.	CS ADR-DSN.H.425 para (d)							
CS ADR-DSN.H.425 Approach surface ... (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.425 para (e)							
CS ADR-DSN.H.450 Inner approach surface ... (b) Description: A rectangular portion of the approach surface immediately preceding the threshold.	CS ADR-DSN.H.450 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.H.450 Inner approach surface ... (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.450 para (c)							
CS ADR-DSN.H.430 Transitional surface ... (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.	CS ADR-DSN.H.430 para (b)							
CS ADR-DSN.H.430 Transitional surface ... (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.	CS ADR-DSN.H.430 para (c)							
CS ADR-DSN.H.430 Transitional 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.	CS ADR-DSN.H.430 para (d)							
<div>CIVIL AVIATION AUTHORITYCS-ADR-DSN</div> <div></div> <div>Figure H-2. Obstacle limitation surfaces</div>								

Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspection's LOG	On-side control		N/A	Desk-top control	
				Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>C S-ADR-DSN</div><div></div><div>Figure H-3. Inner approach, inner transitional, and balked landing obstacle limitation surfaces</div><div>CS ADR-DSN.H.435 Take-off climb surface</div></div>								
CS ADR-DSN.H.430 Transitional surface ... (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.430 para (e)							
CS ADR-DSN.H.455 Inner transitional surface ... (b) Description: A surface similar to the transitional surface but closer to the runway. GM1 ADR-DSN.H.455 Inner transitional surface (a) It is intended that the inner transitional surface be the controlling obstacle limitation surface for navigation aids, aircraft, and other vehicles that should be near the runway, and which is not to be penetrated except for frangible objects. The transitional surface is intended to remain as the controlling obstacle limitation surface for buildings, etc.	CS ADR-DSN.H.455 para (b) GM1 ADR-DSN.H.455 (a)							
CS ADR-DSN.H.455 Inner transitional surface ... (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.	CS ADR-DSN.H.455 para (c)							
CS ADR-DSN.H.455 Inner transitional 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.	CS ADR-DSN.H.455 para (d)							
CS ADR-DSN.H.455 Inner transitional surface ... (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.455 para (e)							
CS ADR-DSN.H.460 Balked landing surface ... (b) Description: An inclined plane located at a specified distance after the threshold, extending between the inner transitional surfaces.	CS ADR-DSN.H.460 para (b)							

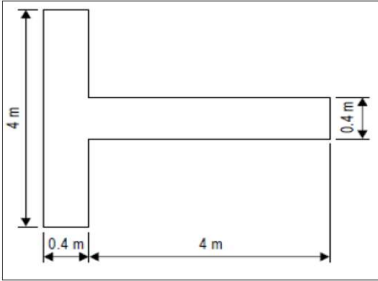
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.H.460 Balked landing surface ... (c) Characteristics: 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.	CS ADR-DSN.H.460 para (c)							
CS ADR-DSN.H.460 Balked landing 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.	CS ADR-DSN.H.460 para (d)							
CS ADR-DSN.H.460 Balked landing surface ... (e) The slope of the balked landing surface should be measured in the vertical plane containing the centre line of the runway.	CS ADR-DSN.H.460 para (e)							
CS ADR-DSN.H.435 Take-off climb surface ... (b) Description: An inclined plane or other specified surface beyond the end of a runway or clearway.	CS ADR-DSN.H.435 para (b)							
CS ADR-DSN.H.435 Take-off climb surface ... (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.	CS ADR-DSN.H.435 para (c)							
CS ADR-DSN.H.435 Take-off climb surface ... (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.	CS ADR-DSN.H.435 para (d)							
CS ADR-DSN.H.435 Take-off climb surface ... (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.	CS ADR-DSN.H.435 para (e)							
CS ADR-DSN.H.435 Take-off climb surface ... (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.	CS ADR-DSN.H.435 para (f)							
CS ADR-DSN.J.470 Non-instrument runways (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. GM1 ADR-DSN.J.465 General The requirements for obstacle limitation surfaces are specified on the basis of the intended use of a runway, i.e. take-off or landing, and type of approach, and are intended to be applied when such use of the runway is made. In cases where operations are conducted to or from both directions of a runway, the function of certain surfaces may be nullified because of more stringent requirements of another lower surface.	CS ADR-DSN.J.470 para (a) GM1 ADR-DSN.J.465							

				On-side control			Desk-top control																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
<div>CS ADR-DSN.J.470 Non-instrument runways</div> <div>...</div> <div>(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.</div> <div><div>✈</div><table><tr><th colspan="11">APPROACH RUNWAYS</th></tr><tr><th colspan="11">RUNWAY CLASSIFICATION</th></tr><tr><th rowspan="3">Surface and dimensions *</th><th colspan="4">Non-instrument</th><th colspan="3">Non-precision approach</th><th colspan="3">Precision approach category</th></tr><tr><th colspan="4">Code number</th><th colspan="3">Code number</th><th>I</th><th>II or III</th><th></th></tr><tr><th>(1)</th><th>(2)</th><th>(3)</th><th>(4)</th><th>(5)</th><th>(6)</th><th>(7)</th><th>(8)</th><th>(9)</th><th>(10)</th><th>(11)</th></tr><tr><td>CONICAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Slope</td><td></td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td><td>5%</td></tr><tr><td>Height (m)</td><td></td><td>35</td><td>55</td><td>75</td><td>100</td><td>60</td><td>75</td><td>100</td><td>60</td><td>100</td><td>100</td></tr><tr><td>INNER HORIZONTAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Height (m)</td><td></td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td><td>45</td></tr><tr><td>Radius (m)</td><td></td><td>2000</td><td>2500</td><td>4000</td><td>4000</td><td>3500</td><td>4000</td><td>4000</td><td>3500</td><td>4000</td><td>4000</td></tr><tr><td>INNER APPROACH</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Width (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>90</td><td>120*</td><td>120*</td></tr><tr><td>Distance from threshold (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>60</td><td>60</td><td>60</td></tr><tr><td>Length (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>900</td><td>900</td><td>900</td></tr><tr><td>Slope</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>2,5%</td><td>2%</td><td>2%</td></tr><tr><td>APPROACH</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Length of inner edge (m)</td><td></td><td>60</td><td>80</td><td>150</td><td>150</td><td>140</td><td>280</td><td>280</td><td>140</td><td>280</td><td>280</td></tr><tr><td>Distance from threshold (m)</td><td></td><td>30</td><td>60</td><td>60</td><td>60</td><td>60</td><td>60</td><td>60</td><td>60</td><td>60</td><td>60</td></tr><tr><td>Divergence (each side)</td><td></td><td>10%</td><td>10%</td><td>10%</td><td>10%</td><td>15%</td><td>15%</td><td>15%</td><td>15%</td><td>15%</td><td>15%</td></tr><tr><td>First section</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Length (m)</td><td></td><td>1800</td><td>2500</td><td>3000</td><td>3000</td><td>2500</td><td>3000</td><td>3000</td><td>3000</td><td>3000</td><td>3000</td></tr><tr><td>Slope</td><td></td><td>5%</td><td>4%</td><td>3,33%</td><td>2,5%</td><td>3,33%</td><td>2%</td><td>2%</td><td>2,5%</td><td>2%</td><td>2%</td></tr><tr><td>Second section</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Length (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>3 600^b</td><td>3 600^b</td><td>12000^a</td><td>3 600^b</td><td>3600^b</td></tr><tr><td>Slope</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>2,5%</td><td>2,5%</td><td>3%</td><td>2,5%</td><td>2,5%</td></tr><tr><td>Horizontal section</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Length (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>8400^b</td><td>8400^b</td><td>-</td><td>8400^b</td><td>8400^b</td></tr><tr><td>Total length (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>15000</td><td>15000</td><td>15000</td><td>15000</td><td>15000</td></tr><tr><td>TRANSITIONAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Slope</td><td></td><td>20%</td><td>20%</td><td>14,3%</td><td>14,3%</td><td>20%</td><td>14,3%</td><td>14,3%</td><td>14,3%</td><td>14,3%</td><td>14,3%</td></tr><tr><td>INNER TRANSITIONAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Slope</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>40%</td><td>33,3%</td><td>33,3%</td></tr><tr><td>BALKED LANDING SURFACE</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Length of inner edge (m)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>90m^c</td><td>120*</td><td>120*</td></tr><tr><td>Distance from threshold</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>c</td><td>1800m^d</td><td>1800m^d</td></tr><tr><td>Divergence (each side)</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>10%</td><td>10%</td><td>10%</td></tr><tr><td>Slope</td><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>4%</td><td>3,33%</td><td>3,33%</td></tr></table><div>a. All dimensions are measured horizontally unless specified otherwise. b. Variable length (CS ADR-DSN.J.475 (c) or CS ADR-DSN.J.480 (d)). c. Distance to the end of strip. d. Or end of runway whichever is less. e. Where the code letter is F (Code element 2 of Table A-1) the width is increased to 140 m.</div><div>Table J-1. Dimensions and slopes of obstacle limitation surfaces — Approach runways</div></div>				APPROACH RUNWAYS											RUNWAY CLASSIFICATION											Surface and dimensions *	Non-instrument				Non-precision approach			Precision approach category			Code number				Code number			I	II or III		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	CONICAL												Slope		5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	Height (m)		35	55	75	100	60	75	100	60	100	100	INNER HORIZONTAL												Height (m)		45	45	45	45	45	45	45	45	45	45	Radius (m)		2000	2500	4000	4000	3500	4000	4000	3500	4000	4000	INNER APPROACH												Width (m)		-	-	-	-	-	-	-	90	120*	120*	Distance from threshold (m)		-	-	-	-	-	-	-	60	60	60	Length (m)		-	-	-	-	-	-	-	900	900	900	Slope									2,5%	2%	2%	APPROACH												Length of inner edge (m)		60	80	150	150	140	280	280	140	280	280	Distance from threshold (m)		30	60	60	60	60	60	60	60	60	60	Divergence (each side)		10%	10%	10%	10%	15%	15%	15%	15%	15%	15%	First section												Length (m)		1800	2500	3000	3000	2500	3000	3000	3000	3000	3000	Slope		5%	4%	3,33%	2,5%	3,33%	2%	2%	2,5%	2%	2%	Second section												Length (m)		-	-	-	-	-	3 600 ^b	3 600 ^b	12000 ^a	3 600 ^b	3600 ^b	Slope		-	-	-	-	-	2,5%	2,5%	3%	2,5%	2,5%	Horizontal section												Length (m)		-	-	-	-	-	8400 ^b	8400 ^b	-	8400 ^b	8400 ^b	Total length (m)		-	-	-	-	-	15000	15000	15000	15000	15000	TRANSITIONAL												Slope		20%	20%	14,3%	14,3%	20%	14,3%	14,3%	14,3%	14,3%	14,3%	INNER TRANSITIONAL												Slope		-	-	-	-	-	-	-	40%	33,3%	33,3%	BALKED LANDING SURFACE												Length of inner edge (m)		-	-	-	-	-	-	-	90m ^c	120*	120*	Distance from threshold		-	-	-	-	-	-	-	c	1800m ^d	1800m ^d	Divergence (each side)		-	-	-	-	-	-	-	10%	10%	10%	Slope		-	-	-	-	-	-	-	4%	3,33%	3,33%								
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<div>CS ADR-DSN.J.470 Non-instrument runways</div> <div>...</div> <div>(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.</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
<div>CS ADR-DSN.J.470 Non-instrument runways</div> <div>...</div> <div>(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 determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
<div>CS ADR-DSN.J.470 Non-instrument runways</div> <div>...</div> <div>(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.</div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.J.470 Non-instrument runways ... (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.470 para (f)							
CS ADR-DSN.J.475 Non-precision approach runways (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.	CS ADR-DSN.J.475 para (a)							
CS ADR-DSN.J.475 Non-precision approach runways ... (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).	CS ADR-DSN.J.475 para (b)							
CS ADR-DSN.J.475 Non-precision approach runways ... (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.	CS ADR-DSN.J.475 para (c)							
CS ADR-DSN.J.475 Non-precision approach runways ... (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.	CS ADR-DSN.J.475 para (d)							
CS ADR-DSN.J.475 Non-precision approach runways ... (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.	CS ADR-DSN.J.475 para (e)							
CS ADR-DSN.J.475 Non-precision approach runways ... (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 the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes. GM1 ADR-DSN.J.475 Non-precision approach runways ... (c) Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered they may endanger aeroplanes.	CS ADR-DSN.J.475 para (f) GM1 ADR-DSN.J.475 (c)							
CS ADR-DSN.J.480 Precision approach runways (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.	CS ADR-DSN.J.480 para (a) See also CS ADR-DSN.T.915 Siting of equipment and installations on operational areas							
GM1 ADR-DSN.J.480 Precision approach runways (a) The following obstacle limitation surfaces should be established for a precision approach runway Category I: (1)inner approach surface; (2) inner transitional surfaces; and (3) balked landing surface.	GM ADR-DSN.J.480 para (a)							
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (b)							
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (c)							

				On-side control			Desk-top control																																												
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass																																											
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (d)																																																		
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (e)																																																		
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (f)																																																		
CS ADR-DSN.J.480 Precision approach runways ... (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.	CS ADR-DSN.J.480 para (g)																																																		
CS ADR-DSN.J.480 Precision approach runways ... (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. GM1 ADR-DSN.J.480 Precision approach runways ... (e) Because of transverse or longitudinal slopes on a strip, in certain cases the inner edge or portions of the inner edge of the approach surface may be below the corresponding elevation of the strip. It is not intended that the strip be graded to conform with the inner edge of the approach surface, nor is it intended that terrain or objects which are above the approach surface beyond the end of the strip, but below the level of the strip, be removed unless it is considered that they may endanger aeroplanes.	CS ADR-DSN.J.480 para (h) GM1 ADR-DSN.J.480 (e)																																																		
CS ADR-DSN.J.485 Runways meant for take-off ... (b) A take-off climb surface should be established for a runway meant for take-off.	CS ADR-DSN.J.485 para (b)																																																		
CS ADR-DSN.J.485 Runways 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.	CS ADR-DSN.J.485 para (c)																																																		
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><table><tr><th colspan="4">RUNWAYS MEANT FOR TAKE-OFF</th></tr><tr><th rowspan="2">Surface and dimensions*</th><th colspan="3">Code number</th></tr><tr><th>1</th><th>2</th><th>3 or 4</th></tr><tr><th>(1)</th><th>(2)</th><th>(3)</th><th>(4)</th></tr><tr><td>TAKE-OFF CLIMB</td><td></td><td></td><td></td></tr><tr><td>Length of inner edge</td><td>60* m</td><td>80* m</td><td>180 m</td></tr><tr><td>Distance from runway end^b</td><td>30 m</td><td>60 m</td><td>60 m</td></tr><tr><td>Divergence (each side)</td><td>10 %</td><td>10 %</td><td>12.5 %</td></tr><tr><td>Final width</td><td>380 m</td><td>580 m</td><td>1 200 m 1 800 m^c</td></tr><tr><td>Length</td><td>1 600 m</td><td>2 500 m</td><td>15 000 m</td></tr><tr><td>Slope</td><td>5 %</td><td>4 %</td><td>2 %^d</td></tr></table><div><div>a.</div><div>All dimensions are measured horizontally unless specified otherwise.</div><div>b.</div><div>The take-off climb surface starts at the end of the clearway if the clearway length exceeds the specified distance.</div><div>c.</div><div>1 800 m when the intended track includes changes of heading greater than 15° for operations conducted in IMC, VMC by night.</div><div>d.</div><div>See CS ADR-DSN.J.485 (c) and (e).</div><div>e.</div><div>Where clearway is provided the length of the inner edge should be 150 m.</div></div></div> <div>Table J-2 Dimensions and slopes of obstacle limitation surfaces — Runways meant for take-off</div>									RUNWAYS MEANT FOR TAKE-OFF				Surface and dimensions*	Code number			1	2	3 or 4	(1)	(2)	(3)	(4)	TAKE-OFF CLIMB				Length of inner edge	60* m	80* m	180 m	Distance from runway end ^b	30 m	60 m	60 m	Divergence (each side)	10 %	10 %	12.5 %	Final width	380 m	580 m	1 200 m 1 800 m ^c	Length	1 600 m	2 500 m	15 000 m	Slope	5 %	4 %	2 % ^d
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				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.J.485 Runways meant for take-off ... (b) When local conditions differ widely from sea level standard atmospheric conditions, it may be advisable for the slope specified in Table J-2 to be reduced. The degree of this reduction depends on the divergence between local conditions and sea level standard atmospheric conditions, and on the performance characteristics and operational requirements of the aeroplanes for which the runway is intended. ... (e) The operational characteristics of aeroplanes for which the runway is intended should be examined to see if it is desirable to reduce the slope specified in Table J-2 when critical operating conditions are to be catered to. If the specified slope is reduced, corresponding adjustment in the length of the take-off climb surface should be made so as to provide protection to a height of 300 m.	GM1 ADR-DSN.J.485 para (b), (e)							
CS ADR-DSN.J.485 Runways meant for take-off ... (d) New objects or extensions of existing objects shall not be permitted above a take-off climb surface except when, in the opinion of the CAA, the new object or extension would be shielded by an existing immovable object. Note.- Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual (ICAO Doc 9137), Part 6.	CS ADR-DSN.J.485 para (d)							
CS ADR-DSN.J.485 Runways meant for take-off (a) If no object reaches the 2 % (1:50) take-off climb surface, an obstacle-free surface of 1.6 % (1:62.5) should be established.	GM1 ADR-DSN.J.485 para (a)							
CS ADR-DSN.J.485 Runways meant for take-off ... (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. GM1 ADR-DSN.J.485 Runways meant for take-off ... (d) Because of transverse slopes on a strip or clearway, in certain cases portions of the inner edge of the take-off climb surface may be below the corresponding elevation of the strip or clearway. It is not intended that the strip or clearway be graded to conform with the inner edge of the take-off climb surface, nor is it intended that terrain or objects which are above the take-off climb surface beyond the end of the strip or clearway, but below the level of the strip or clearway, be removed unless it is considered that they may endanger aeroplanes. Similar considerations apply at the junction of a clearway and strip where differences in transverse slopes exist.	CS ADR-DSN.J.485 para (e) GM1 ADR-DSN.J.485 (d)							
21. The aerodrome / airport operator shall carry out consultations on the safety impact of the proposed constructions to be carried out within the perimeter of the obstacle limitation area and the obstacle protection area, as well as other areas associated with the aerodrome. 22. The CAA shall ensure consultations on the safety impact of the proposed constructions to be carried out outside the perimeter of the obstacle limitation area and the obstacle protection area, as well as other areas associated with the aerodrome, which exceed the height established by the CAA. Translation: 21. The aerodrome / airport operator shall carry out consultations on the safety impact of the proposed constructions to be carried out within the perimeter of the obstacle limitation area and the obstacle protection area, as well as other areas associated with the aerodrome. 22. The CAA shall ensure consultations on the safety impact of the proposed constructions to be carried out outside the perimeter of the obstacle limitation area and the obstacle protection area, as well as other areas associated with the aerodrome, which exceed the height established by the CAA.	HG 653/2018, Art. 21 & 22							
CS ADR-DSN.J.487 Objects outside the obstacle limitation surfaces ... (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.	CS ADR-DSN.J.487 (b)							
CS ADR-DSN.J.486 Other objects (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.	CS ADR-DSN.J.486 para (a)							
CS ADR-DSN.J.486 Other objects (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.486 para (b)							
CS ADR-DSN.K.490 Wind direction indicator (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.	CS ADR-DSN.K.490 para (a)							
CS ADR-DSN.K.490 Wind direction indicator ... (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.	CS ADR-DSN.K.490 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.K.490 Wind direction indicator ... (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 alternate bands, the first and last bands being the darker colour.	CS ADR-DSN.K.490 para (c)							
GM1 ADR-DSN.K.490 Wind direction indicator ... (c) It may be possible to improve the perception by the pilot of the location of the wind direction indicator by several means notably by circular marking around this indicator. The location of at least one wind direction indicator should be marked by a circular band 15 m in diameter and 1.2 m wide. The band should be centred about the wind direction indicator support, and should be in a colour chosen to give adequate conspicuity, preferably white.	GM1 ADR-DSN.K.490 para (c)							
CS ADR-DSN.K.490 Wind direction indicator ... (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.490 para (d)							
CS ADR-DSN.K.495 Landing direction indicator (a) Location: Where provided, a landing direction indicator should be located in a conspicuous place on the aerodrome.	CS ADR-DSN.K.495 para (a)							
CS ADR-DSN.K.495 Landing direction indicator ... (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.495 para (b)							
CS ADR-DSN.K.495 Landing direction indicator ... (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. <div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div>Figure K-1. Landing direction indicator</div></div>	CS ADR-DSN.K.495 para (b)							
CS ADR-DSN.K.500 Signalling lamp (a) A signalling lamp should be provided at a controlled aerodrome in the aerodrome control tower.	CS ADR-DSN.K.500 para (a)							
(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 (ii) giving a signal in any one colour followed by a signal in either of the two other colours.	CS ADR-DSN.K.500 para (b) (1)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.K.500 Signalling lamp ... (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.500 para (b) (2)							
GM1 ADR-DSN.K.510 Location of signal panels and signal area A signal area should be located so as to be visible for all angles of azimuth above an angle of 10° above the horizontal when viewed from a height of 300 m.	GM1 ADR-DSN.K.510							
GM1 ADR-DSN.K.515 Characteristics of signal panels and signal area (a) The signal area should be an even horizontal surface at least 9 m square.	GM1 ADR-DSN.K.515 para (a)							
GM1 ADR-DSN.K.515 Characteristics of signal panels and signal area ... (c) The colour of the signal area should be chosen to contrast with the colours of the signal panels used, and it should be surrounded by a white border not less than 0.3 m wide.	GM1 ADR-DSN.K.515 para (c)							
CS ADR-DSN.L.560 Interruption of 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 marking of the more important runway should be either continued across the intersection or interrupted.	CS ADR-DSN.L.560 para (a)							
CS ADR-DSN.L.560 Interruption of runway markings ... (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.	CS ADR-DSN.L.560 para (b)							
CS ADR-DSN.L.560 Interruption of runway markings ... (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.560 para (c)							
CS ADR-DSN.L.520 General — Colour and conspicuity Markings should be of a conspicuous colour and contrast with the surface on which they are laid. (a) Runway markings should be white.	CS ADR-DSN.L.520 para (a)							
CS ADR-DSN.L.520 General — Colour and conspicuity Markings should be of a conspicuous colour and contrast with the surface on which they are laid. ... (b) Markings for taxiways, runway turn pads, and aircraft stands should be yellow.	CS ADR-DSN.L.520 para (b)							
CS ADR-DSN.L.520 General — Colour and conspicuity Markings should be of a conspicuous colour and contrast with the surface on which they are laid. ... (c) Apron safety lines should be of a conspicuous colour which should contrast with that used for aircraft stand markings. CS ADR-DSN.L.520 General ... (e)In order to improve movement area orientation conditions, aerodrome areas/surfaces visual separation or in other reasons, green color marking can be applied, which may be supplemented with yellow double edge line. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.L.520 para (c) CS ADR-DSN.L.520 para (e)							
GM1 ADR-DSN.L.520 General – Colour and conspicuity ... (b) At aerodromes where operations take place at night, pavement markings should be made with reflective materials designed to enhance the visibility of the markings.	GM1 ADR-DSN.L.520 para (b)							
CS ADR-DSN.P.835 Unpaved taxiway edge markers (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.	CS ADR-DSN.P.835							
CS ADR-DSN.L.525 Runway designation marking (a) Applicability: A runway designation marking should be provided at the thresholds of a runway.	CS ADR-DSN.L.525 para (a)							
CS ADR-DSN.L.525 Runway designation marking (a) Applicability: A runway designation marking should be provided at the thresholds of a runway.	CS ADR-DSN.L.525 para (a)							
CS ADR-DSN.L.525 Runway designation marking ... (b) Location and positioning: A runway designation marking should be located at a threshold as shown in Figure L-1 as appropriate.	CS ADR-DSN.L.525 para (b)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.525 Runway designation marking ... (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 one-tenth 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.	CS ADR-DSN.L.525 para (c)(1)							
CS ADR-DSN.L.525 Runway designation marking ... (c) Characteristics: (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: (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’.	CS ADR-DSN.L.525 para (c)(2)							
CS ADR-DSN.L.525 Runway designation marking ... (c) Characteristics: (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.525 para (c)(3)							
CS ADR-DSN.L.530 Runway centre line marking (a) Applicability: A runway centre line marking should be provided on a paved runway.	CS ADR-DSN.L.530 para (a)							
CS ADR-DSN.L.530 Runway centre line marking ... (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.	CS ADR-DSN.L.530 para (b)							
CS ADR-DSN.L.530 Runway centre line marking ... (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.530 para (c)							
CS ADR-DSN.L.530 Runway centre line marking ... (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.530 para (c)							
CS ADR-DSN.L.535 Threshold marking (a) Applicability: A threshold marking should be provided at the threshold of a runway.	CS ADR-DSN.L.535 (a)							
CS ADR-DSN.L.535 Threshold marking (a) Applicability: A threshold marking should be provided at the threshold of a runway.	CS ADR-DSN.L.535 (a)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure L-1 Runway designation, centre line and threshold markings</div></div>	CS ADR-DSN, Fig. L-1							
CS ADR-DSN.L.535 Threshold marking (a) Applicability: A threshold marking should be provided at the threshold of a runway.	CS ADR-DSN.L.535 (a)							
CS ADR-DSN.L.535 Threshold marking ... (b) Characteristics: (1) The stripes of the threshold marking should commence 6 m from the threshold.	CS ADR-DSN.L.535 (b) (1)							
CS ADR-DSN.L.535 Threshold marking ... (b) Characteristics: ... (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 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).	CS ADR-DSN.L.535 (b) (2)							
CS ADR-DSN.L.535 Threshold marking ... (b) Characteristics: ... (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.	CS ADR-DSN.L.535 para (b)(3), (b)(4), (b)(5)							

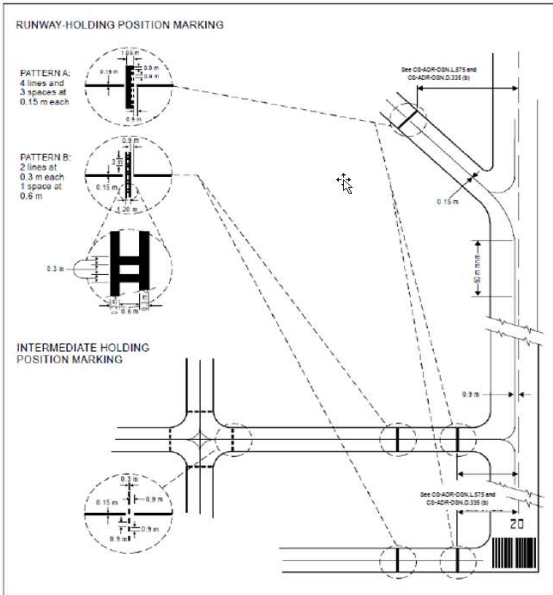
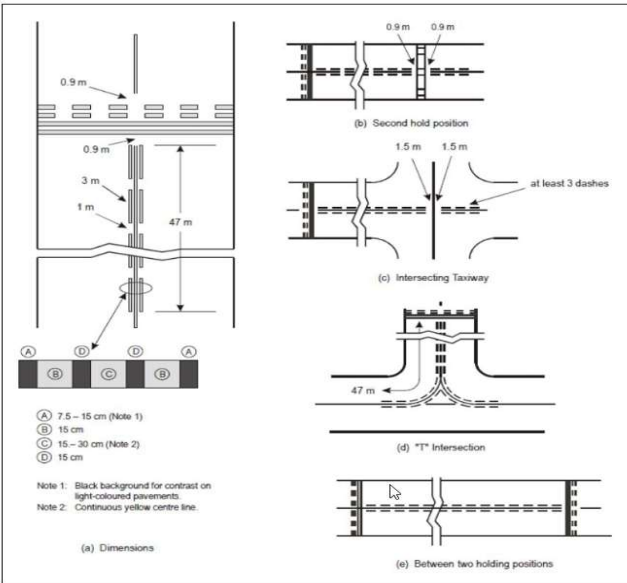
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		N/A	Pass
<p>Figure L-1 Runway designation, centre line and threshold markings</p> <div></div>								

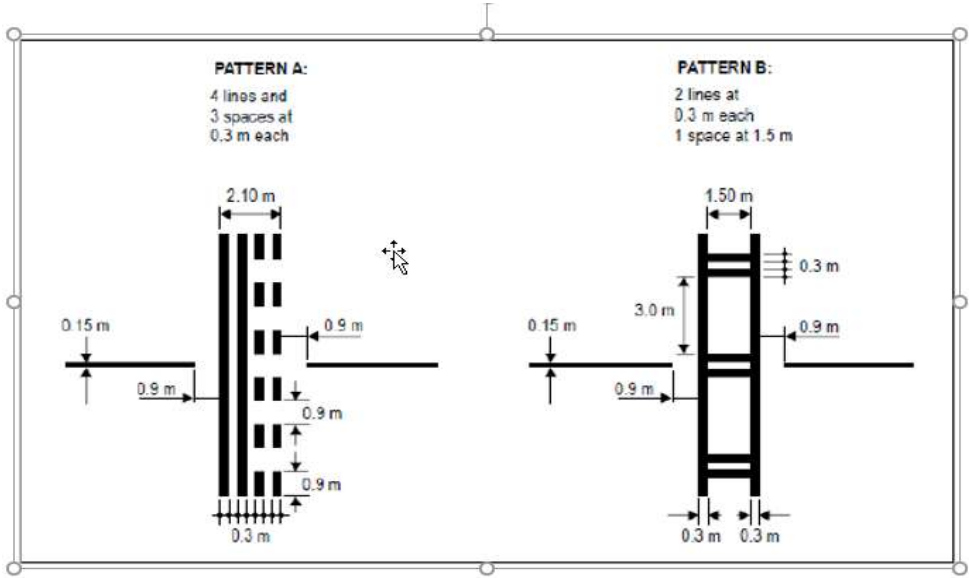
				On-side control			Desk-top control																																											
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																																										
<div>CS ADR-DSN.L.540 Aiming point marking</div> <div>...</div> <div>(c) An aiming point marking shall consist of two conspicuous stripes. The dimensions of the stripes and the lateral spacing between their inner sides shall be in accordance with the provisions of the appropriate column of Table L-1. Where a touchdown zone marking is provided, the lateral spacing between the markings shall be the same as that of the touchdown zone marking.</div> <div><table><tr><td></td><td colspan="4">Landing distance available</td></tr><tr><td>Location and dimensions</td><td>Less than 800 m</td><td>800 m up to but not including 1 200 m</td><td>1 200 m up to but not including 2 400 m</td><td>2 400 m and above</td></tr><tr><td>(1)</td><td>(2)</td><td>(3)</td><td>(4)</td><td>(5)</td></tr><tr><td>Distance from threshold to beginning of marking^a</td><td>150 m</td><td>250 m</td><td>300 m</td><td>400 m</td></tr><tr><td>Length of stripe^b</td><td>30-45 m</td><td>30-45 m</td><td>45-60 m</td><td>45-60 m</td></tr><tr><td>Width of stripe</td><td>4 m</td><td>6 m</td><td>6-10 m^c</td><td>6-10 m^c</td></tr><tr><td>Lateral spacing between inner sides of stripes</td><td>6 m^d</td><td>9 m^d</td><td>18-22.5 m</td><td>18-22.5 m</td></tr><tr><td colspan="5"><div>a Where a PAPI system is provided for the runway, the beginning of the marking should be coincident with the visual approach slope origin.</div><div>b Where greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.</div><div>c Where lateral spacing may be varied within these limits to minimise the contamination of the marking by rubber deposits.</div><div>d These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code</div></td></tr></table><div>Table L-1. Location and dimensions of aiming point marking</div></div>					Landing distance available				Location and dimensions	Less than 800 m	800 m up to but not including 1 200 m	1 200 m up to but not including 2 400 m	2 400 m and above	(1)	(2)	(3)	(4)	(5)	Distance from threshold to beginning of marking ^a	150 m	250 m	300 m	400 m	Length of stripe ^b	30-45 m	30-45 m	45-60 m	45-60 m	Width of stripe	4 m	6 m	6-10 m ^c	6-10 m ^c	Lateral spacing between inner sides of stripes	6 m ^d	9 m ^d	18-22.5 m	18-22.5 m	<div>a Where a PAPI system is provided for the runway, the beginning of the marking should be coincident with the visual approach slope origin.</div> <div>b Where greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.</div> <div>c Where lateral spacing may be varied within these limits to minimise the contamination of the marking by rubber deposits.</div> <div>d These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code</div>					CS ADR-DSN.L.540 para (c)						
	Landing distance available																																																	
Location and dimensions	Less than 800 m	800 m up to but not including 1 200 m	1 200 m up to but not including 2 400 m	2 400 m and above																																														
(1)	(2)	(3)	(4)	(5)																																														
Distance from threshold to beginning of marking ^a	150 m	250 m	300 m	400 m																																														
Length of stripe ^b	30-45 m	30-45 m	45-60 m	45-60 m																																														
Width of stripe	4 m	6 m	6-10 m ^c	6-10 m ^c																																														
Lateral spacing between inner sides of stripes	6 m ^d	9 m ^d	18-22.5 m	18-22.5 m																																														
<div>a Where a PAPI system is provided for the runway, the beginning of the marking should be coincident with the visual approach slope origin.</div> <div>b Where greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.</div> <div>c Where lateral spacing may be varied within these limits to minimise the contamination of the marking by rubber deposits.</div> <div>d These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code</div>																																																		
<div>CS ADR-DSN.L.545 Touchdown zone marking</div> <div>(a) Applicability:</div> <div>(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.</div>				CS ADR-DSN.L.545 para (a)(1)																																														
<div>CS ADR-DSN.L.545 Touchdown zone marking</div> <div>(a) Applicability:</div> <div>...</div> <div>(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.</div>				CS ADR-DSN.L.545 para (a)(2)																																														
<div>CS ADR-DSN.L.545 Touchdown zone marking</div> <div>...</div> <div>(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:</div> <div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div><table><tr><th>Landing distance available or the distance between thresholds</th><th>Pair(s) of markings</th></tr><tr><td>less than 900 m</td><td>1</td></tr><tr><td>900 m up to but not including 1 200 m</td><td>2</td></tr><tr><td>1 200 m up to but not including 1 500 m</td><td>3</td></tr><tr><td>1 500 m up to but not including 2 400 m</td><td>4</td></tr><tr><td>2 400 m or more</td><td>6</td></tr></table></div></div>				Landing distance available or the distance between thresholds	Pair(s) of markings	less than 900 m	1	900 m up to but not including 1 200 m	2	1 200 m up to but not including 1 500 m	3	1 500 m up to but not including 2 400 m	4	2 400 m or more	6	CS ADR-DSN.L.545 para (b)																																		
Landing distance available or the distance between thresholds	Pair(s) of markings																																																	
less than 900 m	1																																																	
900 m up to but not including 1 200 m	2																																																	
1 200 m up to but not including 1 500 m	3																																																	
1 500 m up to but not including 2 400 m	4																																																	
2 400 m or more	6																																																	

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.545 Touchdown zone marking ... (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.	CS ADR-DSN.L.545 para (c)(1)(2)							
CS ADR-DSN.L.545 Touchdown zone marking ... (c) Characteristics: ... (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.545 para (c) (3)							
CS ADR-DSN.L.550 Runway side stripe marking (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.	CS ADR-DSN.L.550 (a) (1)							
CS ADR-DSN.L.550 Runway side stripe marking (a) Applicability: ... (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.	CS ADR-DSN.L.550 (a) (2)							
CS ADR-DSN.L.550 Runway side stripe marking ... (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.	CS ADR-DSN.L.550 (b) (1)							
CS ADR-DSN.L.550 Runway side stripe marking ... (b) Location and characteristics: ... (2) Where a runway turn pad is provided, the runway side stripe marking should be continued between the runway and the runway turn pad.	CS ADR-DSN.L.550 (b) (2)							
CS ADR-DSN.L.550 Runway side stripe marking ... (b) Location and characteristics: ... (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.550 (b) (3)							
CS ADR-DSN.L.555 Taxiway centre line marking (a) Applicability: (1) Taxiway centre line marking should be provided on a taxiway, de-icing/anti-icing facility and apron in such a way as to provide continuous guidance between the runway centre line and aircraft stands.	CS ADR-DSN.L.555 para (a)(1)							
CS ADR-DSN.L.555 Taxiway centre line marking (a) Applicability: (1) Taxiway centre line marking should be provided on a taxiway, de-icing/anti-icing facility and apron in such a way as to provide continuous guidance between the runway centre line and aircraft stands.	CS ADR-DSN.L.555 para (a)(1)							
CS ADR-DSN.L.555 Taxiway centre line marking (a) Applicability: ... (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.	CS ADR-DSN.L.555 para (a)(2)							
CS ADR-DSN.L.570 Enhanced taxiway centre line marking (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.	CS ADR-DSN.L.570 para (a)							
CS ADR-DSN.L.570 Enhanced taxiway centre line marking (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.	CS ADR-DSN.L.570 para (a)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.555 Taxiway centre line marking ... (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.	CS ADR-DSN.L.555 para (b)(1), b(2)							
CS ADR-DSN.L.555 Taxiway centre line marking ... (b) Characteristics: ... (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.	CS ADR-DSN.L.555 para (b)(3)							
CS ADR-DSN.L.555 Taxiway centre line marking ... (b) Characteristics:	CS ADR-DSN.L.555 para (b)(4)							
CS ADR-DSN.L.570 Enhanced taxiway centre line marking (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. (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.570							
CS ADR-DSN.L.555 Taxiway centre line marking ... (b) Characteristics: ... (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).	CS ADR-DSN.L.555 para (b)(5)							
CS ADR-DSN.L.570 Enhanced taxiway centre line marking ... (b) Characteristics: (1) Enhanced taxiway centre line marking should be as shown in Figure L-6.	CS ADR-DSN.L.570 (b) (1), Figure L-6							
CS ADR-DSN.L.565 Runway turn pad marking (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.	CS ADR-DSN.L.565 (a)							
CS ADR-DSN.L.565 Runway turn pad marking ... (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 manoeuvring 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.	CS ADR-DSN.L.565 (b)(1)(2)							
CS ADR-DSN.L.565 Runway turn pad marking ... (b) Characteristics: ... (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.	CS ADR-DSN.L.565 (b)(3)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.565 Runway turn pad marking ... (b) Characteristics: ... (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.	CS ADR-DSN.L.565 (b)(4)							
CS ADR-DSN.L.565 Runway turn pad marking ... (b) Characteristics: ... (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.	CS ADR-DSN.L.565 (b)(5)							
CS ADR-DSN.L.565 Runway turn pad marking ... (b) Characteristics: ... (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).	CS ADR-DSN.L.565 (b)(6)							
CS ADR-DSN.L.565 Runway turn pad marking ... (b) Characteristics: ... (7) A runway turn pad marking should be at least 15 cm in width and continuous in length.	CS ADR-DSN.L.565 (b)(7)							
CS ADR-DSN.L.575 Runway-holding position marking A runway-holding position marking should be displayed along a runway-holding position.	CS ADR-DSN.L.575 (a) (1)							
CS ADR-DSN.L.575 Runway-holding position marking ... (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.	CS ADR-DSN.L.575 (a) (1)							
CS ADR-DSN.L.575 Runway-holding position marking ... (a) Characteristics: ... (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.	CS ADR-DSN.L.575 (a) (2)							
CS ADR-DSN.L.575 Runway-holding position marking ... (a) Characteristics: ... (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.	CS ADR-DSN.L.575 (a) (4)							
CS ADR-DSN.L.575 Runway-holding position marking ... (a) Characteristics: ... (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.	CS ADR-DSN.L.575 (5)							
CS ADR-DSN.L.575 Runway-holding position marking ... (a) Characteristics: ... (6) Where a pattern B runway-holding position marking is located on an area where 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.	CS ADR-DSN.L.575 (6)							
CS ADR-DSN.L.575 Runway-holding position marking ... (a) Characteristics: ... (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.575 (7)							

							On-side control			Desk-top control		
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)							Pass	No pass		N/A	Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure L-5. Taxiway markings (shown with basic runway markings)</div></div>												
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure L-6. Enhanced taxiway centre line marking</div></div>												

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
 <p>Figure L-7. Runway-holding position markings</p>								
CS ADR-DSN.L.580 Intermediate holding position marking (a) Applicability: (1) An intermediate holding position marking should be displayed along an intermediate holding position.	CS ADR-DSN.L.580 para (a)(1)							
CS ADR-DSN.L.580 Intermediate holding position marking (a) Applicability: ... (2) An intermediate holding position marking should be displayed at the exit boundary of a remote de-icing/anti-icing facility adjoining a taxiway.	CS ADR-DSN.L.580 para (a)(2)							
CS ADR-DSN.L.580 Intermediate holding position marking ... (b) Location: (1) Where an intermediate holding position marking is displayed at an intersection of two taxiways, it should be located across the taxiway at 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.	CS ADR-DSN.L.580 para (b)(1)							
CS ADR-DSN.L.580 Intermediate holding position marking ... (b) Location: ... (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 (metres) A 15.5 B 20 C 26 D 37 E 43.5 F 51	CS ADR-DSN.L.580 para (b)(2)							
CS ADR-DSN.L.580 Intermediate holding position marking ... (c) Characteristics: An intermediate holding position marking should consist of a single broken line as shown in Figure L-5.	CS ADR-DSN.L.580 para (c)							
CS ADR-DSN.L.585 VOR aerodrome checkpoint marking (a) Applicability: When a VOR aerodrome check-point is established, it should be indicated by a VOR aerodrome check-point marking and sign.	CS ADR-DSN.L.585 para (a)							
GM1 ADR-DSN.L.585 VOR aerodrome checkpoint marking Further guidance on the selection of sites for VOR aerodrome checkpoints is given in ICAO Annex 10, Volume I, Attachment E.	GM1 ADR-DSN.L.585							
CS ADR-DSN.L.585 VOR aerodrome checkpoint marking ... (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.	CS ADR-DSN.L.585 para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.585 VOR aerodrome checkpoint marking ... (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)).	CS ADR-DSN.L.585 para (c)(1)							
CS ADR-DSN.L.585 VOR aerodrome checkpoint marking ... (c) Characteristics: ... (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)).	CS ADR-DSN.L.585 para (c)(2)							
CS ADR-DSN.L.585 VOR aerodrome checkpoint marking ... (c) Characteristics: ... (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. <div>CIVIL AVIATION AUTHORITY<div>CS-ADR-DSN<div><div><div><div><div></div><div>15 cm</div></div><div><div>6 m</div></div></div><div>A – WITHOUT DIRECTION LINE</div></div><div><div><div><div></div><div>15 cm</div></div><div><div>15 cm</div></div><div><div>6 m</div></div><div><div>6 m</div></div></div><div>B – WITH DIRECTION LINE</div></div><div>Note.— A direction line need only be provided when an aircraft must be aligned in a specific direction.</div></div></div><div>Figure L-8. VOR check-point markings</div></div>	CS ADR-DSN.L.585 para (c)(3)							
GM1 ADR-DSN.L.590 Aircraft stand marking The description has been entered instead of a note (see GM1 ADR-DSN.L.590 para (b)) - GM1 ADR-DSN.L.590 Aircraft stand marking (a) The distances to be maintained between the stop line and the lead-in line may vary according to different aircraft types, taking into account the pilot’s field of view. (b) Apron markings are installed to support the safe operation of aircraft on stands and apron areas. Where appropriate procedures are employed, markings may not be required, giving flexibility of operations. Examples would include situations where aircraft marshallers are used or where aircraft are required to self-park on an open apron where different combinations of aircraft preclude dedicated markings. Specific markings/stands are normally more applicable for larger aircraft.	CS ADR-DSN.L.590 para (a) GM1 ADR-DSN.L.590							
CS ADR-DSN.L.590 Aircraft stand marking (a) Applicability: Aircraft stand markings should be provided for designated parking positions on an paved apron and on a de-icing/anti-icing facility.								
CS ADR-DSN.L.590 Aircraft stand marking (a) Applicability: Aircraft stand markings should be provided for designated parking positions on an paved apron and on a de-icing/anti-icing facility. [According to Order no. 21/GEN from 02.06.2020] (aa)Location: Aircraft stand markings on a paved apron and on a de-icing/anti-icing facility should be located so as to provide the clearances specified in 3.13.6 and in 3.15.9 of the „Technical requirements on design and operation of aerodromes”, when the nose wheel follows the stand marking.	CS ADR-DSN.L.590 (a) & (aa)							
CS ADR-DSN.L.590 Aircraft stand marking ... (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.	CS ADR-DSN.L.590 (b)							
CS ADR-DSN.L.590 Aircraft stand marking ... (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.	CS ADR-DSN.L.590 (c) (1)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.590 Aircraft stand marking ... (c) Aircraft stand identification: ... (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.	CS ADR-DSN.L.590 (c) (2)							
CS ADR-DSN.L.590 Aircraft stand marking ... (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.	CS ADR-DSN.L.590 (d) (1)							
CS ADR-DSN.L.590 Aircraft stand marking ... (d) Lead-in, turning, and lead-out lines: ... (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.	CS ADR-DSN.L.590 (d) (2)							
CS ADR-DSN.L.590 Aircraft stand marking ... (d) Lead-in, turning, and lead-out lines: ... (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.	CS ADR-DSN.L.590 (d) (3)							
CS ADR-DSN.L.590 Aircraft stand marking ... (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.	CS ADR-DSN.L.590 (f)(1)							
CS ADR-DSN.L.590 Aircraft stand marking ... (f) Turn bar and stop line: ... (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.590 para (f)(3)							
CS ADR-DSN.L.590 Aircraft stand marking ... (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.	CS ADR-DSN.L.590 para (e)							
CS ADR-DSN.L.590 Aircraft stand marking ... (f) Turn bar and stop line: ... (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.	CS ADR-DSN.L.590 para (f)(2)							
CS ADR-DSN.L.595 Apron safety lines (a) Applicability: Apron safety lines should be provided on an apron as required by the parking configurations and ground facilities.	CS ADR-DSN.L.595 (a)							
CS ADR-DSN.L.595 Apron safety lines ... (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.	CS ADR-DSN.L.595 (b)							
CS ADR-DSN.L.595 Apron safety lines ... (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.	CS ADR-DSN.L.595 (1)							
CS ADR-DSN.L.595 Apron safety lines ... (c) Characteristics: ... (3) An apron safety line should be continuous in length and at least 10 cm in width.	CS ADR-DSN.L.595 (3)							
CS ADR-DSN.L.600 Road-holding position marking (a) Applicability: A road-holding position marking should be provided at all road entrances or intersections to a runway or a taxiway.	CS ADR-DSN.L.600 (a)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.600 Road-holding position marking ... (b) Location: (1) The road-holding position marking should be located across the road at the holding position.	CS ADR-DSN.L.600 (b) (1)							
CS ADR-DSN.L.600 Road-holding position marking ... (c) Characteristics: (1) The road-holding position marking should be in accordance with the local road traffic regulations.	CS ADR-DSN.L.600 (c) (1)							
CS ADR-DSN.L.605 Mandatory instruction marking (a) Applicability: (1) Where a mandatory instruction sign in accordance with CS ADR-DSN.N.780 is not installed, a mandatory instruction marking should be provided on the surface of the pavement.	CS ADR-DSN.L.605 (a) (1)							
CS ADR-DSN.L.605 Mandatory instruction marking (a) Applicability: ... (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.	CS ADR-DSN.L.605 (a) (2)							
CS ADR-DSN.L.605 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.	CS ADR-DSN.L.605 (b) (1)							
CS ADR-DSN.L.605 Mandatory instruction marking ... (b) Location: ... (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 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.	CS ADR-DSN.L.605 (b) (2)							
GM1 ADR-DSN.L.605 Mandatory instruction marking (a) Except where operationally required, a mandatory instruction marking should not be located on a runway.	GM1 ADR-DSN.L.605 (a)							
CS ADR-DSN.L.605 Mandatory instruction marking ... (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.	CS ADR-DSN.L.605 (c)(1)							
CS ADR-DSN.L.605 Mandatory instruction marking ... (c) Characteristics: ... (2) A NO ENTRY marking should consist of an inscription in white reading NO ENTRY on a red background.	CS ADR-DSN.L.605 (c)(2)							
CS ADR-DSN.L.605 Mandatory instruction marking ... (c) Characteristics: ... (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.	CS ADR-DSN.L.605 (c)(3)							
CS ADR-DSN.L.605 Mandatory instruction marking ... (c) Characteristics: ... (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.	CS ADR-DSN.L.605 (c)(4)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.L.610 Information marking ... (b) Characteristics: ... (3) The character height should be as for mandatory instruction markings.	CS ADR-DSN.L.605 (b) (3)							
AMC1 ADR.OPS.B.075 Safeguarding of aerodromes GENERAL ... (5) non-aeronautical ground light near an aerodrome which may endanger the safety of aircraft and which should be extinguished, screened, or otherwise modified so as to eliminate the source of danger.	AMC1 ADR.OPS.B.075 para (d)(5)							
CS ADR-DSN.M.621 Laser emissions which may endanger the safety of aircraft [According to Order no. 21/GEN from 02.06.2020] To protect the safety of aircraft against the hazardous effects of laser emitters, the following protected zones should be established around aerodromes: -a laser-beam free flight zone (LFFZ); -a laser-beam critical flight zone (LCFZ); -a laser-beam sensitive flight zone (LSFZ). Note 1.- (Reserved) Note 2.- The restrictions on the use of laser beams in the three protected flight zones, LFFZ, LCFZ and LSFZ, refer to visible laser beams only. Laser emitters operated by the authorities in a manner compatible with flight safety are excluded. In all navigable airspace, the irradiance level of any laser beam, visible or invisible, is expected to be less than or equal to the maximum permissible exposure (MPE) unless such emission has been notified to the authority and permission obtained. Note 3.- The protected flight zones are established in order to mitigate the risk of operating laser emitters in the vicinity of aerodromes. Note 4.- Further guidance on how to protect flight operations from the hazardous effects of laser emitters is contained in the Manual on Laser Emitters and Flight Safety (ICAO Doc 9815). Note 5.- See also ICAO Annex 11 - Air Traffic Services, Chapter 2.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.621							
CS ADR-DSN.M.622 Lights which may cause confusion [According to Order no. 21/GEN from 02.06.2020] A non-aeronautical ground light which, by reason of its intensity, configuration or colour, might prevent, or cause confusion in, the clear interpretation of aeronautical ground lights should be extinguished, screened or otherwise modified so as to eliminate such a possibility. In particular, attention should be directed to a non- aeronautical ground light visible from the air within the areas described hereunder: (a)Instrument runway - code number 4: within the areas before the threshold and beyond the end of the runway extending at least 4 500 m in length from the threshold and runway end and 750 m either side of the extended runway centre line in width. (b)Instrument runway - code number 2 or 3: as in (a), except that the length should be at least 3 000 m. (c)Instrument runway - code number 1; and non-instrument runway: within the approach area.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.622							
CS ADR-DSN.M.622 Lights which may cause confusion [According to Order no. 21/GEN from 02.06.2020] ... Aeronautical ground lights which may cause confusion to mariners Note.— In the case of aeronautical ground lights near navigable waters, consideration needs to be given to ensuring that the lights do not cause confusion to mariners.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.622							
CS ADR-DSN.M.622 Lights which may cause confusion [According to Order no. 21/GEN from 02.06.2020] ... Light fixtures and supporting structures Note.— See the Aerodrome Design Manual (Doc 9157), Part 6, for guidance on frangibility of light fixtures and supporting structures.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.622							
CS ADR-DSN.M.615 General (a) Elevated approach lights: (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.	CS ADR-DSN.M.615 para (a)(1)							
CS ADR-DSN.M.615 General (a) Elevated approach lights: ... (2) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it should be suitably marked.	CS ADR-DSN.M.615 para (a)(2)							
CS ADR-DSN.M.615 General ... (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.	CS ADR-DSN.M.615 para (b)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.615 General ... (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.	CS ADR-DSN.M.615 para (c)(1)							
CS ADR-DSN.M.615 General ... (c) Surface lights: ... (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.	CS ADR-DSN.M.615 para (c)(2)							
CS ADR-DSN.M.615 General ... (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. CHAPTER M — VISUAL AIDS FOR NAVIGATION (LIGHTS) GM1 ADR-DSN.M.615 General ... (b) In dusk or poor visibility conditions by day, lighting can be more effective than marking. For lights to be effective in such conditions or in poor visibility by night, they should be of adequate intensity. To obtain the required intensity, it should usually be necessary to make the light directional, in which case the arcs over which the light shows should be adequate and so orientated as to meet the operational requirements. The runway lighting system should be considered as a whole, to ensure that the relative light intensities are suitably matched to the same end. (c) While the lights of an approach lighting system may be of higher intensity than the runway lighting, it is good practice to avoid abrupt changes in intensity as these could give a pilot a false impression that the visibility is changing during approach.	CS ADR-DSN.M.615 para (d)(1) GM1 ADR-DSN.M.615 (b) (c)							
CS ADR-DSN.M.615 General ... (d) Light intensity and control: ... (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.	CS ADR-DSN.M.615 para (d)(2)							
CS ADR-DSN.M.615 General ... (d) Light intensity and control: ... (3) <u>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 times the minimum light intensity value measured in accordance with CS ADR-DSN.U.940.</u> 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.615 para (d)(3)							
CS ADR-DSN.M.615 General ... (d) Light intensity and control: ... (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 times the minimum light intensity value measured in accordance with CS ADR-DSN.U.940. <u>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.</u>	CS ADR-DSN.M.615 para (d)(3)							
CS ADR-DSN.M.627 Emergency lighting [According to Order no. 21/GEN from 02.06.2020] (a)Application: At an aerodrome provided with runway lighting and without a secondary power supply, sufficient emergency lights should be conveniently available for installation on at least the primary runway in the event of failure of the normal lighting system. Note.- Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.627 (a)							

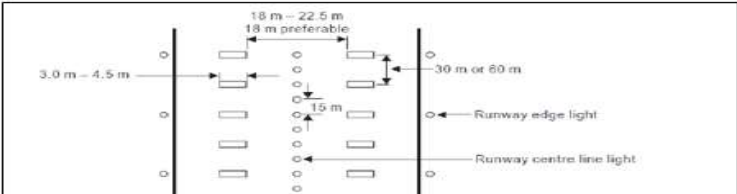
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.627 Emergency lighting [According to Order no. 21/GEN from 02.06.2020] ... Note.- Emergency lighting may also be useful to mark obstacles or delineate taxiways and apron areas. (b)Location: When installed on a runway the emergency lights should, as a minimum, conform to the configuration required for a non-instrument runway.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.627 (b)							
CS ADR-DSN.M.627 Emergency lighting [According to Order no. 21/GEN from 02.06.2020] ... (c)Characteristics: The colour of the emergency lights should conform to the colour requirements for runway lighting, except that, where the provision of coloured lights at the threshold and the runway end is not practicable, all lights may be variable white or as close to variable white as practicable.	SECTION 1 — APPROACH LIGHTING SYSTEMS CS ADR-DSN.M.627 (c)							
CS ADR-DSN.M.620 Aeronautical beacons (a) General (1) When operationally necessary an aerodrome beacon or identification beacon should be provided at each aerodrome intended for use at night.	CS ADR-DSN.M.620 para (a)(1)							
CS ADR-DSN.M.620 Aeronautical beacons (a) General ... (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.	CS ADR-DSN.M.620 para (a)(2)							
CS ADR-DSN.M.620 Aeronautical beacons ... (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.	CS ADR-DSN.M.620 para (b)(1)							
CS ADR-DSN.M.620 Aeronautical beacons ... (b) Aerodrome beacon ... (2) Location (i) The aerodrome beacon should be located on or adjacent to the aerodrome in an area of low ambient background lighting.	CS ADR-DSN.M.620 para (b)(2) (i)							
CS ADR-DSN.M.620 Aeronautical beacons ... (b) Aerodrome beacon ... (2) Location ... (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.	CS ADR-DSN.M.620 para (b)(2) (ii)							
CS ADR-DSN.M.620 Aeronautical beacons ... (b) Aerodrome beacon ... (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.	CS ADR-DSN.M.620 para (b)(3)(i), (ii)							
CS ADR-DSN.M.620 Aeronautical beacons ... (b) Aerodrome beacon ... (3) Characteristics ... (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.	CS ADR-DSN.M.620 para (b)(3)(iii) (iv)							

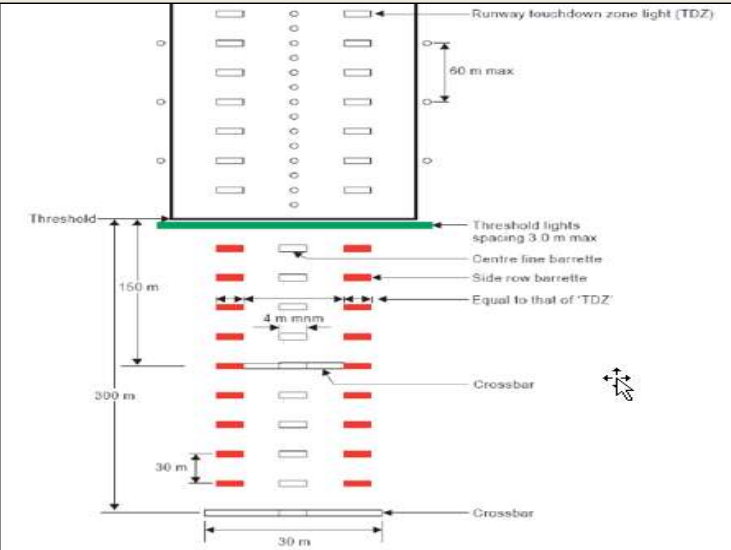
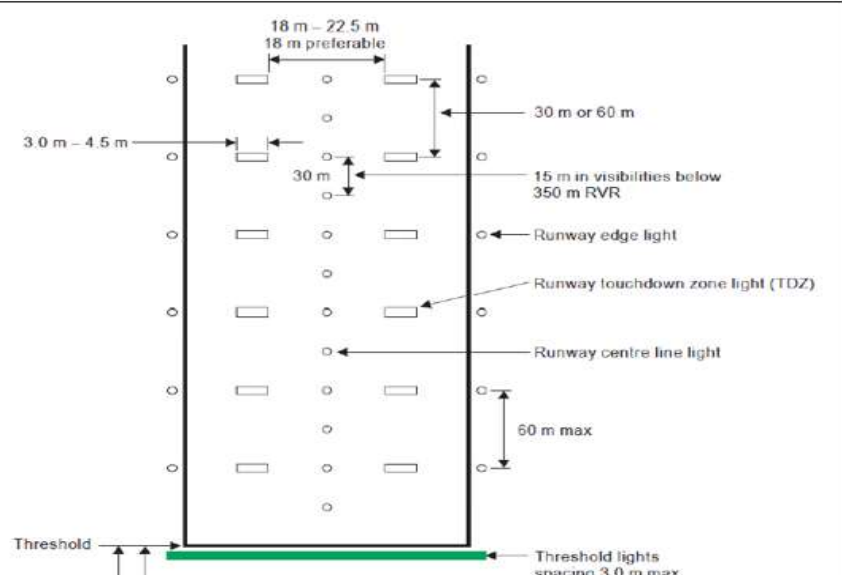
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.M.620 Aeronautical beacons ... (c) Identification beacon (1) Applicability An 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.	CS ADR-DSN.M.620 para (c)(1)							
CS ADR-DSN.M.620 Aeronautical beacons ... (c) Identification beacon ... (2) Location (i) The identification beacon should be located on the aerodrome in an area of low ambient background lighting.	CS ADR-DSN.M.620 para (c)(2)(i)							
CS ADR-DSN.M.620 Aeronautical beacons ... (c) Identification beacon ... (2) Location ... (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.	CS ADR-DSN.M.620 para (c)(2)(ii)							
CS ADR-DSN.M.620 Aeronautical beacons ... (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.	CS ADR-DSN.M.620 para (c)(3)(i)							
CS ADR-DSN.M.620 Aeronautical beacons ... (3) Characteristics ... (iii) An identification beacon should show flashing-green.	CS ADR-DSN.M.620 para (c)(3)(iii)							
CS ADR-DSN.M.620 Aeronautical beacons ... (3) Characteristics ... (iv) The identification characters should be transmitted in the International Morse Code.	CS ADR-DSN.M.620 para (c)(3)(iv)							
CS ADR-DSN.M.620 Aeronautical beacons ... (3) Characteristics ... (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.	CS ADR-DSN.M.620 para (c)(3)(v)							
CS ADR-DSN.M.625 Approach lighting systems ... (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.	CS ADR-DSN.M.625 para (b);(c);(d); (e)							
CS ADR-DSN.M.625 Approach lighting systems ... (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.	CS ADR-DSN.M.625 para (b);(c);(d);€							
CS ADR-DSN.M.625 Approach lighting systems ... (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.	CS ADR-DSN.M.625 para (b);(c);(d); (e)							

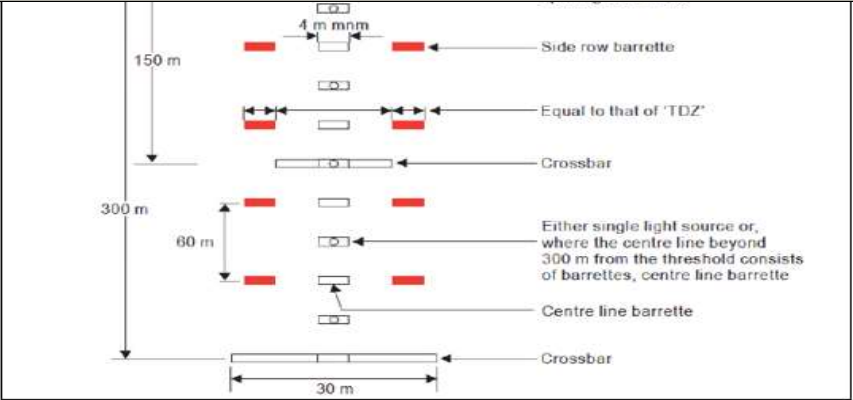
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.M.625 Approach lighting systems ... (e) Precision approach runway Categories II and III Applicability: A precision approach Category II and III lighting system as specified in CS ADR-DSN.M.635 should be provided to serve a precision approach runway Category II or III.	CS ADR-DSN.M.625 para (b);(c);(d); (e)							
CS ADR-DSN.M.626 Simple approach lighting systems (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).	CS ADR-DSN.M.626 para (a)(1)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (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.	CS ADR-DSN.M.626 para (b)(1)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (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.	CS ADR-DSN.M.626 para (c)(1), (c)(2)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (c) Centre line lights: ... (2) ... 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.	CS ADR-DSN.M.626 para (c)(2)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (c) Centre line lights: ... (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.	CS ADR-DSN.M.626 para (c)(3)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (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. GM1 ADR-DSN.M.625 Approach lighting systems ... (c) Vertical installation tolerances: ... (5) When the barrette is composed of lights approximating to point sources, a spacing of 1.5 m between adjacent lights in the barrette has been found satisfactory. (6) At locations where identification of the simple approach lighting system is difficult at night due to surrounding lights, sequence flashing lights installed in the outer portion of the system may resolve this problem.	CS ADR-DSN.M.626 para (d) (e) GM1 ADR-DSN.M.625 (c) (5) (6)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.626 Simple approach lighting systems ... (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.	CS ADR-DSN.M.626 para (f)							
CS ADR-DSN.M.626 Simple approach lighting systems ... (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.626 para (g)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (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).	CS ADR-DSN.M.630 para (b)(1)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (b) Location and composition ... (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.	CS ADR-DSN.M.630 para (b)(2)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (b) Location and composition ... (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.	CS ADR-DSN.M.630 para (b)(3)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (b) Location and composition ... (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.	CS ADR-DSN.M.630 para (b)(4)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (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: (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.	CS ADR-DSN.M.630 para (c)(1)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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.	CS ADR-DSN.M.630 para (c)(2)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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: ... 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.	CS ADR-DSN.M.630 para (c)(2)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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.	CS ADR-DSN.M.630 para (c)(6)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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.	CS ADR-DSN.M.630 para (c)(7)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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.	CS ADR-DSN.M.630 para (c)(3)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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.	CS ADR-DSN.M.630 para (c)(4)							
CS ADR-DSN.M.630 Precision approach category I lighting system ... (c) Characteristics: ... (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 ADR-DSN.U.930 and Figure U-1A or U-1B, as appropriate.	CS ADR-DSN.M.630 para (c)(5)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: (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.	CS ADR-DSN.M.635 para (a)(1)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (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.	CS ADR-DSN.M.635 para (a)(2)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (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.	CS ADR-DSN.M.635 para (a)(3)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (4) The crossbar provided at 150 m from the threshold should fill in the gaps between the centre line and side row lights.	CS ADR-DSN.M.635 para (a)(4)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (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.	CS ADR-DSN.M.635 para (a)(5)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (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....	CS ADR-DSN.M.635 para (a)(6)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system (a) Location and composition: ... (6) ... 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.	CS ADR-DSN.M.635 para (a)(6)							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSI</div><div></div></div>								

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
<div></div> <p>Figure M-3A. Inner 300 m approach and runway lighting for precision approach runways, Categories II and III</p>								
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div></div>				CS ADR-DSN.M.635 para (a)(6)				

					On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)					Pass	No pass		Pass	No pass
<div></div> <p>Figure M-3B. Inner 300 m approach and runway lighting for precision approach runways, Categories II and III where the serviceability levels of the lights specified as maintenance objectives in CS ADR-DSN.S.895 can be demonstrated</p>									
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (a) Location and composition: ... (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. (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.					CS ADR-DSN.M.635 para (a)(7)				
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (a) Location and composition: ... (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. (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.					CS ADR-DSN.M.635 para (a)(7)				
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (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.					CS ADR-DSN.M.635 para (b)(1)				
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.					CS ADR-DSN.M.635 para (b)(2)				

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(3)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(4)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(5)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(6)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(7)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.635 para (b)(8)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (9) The intensity of the red lights should be compatible with the intensity of the white lights.	CS ADR-DSN.M.635 para (b)(9)							
CS ADR-DSN.M.635 Precision approach category II and III lighting system ... (b) Characteristics: ... (10) The characteristics of lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-5 or U-6, as appropriate. (11) 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.	CS ADR-DSN.M.635 para (b)(10); (11)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.640 Visual approach slope indicator systems 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.	CS ADR-DSN.M.640 para (a)							
CS ADR-DSN.M.640 Visual approach slope indicator systems ... (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.	CS ADR-DSN.M.640 para (b)							
CS ADR-DSN.M.640 Visual approach slope indicator systems ... (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.	CS ADR-DSN.M.640 para (c)							
CS ADR-DSN.M.640 Visual approach slope indicator systems ... (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.640 para (d)							
GM1 ADR-DSN.M.640 Visual approach slope indicator systems ... (e) Where a runway threshold is temporarily displaced from the normal position and one or more of the conditions specified in paragraph (a) above exist, a PAPI should be provided except that where the code number is 1 or 2 either an APAPI may be provided.	GM1 ADR-DSN.M.640 para (e)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) (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.	CS ADR-DSN.M.645 para (b)(1)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) (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.	CS ADR-DSN.M.645 para (b)(1)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (b) Definition and positioning: ... (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.	CS ADR-DSN.M.645 para (b)(2)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (b) Definition and positioning: ... (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.	CS ADR-DSN.M.645 para (b)(3)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (b) Definition and positioning: ... (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 aeroplane to be substantially in a horizontal line. The light units should be mounted as low as possible and should be frangible.	CS ADR-DSN.M.645 para (b)(4)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (c) Characteristics: (1) The system should be suitable for both day and night operations.	CS ADR-DSN.M.645 para (c)(1)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (c) Characteristics: ... (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’.	CS ADR-DSN.M.645 para (c)(2)(i)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (c) Characteristics: ... (2) Colour: ... (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.	CS ADR-DSN.M.645 para (c)(2)(ii)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (c) Characteristics: ... (3) Intensity: (i) The light intensity distribution of the light units should be as shown in CS ADR-DSN.U.940, Figure U-26.	CS ADR-DSN.M.645 para (c)(3)(i)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (c) Characteristics: ... (3) Intensity: ... (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.	CS ADR-DSN.M.645 para (c)(3)(ii)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (b) Definition and positioning: ... (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 aeroplane to be substantially in a horizontal line. The light units should be mounted as low as possible and should be frangible.	CS ADR-DSN.M.645 para (c)(4)							
CS ADR-DSN.M.645 Precision approach path indicator and Abbreviated precision approach path indicator (PAPI and APAPI) ... (b) Definition and positioning: ... (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.645 para (c)(5)							
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI (a) Approach slope: (1) The approach slope as defined in Figure M-5, should be used by the aeroplanes in the approach.	CS ADR-DSN.M.650 para (a)(1)							
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI (a) Approach slope: ... (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.	CS ADR-DSN.M.650 para (a)(2)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI ... (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).	CS ADR-DSN.M.650 para (b)(1)							
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI ... (b) Elevation setting of light units ... (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 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).	CS ADR-DSN.M.650 para (b)(2)							
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI ... (b) Elevation setting of light units ... (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.	CS ADR-DSN.M.650 para (b)(3)							
CS ADR-DSN.M.650 Approach slope and elevation setting of light units for PAPI and APAPI ... (b) Elevation setting of light units ... (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. (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.650 para (b)(4)							
CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI (a) Applicability: An obstacle protection surface should be established when it is intended to provide a visual approach slope indicator system.	CS ADR-DSN.M.655 para (a)							
CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI ... (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.	CS ADR-DSN.M.655 para (b)							
CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI ... (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.	CS ADR-DSN.M.655 para (c)							
CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI ... (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.	CS ADR-DSN.M.655 para (d)							
CS ADR-DSN.M.655 Obstacle protection surface for PAPI and APAPI ... (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.	CS ADR-DSN.M.655 para (d)							

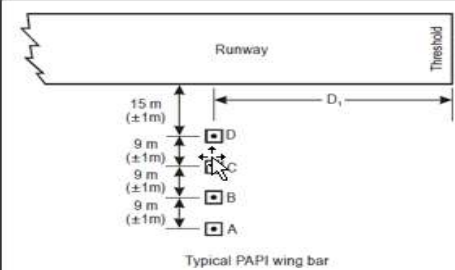
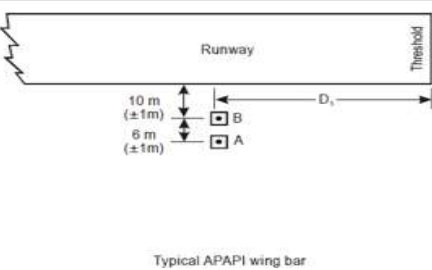
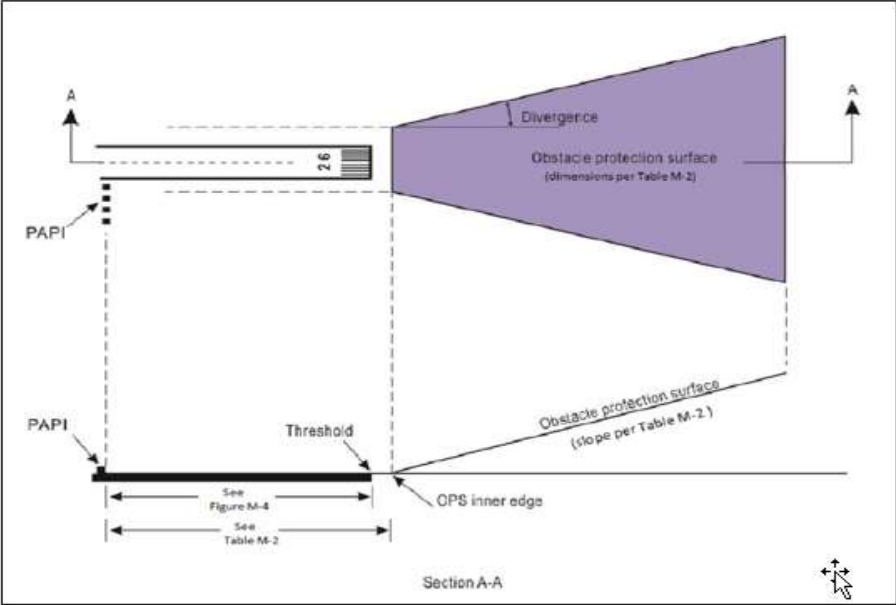
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div><div><div>CIVIL AVIATION AUTHORITY</div><div></div><div>Typical PAPI wing bar</div></div><div><div>CS-ADR-DSN</div><div></div><div>Typical APAPI wing bar</div></div></div><div><div>INSTALLATION TOLERANCES</div><div><div>a) Where a PAPI or APAPI is installed on a runway not equipped with an ILS or MLS, the distance D1 shall be calculated to ensure that the lowest height at which a pilot will see a correct approach path indication (Figure M-5, angle B for a PAPI and angle A for an APAPI) provides the wheel clearance over the threshold specified in Table M-1 for the most demanding amongst aeroplanes regularly using the runway.</div><div>b) Where a PAPI or APAPI is installed on a runway equipped with an ILS and/or MLS, the distance D1 shall be calculated to provide the optimum compatibility between the visual and non-visual aids for the range of eye-to-antenna heights of the aeroplanes regularly using the runway. The distance shall be equal to that between the threshold and the effective origin of the ILS glide path or MLS minimum glide path, as appropriate, plus a correction factor for the variation of eye-to-antenna heights of the aeroplanes concerned. The correction factor is obtained by multiplying the average eye-to-antenna height of those aeroplanes by the cotangent of the approach angle. However, the distance shall be such that in no case will the wheel clearance over the threshold be lower than that specified in column (3) of Table M-1.</div><div>Note. - See CS-ADR-DSN L 540 for specifications on aiming point marking. Guidance on the harmonization of PAPI, ILS and/or MLS signals is contained in the Aerodrome Design Manual (Doc 9157), Part 4, Visual Aids.</div></div><div><div>c) If a wheel clearance, greater than that specified in a) above is required for specific aircraft, this can be achieved by increasing D1.</div><div>d) Distance D1 shall be adjusted to compensate for differences in elevation between the lens centres of the light units and the threshold.</div><div>e) To ensure that units are mounted as low as possible and to allow for any transverse slope, small height adjustments of up to 5 cm between units are acceptable. A lateral gradient not greater than 1.25 per cent can be accepted provided it is uniformly applied across the units.</div><div>f) A spacing of 6 m (±1 m) between PAPI units should be used on code numbers 1 and 2. In such an event, the inner PAPI unit shall be located not less than 10 m (±1 m) from the runway edge.</div><div>Note. - Reducing the spacing between light units results in a reduction in usable range of the system.</div><div>g) The lateral spacing between APAPI units may be increased to 9 m (±1 m) if greater range is required or later conversion to a full PAPI is anticipated. In the latter case, the inner APAPI unit shall be located 15 m (±1 m) from the runway edge.</div></div></div></div>								

Figure M-4. Siting of PAPI and APAPI

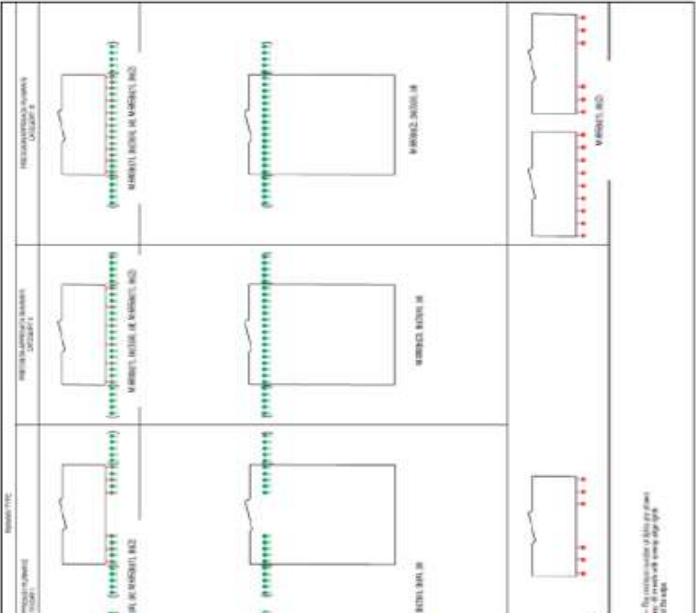
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITYCS-ADR-DSN</div><div><p>The height of the pilot's eye above the aircraft's ILS glide path/MLS antenna varies with the type of aeroplane and approach attitude. Harmonization of the PAPI signal and ILS glide path and/or MLS minimum glide path to a point closer to the threshold may be achieved by increasing the on-course sector from 20' to 30'. The setting angles for a 3° glide slope would then be 2°25', 2°45', 3°15' and 3°35'.</p><p>A — 3° PAPI ILLUSTRATED</p></div><div><p>B — 3° APAPI ILLUSTRATED</p></div><div>Figure M-5. Light beams and angle of elevation setting of PAPI and APAPI</div></div>								

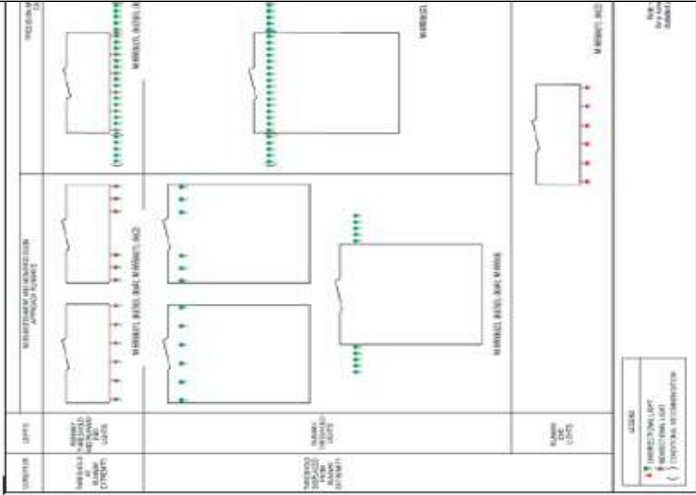
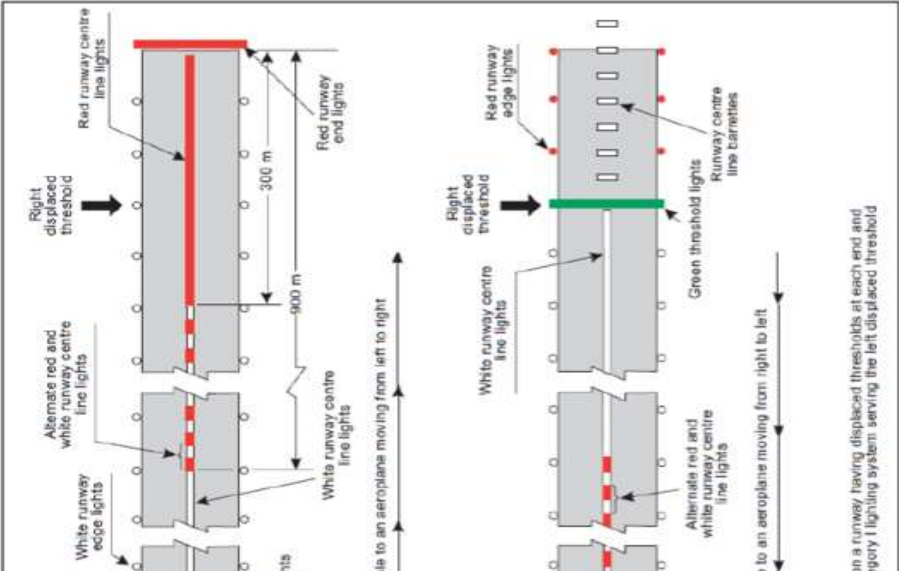
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Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																																																																																									
				Normative base	NOTES	Inspetion's LOG																																																																																											
<table><tr><th>Eye-to-wheel height of aeroplane in the approach configuration^a</th><th>Desired wheel clearance (metres)^{b, c}</th><th>Minimum wheel clearance (metres)^d</th></tr><tr><th>(1)</th><th>(2)</th><th>(3)</th></tr><tr><td>up to but not including 3 m</td><td>6</td><td>3*</td></tr><tr><td>3 m up to but not including 5 m</td><td>9</td><td>4</td></tr><tr><td>5 m up to but not including 8 m</td><td>9</td><td>5</td></tr><tr><td>8 m up to but not including 14 m</td><td>9</td><td>6</td></tr></table> <p>a. In selecting the eye-to-wheel height group, only aeroplanes meant to use the system on a regular basis should be considered. The most demanding amongst such aircrafts should determine the eye-to-wheel height group.</p> <p>b. Where practicable, the desired wheel clearances shown in column (2) should be provided.</p> <p>c. The wheel clearances in column (2) should be reduced to no less than those in column (3) where an safety assessment indicates that such reduced wheel clearances are acceptable.</p> <p>d. When a reduced wheel clearance is provided at a displaced threshold, it should be ensured that the corresponding desired wheel clearance specified in column (2) should be available when an aeroplane at the top end of the eye-to-wheel height group chosen overflies the extremity of the runway.</p> <p>e. This wheel clearance should be reduced to 1.5 m on runways used mainly by light-weight non-turbo-jet aeroplanes.</p>				Eye-to-wheel height of aeroplane in the approach configuration ^a	Desired wheel clearance (metres) ^{b, c}	Minimum wheel clearance (metres) ^d	(1)	(2)	(3)	up to but not including 3 m	6	3*	3 m up to but not including 5 m	9	4	5 m up to but not including 8 m	9	5	8 m up to but not including 14 m	9	6																																																																												
Eye-to-wheel height of aeroplane in the approach configuration ^a	Desired wheel clearance (metres) ^{b, c}	Minimum wheel clearance (metres) ^d																																																																																															
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5 m up to but not including 8 m	9	5																																																																																															
8 m up to but not including 14 m	9	6																																																																																															
Table M-1. Wheel clearance over threshold for PAPI and APAPI																																																																																																	
<div>CIVIL AVIATION AUTHORITYCS-ADR-DSN</div> <table><tr><th rowspan="3">Surface dimensions</th><th colspan="8">Runway type/code number</th></tr><tr><th colspan="4">Non-instrument</th><th colspan="4">Instrument</th></tr><tr><th colspan="4">Code number</th><th colspan="4">Code number</th></tr><tr><th>1</th><th>2</th><th>3</th><th>4</th><th>1</th><th>2</th><th>3</th><th>4</th></tr><tr><td>Length of inner edge</td><td>60 m</td><td>80 m</td><td>150 m</td><td>150 m</td><td>150 m</td><td>150 m</td><td>300 m</td><td>300 m</td></tr><tr><td>Distance from the visual approach slope indicator system²</td><td>D₁+30 m</td><td>D₁+60 m</td><td>D₁+60 m</td><td>D₁+60 m</td><td>D₁+60 m</td><td>D₁+60 m</td><td>D₁+60 m</td><td>D₁+60 m</td></tr><tr><td>Divergence (each side)</td><td>10 %</td><td>10 %</td><td>10 %</td><td>10 %</td><td>15 %</td><td>15 %</td><td>15 %</td><td>15 %</td></tr><tr><td>Total length</td><td>7 500 m</td><td>7 500 m</td><td>15 000 m</td><td>15 000 m</td><td>7 500 m</td><td>7 500 m</td><td>15 000 m</td><td>15 000 m</td></tr><tr><td>a) PAPI¹</td><td>—</td><td>A–0.57°</td><td>A–0.57°</td><td>A–0.57°</td><td>A–0.57°</td><td>A–0.57°</td><td>A–0.57°</td><td>A–0.57°</td></tr><tr><td>b) APAPI¹</td><td>A–0.9°</td><td>A–0.9°</td><td>—</td><td>—</td><td>A–0.9°</td><td>A–0.9°</td><td>—</td><td>—</td></tr></table> <p>¹ Angles as indicated in Figure M-5.</p> <p>² D₁ is the distance of the visual approach slope indicator system from threshold prior to any displacement to remedy object penetration of the obstacle protection surface (refer to Figure M-4). The start of the obstacle protection surface is fixed to the visual approach slope indicator system location, such that displacement of the PAPI results in an equal displacement of the start of the obstacle protection surface.</p>				Surface dimensions	Runway type/code number								Non-instrument				Instrument				Code number				Code number				1	2	3	4	1	2	3	4	Length of inner edge	60 m	80 m	150 m	150 m	150 m	150 m	300 m	300 m	Distance from the visual approach slope indicator system ²	D ₁ +30 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	Divergence (each side)	10 %	10 %	10 %	10 %	15 %	15 %	15 %	15 %	Total length	7 500 m	7 500 m	15 000 m	15 000 m	7 500 m	7 500 m	15 000 m	15 000 m	a) PAPI ¹	—	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°	b) APAPI ¹	A–0.9°	A–0.9°	—	—	A–0.9°	A–0.9°	—	—							
Surface dimensions	Runway type/code number																																																																																																
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Distance from the visual approach slope indicator system ²	D ₁ +30 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m	D ₁ +60 m																																																																																									
Divergence (each side)	10 %	10 %	10 %	10 %	15 %	15 %	15 %	15 %																																																																																									
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a) PAPI ¹	—	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°	A–0.57°																																																																																									
b) APAPI ¹	A–0.9°	A–0.9°	—	—	A–0.9°	A–0.9°	—	—																																																																																									
Table M-2. Dimensions and slopes of the obstacle protection surface																																																																																																	

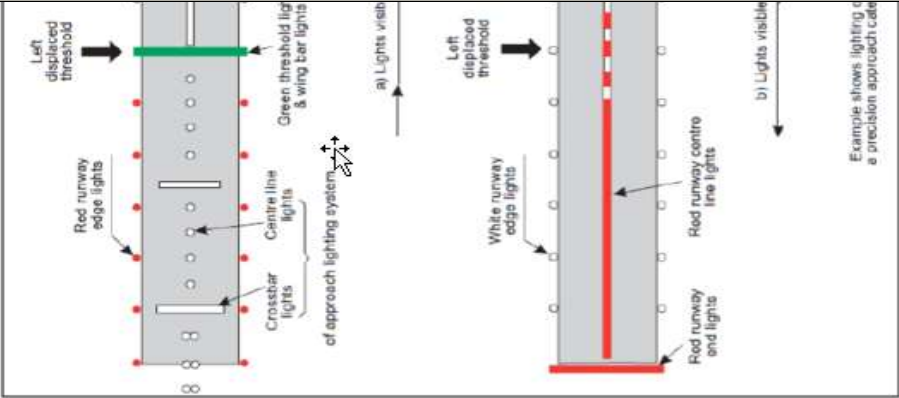
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	On-side control		N/A	Desk-top control	
				Pass	No pass		Pass	No pass
<div></div> <p>Figure M-6. Obstacle protection surface for visual approach slope indicator systems</p>								
CS ADR-DSN.M.660 Circling guidance lights (a) Applicability: Circling guidance lights should be provided when existing approach and runway lighting systems do not satisfactorily permit identification of the runway and/or approach area to a circling aircraft intending to carry out circling approaches.	CS ADR-DSN.M.660 para (a)							
CS ADR-DSN.M.660 Circling guidance lights ... (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	CS ADR-DSN.M.660 para (b)(1)(ii)							
CS ADR-DSN.M.660 Circling guidance lights ... (b) Location and positioning: (1) The location and number of circling guidance lights should be adequate to enable a pilot, as appropriate, to: ... (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.	CS ADR-DSN.M.660 para (b)(1)(ii)							
CS ADR-DSN.M.660 Circling guidance lights ... (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.	CS ADR-DSN.M.660 para (c)(1)							
CS ADR-DSN.M.660 Circling guidance lights ... (c) Characteristics: ... (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.	CS ADR-DSN.M.660 para (c)(2)							
CS ADR-DSN.M.665 Runway lead-in lighting systems ... (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;	CS ADR-DSN.M.665 para (b) (1) (i)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.665 Runway lead-in lighting systems ... (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; (ii) so that one group should be sighted from the preceding group.	CS ADR-DSN.M.665 para (b) (1)(i); (ii)							
CS ADR-DSN.M.665 Runway lead-in lighting systems ... (b) Location and positioning ... (3) A runway lead-in lighting system should extend from a determined point up to a point where the approach lighting system if provided, or the runway lighting system is in view.	CS ADR-DSN.M.665 para (b)(3)							
CS ADR-DSN.M.665 Runway lead-in lighting systems ... (b) Location and positioning ... (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.	CS ADR-DSN.M.665 para (b)(4)							
CS ADR-DSN.M.665 Runway lead-in lighting systems ... (c) Characteristics: The flashing lights and the steady burning lights should be white.	CS ADR-DSN.M.665 para (c)							
GM1 ADR-DSN.M.665 Runway lead-in lighting systems ... (b) Characteristics: (1) Where practicable, the flashing lights in each group should flash in sequence towards the runway.	GM1 ADR-DSN.M.665 para (b) (1)							
CS ADR-DSN.M.670 Runway threshold identification lights (a) Applicability: ... (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.	CS ADR-DSN.M.670 para (a) (2)							
CS ADR-DSN.M.670 Runway threshold identification lights ... (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.	CS ADR-DSN.M.670 para (b)							
CS ADR-DSN.M.670 Runway threshold identification lights ... (c) Characteristics: (1) Runway threshold identification lights should be flashing white lights with a flash frequency between 60 and 120 per minute;	CS ADR-DSN.M.670 para (c) (1)							
CS ADR-DSN.M.670 Runway threshold identification lights ... (c) Characteristics: ... (2) The lights should be visible only in the direction of approach to the runway.	CS ADR-DSN.M.670 para (c) (2)							
CS ADR-DSN.M.675 Runway edge lights (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.	CS ADR-DSN.M.675 para (a)(1)							
CS ADR-DSN.M.675 Runway edge lights (a) Applicability: ... (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.	CS ADR-DSN.M.675 para (a)(2)							
CS ADR-DSN.M.675 Runway edge lights ... (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.	CS ADR-DSN.M.675 para (b)(1)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.675 Runway edge lights ... (b) Location and positioning: ... (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.	CS ADR-DSN.M.675 para (b)(2)							
CS ADR-DSN.M.675 Runway edge lights ... (b) Location and positioning: ... (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.	CS ADR-DSN.M.675 para (b)(3)							
CS ADR-DSN.M.675 Runway edge lights ... (b) Location and positioning: ... (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.	CS ADR-DSN.M.675 para (b)(4)							
CS ADR-DSN.M.675 Runway edge lights ... (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.	CS ADR-DSN.M.675 para (c)(1)							
CS ADR-DSN.M.675 Runway edge lights ... (c) Characteristics: ... (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 provide circling guidance, they should show at all angles in azimuth.	CS ADR-DSN.M.675 para (c)(2)							
CS ADR-DSN.M.675 Runway edge lights ... (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.	CS ADR-DSN.M.675 para (d)							
CS ADR-DSN.M.675 Runway edge lights ... (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 ADR-DSN.U.930 and in Figure U-1A or U-1B, as appropriate.	CS ADR-DSN.M.675 para (e) and (f)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights (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.	CS ADR-DSN.M.680 para (a)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (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.	CS ADR-DSN.M.680 para (b)(1)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (b) Location and positioning of runway threshold: ... (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.	CS ADR-DSN.M.680 para (b)(2)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (b) Location and positioning of runway threshold: ... (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.	CS ADR-DSN.M.680 para (b)(3)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (b) Location and positioning of runway threshold: ... (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.	CS ADR-DSN.M.680 para (b)(4)							
CS ADR-DSN.M.680 Runway threshold and wing bar 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.	CS ADR-DSN.M.680 para (c)(1)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (c) Applicability of wing bar lights: ... (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.	CS ADR-DSN.M.680 para (c)(2)							
CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (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.	CS ADR-DSN.M.680 para (d)							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div></div>								

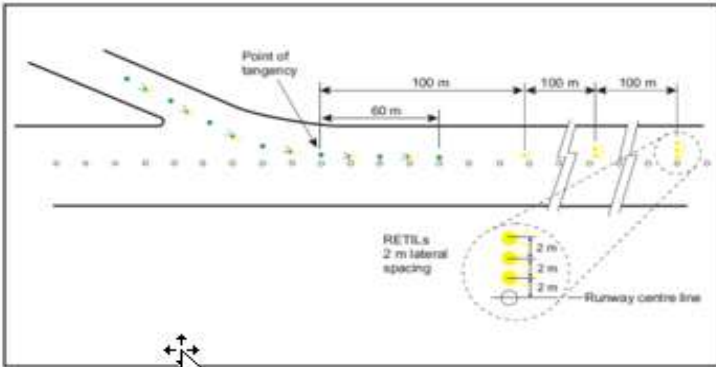
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
								
Figure M-7. Arrangement of runway threshold and runway end lights								
<div>CIVIL AVIATION AUTHORITY</div> <div>CS-ADR-DSN</div> 								

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
								
<p>Figure M-8. Example of approach and runway lighting for runway with displaced thresholds</p>								
<p>CS ADR-DSN.M.680 Runway threshold and wing bar 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.</p>				CS ADR-DSN.M.680 para (e)(1)				
<p>CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (e) Characteristics of runway threshold and wing bar lights: ... (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.</p>				CS ADR-DSN.M.680 para (e)(2)				
<p>CS ADR-DSN.M.680 Runway threshold and wing bar lights ... (e) Characteristics of runway threshold and wing bar lights: ... (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.</p>				CS ADR-DSN.M.680 para (e)(3)(4)				
<p>CS ADR-DSN.M.685 Runway end lights (a) Applicability: Runway end lights should be provided for a runway equipped with runway edge lights.</p> <p>GM1 ADR-DSN.M.685 Runway end lights When the threshold is at the runway extremity, fittings serving as threshold lights may be used as runway end lights.</p>				CS ADR-DSN.M.685 para (a) GM1 ADR-DSN.M.685				
<p>CS ADR-DSN.M.685 Runway end 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. e between the rows of runway edge lights.</p>				CS ADR-DSN.M.685 para (b)(1)				
<p>CS ADR-DSN.M.685 Runway end lights ... (b) Location and positioning: ... (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.</p>				CS ADR-DSN.M.685 para (b)(2), (b)(3)				
<p>CS ADR-DSN.M.685 Runway end lights ... (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.</p>				CS ADR-DSN.M.685 para (c) (1)				

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.685 Runway end lights ... (c) Characteristics of runway end lights: ... (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.685 para (c); (2) (3)							
CS ADR-DSN.M.690 Runway centre line lights ... (b) Applicability: (1) Runway centre line lights should be provided on a precision approach runway Category II or III.	CS ADR-DSN.M.690 para (b)(1)							
GM1 ADR-DSN.M.690 Runway centre line lights (a) Runway centre line lights should be provided on a precision approach runway Category I when the runway is used by aircraft with high landing speeds or where the width between the runway edge lights is greater than 50 m.	GM1 ADR-DSN.M.690 para (a)							
CS ADR-DSN.M.690 Runway centre line lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.690 para (b)(2)							
GM1 ADR-DSN.M.690 Runway centre line lights ... (b) Runway centre line lights should be provided on a runway intended to be used for take-off with an operating minimum of an RVR of the order of 400 m or higher when used by aeroplanes with a very high take-off speed where the width between the runway edge lights is greater than 50 m.	GM1 ADR-DSN.M.690 para (b)							
GM1 ADR-DSN.M.690 Runway centre line lights ... (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 runway visual range conditions of 350 m or greater, the longitudinal spacing may be approximately 30 m.	CS ADR-DSN.M.690 para (c)							
GM1 ADR-DSN.M.690 Runway centre line lights ... (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.690 para (e)							
GM1 ADR-DSN.M.690 Runway centre line lights ... (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.	CS ADR-DSN.M.690 para (d)(1)							
GM1 ADR-DSN.M.690 Runway centre line lights ... (d) Characteristics: ... (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.	CS ADR-DSN.M.690 para (d)(2)(3)							
CS ADR-DSN.M.695 Runway touchdown zone lights (a) Applicability: Touchdown zone lights should be provided in the touchdown zone of a precision approach runway Category II or III.	CS ADR-DSN.M.695 para (a)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.695 Runway touchdown zone lights ... (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.	CS ADR-DSN.M.695 para (b)							
CS ADR-DSN.M.695 Runway touchdown zone lights ... (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.	CS ADR-DSN.M.695 para (c)(1)							
CS ADR-DSN.M.695 Runway touchdown zone lights ... (c) Characteristics: ... (2) A barrette should be not less than 3 m or more than 4.5 m in length.	CS ADR-DSN.M.695 para (c)(2)							
CS ADR-DSN.M.695 Runway touchdown zone lights ... (c) Characteristics: ... (3) Touchdown zone lights should be fixed unidirectional lights showing variable white.	CS ADR-DSN.M.695 para (c)(3)							
CS ADR-DSN.M.695 Runway touchdown zone lights ... (c) Characteristics: ... (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.695 para (c)(4)(5)							
CS ADR-DSN.M.696 Simple touchdown zone lights (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.	CS ADR-DSN.M.696, para (a) and (b)							
CS ADR-DSN.M.696 Simple touchdown zone lights ... (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 metres 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)).	CS ADR-DSN.M.696, para (c)(1);(2);(3)							
CS ADR-DSN.M.696 Simple touchdown zone lights ... (c) Location and positioning: ... (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.	CS ADR-DSN.M.696, para (c)(4)							
CS ADR-DSN.M.696 Simple touchdown zone lights ... (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.	CS ADR-DSN.M.696, para (d)(1)							
CS ADR-DSN.M.696 Simple touchdown zone lights ... (d) Characteristics: ... (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.	CS ADR-DSN.M.696, para (d)(2);(3)							

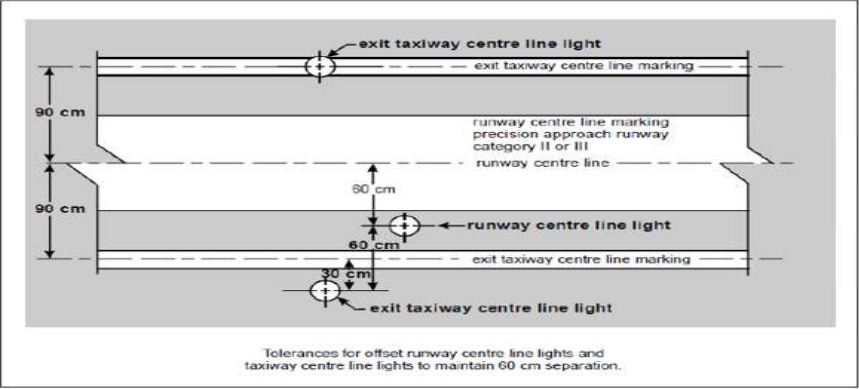
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure M-8(C). Simple touchdown zone lighting</div></div>								
GM1 ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (b) Rapid exit taxiway indicator lights should be considered on a runway intended for use in runway visual range conditions less than a value of 350 m where the traffic density is heavy.	GM1 ADR-DSN.M.700 para (b)							
GM1 ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (c) Rapid exit taxiway indicator lights should not be displayed in the event of any lamp failure or other failure that prevents the display of the light pattern depicted in Figure GM-M-3.	GM1 ADR-DSN.M.700 para (c)							
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (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.	CS ADR-DSN.M.700 (b) (1)							
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (b) Location: ... (2) Where more than one rapid exit taxiway exists on a runway, the set of RETILs for each exit should not overlap when displayed.	CS ADR-DSN.M.700 (b) (2)							
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (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.	CS ADR-DSN.M.700 para (c)(1)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div></div> <p>Figure GM-M-3. Rapid exit taxiway indicator lights (RETILs)</p>	GM1 ADR-DSN.M.700 Figure GM-M-3							
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (c) Characteristics: ... (3) RETILs’ characteristics should be in accordance with the specifications in CS ADR-DSN.U.940, Figure U-10 or U-11, as appropriate.	CS ADR-DSN.M.700 para (c)(3)							
CS ADR-DSN.M.700 Rapid exit taxiway indicator lights (RETILs) ... (c) Characteristics: ... (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.	CS ADR-DSN.M.700 para (c)(2)							
CS ADR-DSN.M.705 Stopway lights (a) Applicability: Stopway lights should be provided for a stopway intended for use at night.	CS ADR-DSN.M.705 para (a)							
CS ADR-DSN.M.705 Stopway lights ... (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.	CS ADR-DSN.M.705 para (b)							
CS ADR-DSN.M.705 Stopway lights ... (c) Characteristics: (1) Stopway lights should be fixed unidirectional lights showing red in the direction of the runway.	CS ADR-DSN.M.705 para (c)(1)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (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.	CS ADR-DSN.M.710 par (b)(1)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.710 par (b)(2)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.710 Taxiway centre line lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.710 par (b)(3)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.710 par (b)(4)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.710 par (b)(5)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (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.	CS ADR-DSN.M.710 par (c)(1)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (c) Characteristics: ... (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 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. ... (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. GM1 ADR-DSN.M.710 Taxiway centre line lights (a) In the case where taxiway centre line lights are provided and where there may be a need to delineate the edges of a taxiway, e.g. on a rapid exit taxiway, narrow taxiway, or in snow conditions, this may be done with taxiway edge lights or markers. Care is necessary to limit the light distribution of green lights on or near a runway so as to avoid possible confusion with threshold lights.	CS ADR-DSN.M.710 par (c)(2) CS ADR-DSN.M.710 par (c)(8) GM1 ADR-DSN.M.710 (a)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (c) Characteristics: ... (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.	CS ADR-DSN.M.710 par (c)(3)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (c) Characteristics: ... (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.	CS ADR-DSN.M.710 par (c)(4)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure M-10. Taxiway lighting</div></div>	CS ADR-DSN.M.715 Figure M-10							
CS ADR-DSN.M.710 Taxiway centre line lights	CS ADR-DSN.M.710 par (c)(5)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (c) Characteristics: ... (6) Where taxiway centre line lights are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, 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.	CS ADR-DSN.M.710 par (c)(6) (7)							
CS ADR-DSN.M.710 Taxiway centre line lights ... (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 Figure M-9.	CS ADR-DSN.M.710 par (d)(1)							

				On-side control			Desk-top control															
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass														
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (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: ... (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. ... (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.	CS ADR-DSN.M.715 (b)(1); (g); (b) (1) (i); (b) (1) (ii)																					
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (b) Taxiway centre line lights on taxiways: ... (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.	CS ADR-DSN.M.715 para (b)(2)																					
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (b) Taxiway centre line lights on taxiways: ... (3) On a taxiway curve the spacing of taxiway centre line lights should be as specified in the Table M-3. <table><tr><th>RVR</th><th>Radius of taxiway curve</th><th>Taxiway centre line lights spacing on taxiway curves</th></tr><tr><td rowspan="2">< 350 m</td><td>< 400 m</td><td>Not greater than 7.5 m. This spacing should extend for 60 m before and after the curve.</td></tr><tr><td>≥ 400 m</td><td>Not greater than 15 m</td></tr><tr><td rowspan="3">≥ 350 m</td><td>< 400 m</td><td>Not greater than 7.5 m</td></tr><tr><td>401 m to 899 m</td><td>Not greater than 15 m</td></tr><tr><td>> 900 m</td><td>Not greater than 30 m</td></tr></table> Table M-3. Taxiway centre line lights spacing on taxiway curves	RVR	Radius of taxiway curve	Taxiway centre line lights spacing on taxiway curves	< 350 m	< 400 m	Not greater than 7.5 m. This spacing should extend for 60 m before and after the curve.	≥ 400 m	Not greater than 15 m	≥ 350 m	< 400 m	Not greater than 7.5 m	401 m to 899 m	Not greater than 15 m	> 900 m	Not greater than 30 m	CS ADR-DSN.M.715 para (b)(3) & Table M-3.						
RVR	Radius of taxiway curve	Taxiway centre line lights spacing on taxiway curves																				
< 350 m	< 400 m	Not greater than 7.5 m. This spacing should extend for 60 m before and after the curve.																				
	≥ 400 m	Not greater than 15 m																				
≥ 350 m	< 400 m	Not greater than 7.5 m																				
	401 m to 899 m	Not greater than 15 m																				
	> 900 m	Not greater than 30 m																				
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (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.	CS ADR-DSN.M.715 para (c)(1)																					
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (c) Taxiway centre line lights on rapid exit taxiways: ... (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.	CS ADR-DSN.M.715 para (c)(2)																					
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (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.	CS ADR-DSN.M.715 para (d)(1)																					

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div><p>Figure M-9. Offset runway and taxiway centre line lights</p></div></div>	CS ADR-DSN.M.715 Figure M-9.							
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (d) Taxiway centre line lights on other exit taxiways: ... (2) The lights should be spaced at longitudinal intervals of not more than 7.5 m.	CS ADR-DSN.M.715 para (d)(2)							
CS ADR-DSN.M.715 Taxiway centre line lights on taxiways, runways, rapid exit taxiways, or on other exit taxiways ... (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.	CS ADR-DSN.M.715 para (e)							
CS ADR-DSN.M.720 Taxiway edge lights (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.	CS ADR-DSN.M.720 para (a)(1)							
CS ADR-DSN.M.720 Taxiway edge lights (a) Applicability: ... (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.	CS ADR-DSN.M.720 para (a)(2)							
CS ADR-DSN.M.720 Taxiway edge 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.	CS ADR-DSN.M.720 para (b)(1)							
CS ADR-DSN.M.720 Taxiway edge lights ... (b) Location and positioning: ... (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.	CS ADR-DSN.M.720 para (b)(2)							
CS ADR-DSN.M.720 Taxiway edge lights ... (b) Location and positioning: ... (3) Taxiway edge lights on a runway turn pad should be spaced at uniform longitudinal intervals of not more than 30 m.	CS ADR-DSN.M.720 para (b)(3)							
CS ADR-DSN.M.720 Taxiway edge lights ... (b) Location and positioning: ... (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.	CS ADR-DSN.M.720 para (b)(4)							

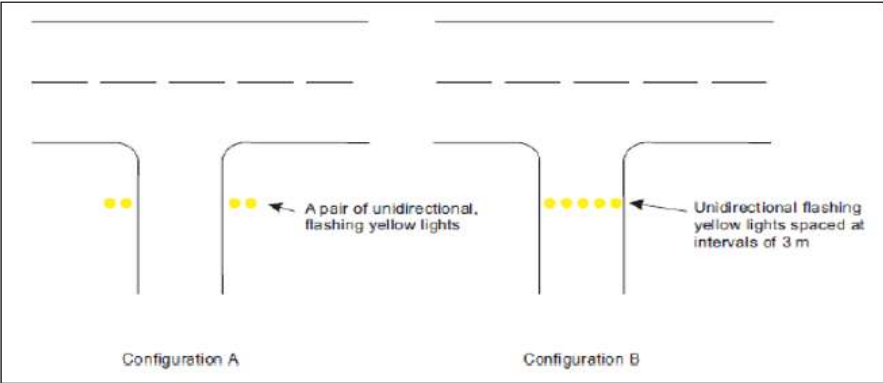
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.720 Taxiway edge lights ... (c) Characteristics: (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.	CS ADR-DSN.M.720 para (c)(1), (c)(2)							
CS ADR-DSN.M.720 Taxiway edge lights ... (c) Characteristics: ... (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°.	CS ADR-DSN.M.720 para (c)(3)							
CS ADR-DSN.M.725 Runway turn pad lights ... (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.	CS ADR-DSN.M.725 para (b)(1)							
CS ADR-DSN.M.725 Runway turn pad lights ... (b) Applicability: ... (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.	CS ADR-DSN.M.725 para (b)(2)							
CS ADR-DSN.M.725 Runway turn pad lights ... (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.	CS ADR-DSN.M.725 para (c)(1)							
CS ADR-DSN.M.725 Runway turn pad lights ... (c) Location: ... (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.	CS ADR-DSN.M.725 para (c)(2)							
CS ADR-DSN.M.725 Runway turn pad lights ... (c) Location: ... (3) Runway turn pad lights on a curved section of the runway turn pad marking should not exceed a spacing of 7.5 m.	CS ADR-DSN.M.725 para (c)(3)							
CS ADR-DSN.M.725 Runway turn pad lights ... (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.	CS ADR-DSN.M.725 para (d)(1)							
CS ADR-DSN.M.725 Runway turn pad lights ... (d) Characteristics: ... (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.	CS ADR-DSN.M.725 para (d)(2)							
GM1 ADR-DSN.M.730 Stop bar (a) A stop bar is intended to be controlled either manually or automatically by air traffic services. CS ADR-DSN.M.730 Stop bar (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 manoeuvring area to one at a time; and (B) vehicles on the manoeuvring area to the essential minimum.	GM1 ADR-DSN.M.730 (a) CS ADR-DSN.M.730 para (a)(1)							
CS ADR-DSN.M.730 Stop bar ... (2) Where there is more than one stop bar associated with a taxiway/runway intersection, only one should be illuminated at any given time.	CS ADR-DSN.M.730 para (a)(2)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.730 Stop bar (a) Applicability: ... (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.	CS ADR-DSN.M.730 para (a)(3)							
CS ADR-DSN.M.730 Stop bar ... (b) Location: Stop bars should be located across the taxiway at the point where it is desired that traffic stop. GM1 ADR-DSN.M.730 Stop bar ... (e) Where the additional lights specified in (c) above are provided, these lights should be located not less than 3 m from the taxiway edge.	CS ADR-DSN.M.730 para (b) GM1 ADR-DSN.730 para (e)							
CS ADR-DSN.M.730 Stop bar ... (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.	CS ADR-DSN.M.730 para (c)(1)							
GM1 ADR-DSN.M.730 Stop bar ... (c) A pair of elevated lights should be added to each end of the stop bar where the in-pavement stop bar lights might be obscured from a pilot’s view, for example by snow or rain, or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft.	GM ADR-DSN.M.730 para (c)							
CS ADR-DSN.M.730 Stop bar ... (c) Characteristics: ... (2) Stop bars installed at a runway-holding position should be unidirectional, and should show red in the direction of approach to the runway.	CS ADR-DSN.M.730 para (c)(2)							
GM1 ADR-DSN.M.730 Stop bar ... (f) Where the additional lights specified in (c) above are provided, these lights should have the same characteristics as the lights in the stop bar but should be visible to approaching aircraft up to the stop bar position.	GM ADR-DSN.M.730 para (f)							
CS ADR-DSN.M.730 Stop bar ... (c) Characteristics: ... (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.	CS ADR-DSN.M.730 para (c)(3)							
CS ADR-DSN.M.730 Stop bar ... (c) Characteristics: ... (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. GM1 ADR-DSN.M.730 Stop bar ... (g) High-intensity stop bars should only be used in case of an absolute necessity and following a specific study.	CS ADR-DSN.M.730 para (c)(4) GM1 ADR-DSN.730 para (g)							
CS ADR-DSN.M.730 Stop bar ... (c) Characteristics: ... (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.	CS ADR-DSN.M.730 para (c)(5)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.730 Stop bar ... (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. GM1 ADR-DSN.M.730 Stop bar ... (h) Care is required in the design of the electrical system to ensure that all of the lights of a stop bar will not fail at the same time. Guidance on this issue is given in ICAO Doc 9157, Aerodrome Design Manual, Part 5, Electrical Systems.	CS ADR-DSN.M.730 para (c)(6) GM1 ADR-DSN.M.730 (h)							
CS ADR-DSN.M.735 Intermediate holding position lights (a) Applicability: (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.	CS ADR-DSN.M.735 para (a)(1)							
CS ADR-DSN.M.735 Intermediate holding position lights (a) Applicability: ... (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.	CS ADR-DSN.M.735 para (a)(2)							
CS ADR-DSN.M.735 Intermediate holding position lights ... (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.	CS ADR-DSN.M.735 para (b)							
CS ADR-DSN.M.735 Intermediate holding position lights ... (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.	CS ADR-DSN.M.735 para (c)							
CS ADR-DSN.M.740 De-icing/anti-icing facility exit lights (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.	CS ADR-DSN.M.740 para (a)							
CS ADR-DSN.M.740 De-icing/anti-icing facility exit lights ... (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.	CS ADR-DSN.M.740 para (b)							
CS ADR-DSN.M.740 De-icing/anti-icing facility exit lights ... (c) Characteristics: Where provided, de-icing/anti-icing facility exit lights should consist of in-pavement 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).	CS ADR-DSN.M.740 para (c)							
CS ADR-DSN.M.745 Runway guard lights (a)Runway incursions may take place in all visibility or weather conditions. The use of runway guard lights at runway-holding positions can form part of effective runway incursion prevention measures. Runway guard lights warn pilots and drivers of vehicles when 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. [According to Order no. 43/GEN from 21.10.2020] (b) Applicability: (1)Runway guard lights, Configuration A, shall be provided at each taxiway/runway intersection associated with a runway intended for use in: (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. Note 1. — Runway guard lights, Configuration B may supplement Configuration A when deemed necessary. Note 2. — Guidance on the design, operation and the location of runway guard lights Configuration B is given in the Aerodrome Design Manual (Doc 9157), Part 4. [According to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.M.745 para (a); (b)(1)							

<div>Questions</div> <div>(the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)</div>	Normative base	NOTES	Inspetion's LOG	On-side control		N/A	Desk-top control	
				Pass	No pass		Pass	No pass
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(b) Applicability:</div> <div>...</div> <div>(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.</div>	CS ADR-DSN.M.745 para (b)(2)							
<div> <div>CIVIL AVIATION AUTHORITY</div> <div>CS-ADR-DSN</div> <div> </div> <div>Figure M-11. Example of remote de-icing/anti-icing facility</div> </div>	CS ADR-DSN.M.740 Figure M-11							
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(b) Applicability:</div> <div>...</div> <div>(3) Configuration B runway guard lights should not be collocated with a stop bar.</div>	CS ADR-DSN.M.745 para (b)(3)							
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(b) Applicability:</div> <div>...</div> <div>(4) Where more than one runway-holding positions exist at a runway/taxiway intersection, only the set of runway guard lights associated with the operational runway-holding position shall be illuminated.</div> <div>[According to Order no. 43/GEN from 21.10.2020]</div>	CS ADR-DSN.M.745 para (b)(4)							
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(c) Location:</div> <div>(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.</div> <div>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</div>	CS ADR-DSN.M.745 para (c)(1)							
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(c) Location:</div> <div>...</div> <div>(2) Runway guard lights, Configuration B, shall be located across the taxiway and at the same distance as the runway-holding position marking.</div> <div>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</div>	CS ADR-DSN.M.745 para (c)(2)							
<div>CS ADR-DSN.M.745 Runway guard lights</div> <div>...</div> <div>(d) Characteristics:</div> <div>(1) Runway guard lights, Configuration A, should consist of two pairs of yellow lights.</div>	CS ADR-DSN.M.745 para (d)(1)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.M.745 Runway guard lights ... (d) Where there is a need to enhance the contrast between the on- and off-state of runway guard lights, Configuration A, intended for use during the day, a visor of sufficient size to prevent sunlight from entering the lens without interfering with the function of the fixture should be located above each lamp.	GM1 ADR-DSN.M.745 para (d)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (2) Runway guard lights, Configuration B, should consist of yellow lights spaced at intervals of 3 m across the taxiway.	CS ADR-DSN.M.745 para (d)(2)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (3) The light beam shall be unidirectional and shall show yellow in the direction of approach to the runway-holding position. Note. — For guidance on orientation and aiming of runway guard lights, see the Aerodrome Design Manual (Doc 9157) Part 4.	CS ADR-DSN.M.745 para (d)(3)							
<u>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</u> CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(4)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(5)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(6)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(7)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(8)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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.	CS ADR-DSN.M.745 para (d)(9)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (10) The lights in each unit of Configuration A should be illuminated alternately.	CS ADR-DSN.M.745 para (d)(10)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (11) For Configuration B, adjacent lights should be alternately illuminated and alternative lights should be illuminated in unison.	CS ADR-DSN.M.745 para (d)(11)							
CS ADR-DSN.M.745 Runway guard lights ... (d) ... (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. GM1 ADR-DSN.M.745 Runway guard lights ... (c) The optimum flash rate is dependent on the rise and fall times of the lamps used. Runway guard lights, Configuration A, installed on 6.6 ampere series circuits have been found to look best when operated at 45 to 50 flashes per minute per lamp. Runway guard lights, Configuration B, installed on 6.6 ampere series circuits have been found to look best when operated at 30 to 32 flashes per minute per lamp.	CS ADR-DSN.M.745 para (d)(12) GM1 ADR-DSN.M.745 (c)							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div><p>Figure M-12. Runway guard lights</p></div></div>	CS ADR-DSN.M.745 Figure M-12							
CS ADR-DSN.M.750 Apron floodlighting ... (b) Applicability: Apron floodlighting should be provided on an apron, as necessary on a de-icing/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. GM1 ADR-DSN.M.750 Apron floodlighting (a) Where a de-icing/anti-icing facility is located in close proximity to the runway and permanent floodlighting could be confusing to pilots, other means of illumination of the facility may be required. (b) Additional guidance on apron floodlighting is given in ICAO Doc 9157, Aerodrome Design Manual, Part 4, Visual Aids.	CS ADR-DSN.M.750 para (b) GM1 ADR-DSN.M.750							
CS ADR-DSN.M.750 Apron floodlighting ... (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.	CS ADR-DSN.M.750 para (c)							
CS ADR-DSN.M.750 Apron floodlighting ... (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.	CS ADR-DSN.M.750 para (d)(1)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.750 Apron floodlighting ... (d) Characteristics: ... (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. (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.750 para (d)(2)							
CS ADR-DSN.M.755 Visual docking guidance system (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. GM1 ADR-DSN.M.755 Visual docking guidance system (a) The factors to be considered in evaluating the need for a visual docking guidance system are in particular: the number and type(s) of aircraft using the aircraft stand, weather conditions, space available on the apron, and the precision required for manoeuvring into the parking position due to aircraft servicing installation, passenger loading bridges, etc.	CS ADR-DSN.M.755 para (a) GM1 ADR-DSN.M.755 (a)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: (1) The system should provide both azimuth and stopping guidance.	CS ADR-DSN.M.755 para (b)(1)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.755 para (b)(2)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.755 para (b)(3)							
CS ADR-DSN.M.755 Visual docking guidance system ... (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 manoeuvring guidance lights if present, and the visual docking guidance system.	CS ADR-DSN.M.755 para (c)(1)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.755 para (b)(4)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: ... (5) The system should be usable by all types of aircraft for which the aircraft stand is intended, preferably without selective operation.	CS ADR-DSN.M.755 para (b)(5)							
CS ADR-DSN.M.755 Visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.755 para (b)(6)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (2) <u>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</u> , although it is preferable for it to be aligned for use by the pilots occupying both the left and right seats.	CS ADR-DSN.M.755 para (c)(2)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (2) <u>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</u> , although it is preferable for it to be aligned for use by the pilots occupying both the left and right seats.	CS ADR-DSN.M.755 para (c)(2)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. (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.	CS ADR-DSN.M.755 para (c)(3)(i)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(ii)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(iii)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(iv)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(iv)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(v)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.	CS ADR-DSN.M.755 para (c)(3)(vi)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (vii) The stopping position indicator should provide closing rate information over a distance of at least 10 m.	CS ADR-DSN.M.755 para (c)(3)(vii)							
CS ADR-DSN.M.755 Visual docking guidance system ... (c) Location: ... (3) The azimuth guidance unit and the stopping position indicator should be positioned as prescribed below. ... (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.755 para (c)(3)(viii)							
GM1 ADR-DSN.M.760 Advanced visual docking guidance system (a) Advanced visual docking guidance systems should include those systems that, in addition to basic and passive azimuth, and stop position information, provide pilots with active (usually sensor-based) guidance information, such as aircraft type indication, distance-to-go information, and closing speed. Docking guidance information is usually provided in a single display unit. CS ADR-DSN.M.760 Advanced visual docking guidance system (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.	GM1 ADR-DSN.M.760 (a) CS ADR-DSN.M.760 para (a)(1)							
CS ADR-DSN.M.760 Advanced visual docking guidance system (a) Applicability: ... (2) The Advanced visual docking guidance system should be suitable for use by all types of aircraft for which the aircraft stand is intended.	CS ADR-DSN.M.760 para (a)(2)							
CS ADR-DSN.M.760 Advanced visual docking guidance system (a) Applicability: ... (3) The Advanced visual docking guidance system should only be used in conditions in which its operational performance is specified.	CS ADR-DSN.M.760 para (a)(3)							
CS ADR-DSN.M.760 Advanced visual docking guidance system (a) Applicability: ... (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.	CS ADR-DSN.M.760 para (a)(4)							
CS ADR-DSN.M.760 Advanced visual docking guidance system (a) Applicability: ... (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.	CS ADR-DSN.M.760 para (a)(5)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (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.	CS ADR-DSN.M.760 para (b)(1)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(2)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(3)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(4)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(4)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(4) GM1 ADR-DSN.M.760 (e)							
GM1 ADR-DSN.M.760 Advanced visual docking guidance system ... (e) The use of colour needs to be appropriate and should follow signal convention, i.e. red, yellow and green mean hazard, caution and normal/correct conditions respectively. The effects of colour contrasts also need to be considered.								
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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.	CS ADR-DSN.M.760 para (b)(4) (i) GM1 ADR-DSN.M.760 (f)							
GM1 ADR-DSN.M.760 Advanced visual docking guidance system ... (f) The indication of the distance of the aircraft from the stop position may be colour-coded and presented at a rate and distance proportional to the actual closure rate, and distance of the aircraft approaching the stop point.								
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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. ... (ii) Continuous closure distance and closure rate should be provided from at least 15 m prior to the stop position.	CS ADR-DSN.M.760 para (b)(4)(ii)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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. ... (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.	CS ADR-DSN.M.760 para (b)(4)(iii)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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. ... (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	CS ADR-DSN.M.760 para (b)(4)(iv)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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. ... (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.	CS ADR-DSN.M.760 para (b)(4)(v)							
CS ADR-DSN.M.760 Advanced visual docking guidance system ... (b) Characteristics: ... (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. ... (vi) The word ‘STOP’ in red characters should be displayed when an immediate cessation of the docking manoeuvre is required.	CS ADR-DSN.M.760 para (b)(4)(vi)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights (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.	CS ADR-DSN.M.765 para (a)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (b) Location: Aircraft stand manoeuvring guidance lights should be collocated with the aircraft stand markings.	CS ADR-DSN.M.765 para (b)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (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.	CS ADR-DSN.M.765 para (c)(1)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (c) Characteristics: ... (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.	CS ADR-DSN.M.765 para (c)(2)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (c) Characteristics: ... (3) The lights indicating a stop position should be fixed, unidirectional lights showing red.	CS ADR-DSN.M.765 para (c)(3)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (c) Characteristics: ... (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.	CS ADR-DSN.M.765 para (c)(4)							
CS ADR-DSN.M.765 Aircraft stand manoeuvring guidance lights ... (c) Characteristics: ... (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.765 para (c)(5)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.770 Road-holding position light (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.	CS ADR-DSN.M.770 para (a)							
CS ADR-DSN.M.770 Road-holding position light (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.	CS ADR-DSN.M.770 para (a)							
CS ADR-DSN.M.770 Road-holding position light ... (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.	CS ADR-DSN.M.770 para (b)							
CS ADR-DSN.M.770 Road-holding position light ... (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	CS ADR-DSN.M.770 para (c)(1)							
CS ADR-DSN.M.770 Road-holding position light ... (c) Characteristics: ... (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.	CS ADR-DSN.M.770 para (c)(3)							
CS ADR-DSN.M.770 Road-holding position light ... (c) Characteristics: ... (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.	CS ADR-DSN.M.770 para (c)(4)							
CS ADR-DSN.M.770 Road-holding position light ... (c) Characteristics: ... (5) The flash frequency of the flashing red light should be between 30 and 60 flashes per minute.	CS ADR-DSN.M.770 para (c)(5)							
CS ADR-DSN.M.771 No-entry bar Note. — Runway incursions may take place in all visibility or weather conditions. The use of no-entry bars can form part of effective runway incursion prevention measures. (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. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.M.771 para (a)							
CS ADR-DSN.M.771 No-entry bar ... (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.	CS ADR-DSN.M.771 para (b)							
CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: (1) A no-entry bar should be co-located with a no-entry sign and/or a no-entry marking. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.M.771 para (c)(1)							
CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (2) 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. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.M.771 para (c)(2)							
CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (3) A pair of elevated lights should be added to each end of the no-entry bar where the in pavement no entry bar lights might be obscured from a pilot's view, for example, by snow or rain, or where a pilot may be required to stop the aircraft in a position so close to the lights that they are blocked from view by the structure of the aircraft. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.M.771 para (c)(3)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (4) 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.	CS ADR-DSN.M.771 para (c)(4)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (5) Where no-entry 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 no-entry bar lights should be in accordance with the specifications in CS ADR-DSN.U.940, Figures U-21 to U-23. Note. — High-intensity no-entry bars are typically used only in case of an absolute necessity and following a specific study.	CS ADR-DSN.M.771 para (c)(5)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (6) Where a wide beam fixture is required, the intensity in red light and beam spreads of no-entry bar lights should be in accordance with the specifications of CS ADR-DSN.U.940, Figures U-21 or U-23.	CS ADR-DSN.M.771 para (c)(6)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.M.771 No-entry bar ... (c) Characteristics: ... (7) Taxiway centre line lights installed beyond the no-entry bar, looking in the direction of the runway, shall not be visible when viewed from the taxiway. (8) 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.	CS ADR-DSN.M.771 para (c)(7) & (8)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.M.706 Runway status lights (RWSL) ... (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.	CS ADR-DSN.M.706 para (b) (1)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (b) Location: ... (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.	CS ADR-DSN.M.706 para (b) (2)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (b) Location: ... (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.	CS ADR-DSN.M.706 para (b) (3)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (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.	CS ADR-DSN.M.706 para (c) (1)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (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.	CS ADR-DSN.M.706 para (c) (2)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (3) RELs intensity and beam spread should be in accordance with the specifications of Chapter U, Figures U-16 and U-18.	CS ADR-DSN.M.706 para (c) (3)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (4) Where provided, THLs should consist of two rows of fixed in pavement lights showing red facing the aircraft taking off.	CS ADR-DSN.M.706 para (c) (4)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (5) THLs should illuminate as an array on the runway less than two seconds after the system determines that a warning is needed.	CS ADR-DSN.M.706 para (c) (5)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (6) THLs intensity and beam spread should be in accordance with the specifications of Chapter U, Figure U-29.	CS ADR-DSN.M.706 para (c) (6)							
CS ADR-DSN.M.706 Runway status lights (RWSL) ... (c) Characteristics: ... (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.706 para (c) (7)							
CS ADR-DSN.N.775 General ... (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.	CS ADR-DSN.N.775 para (b)(1)							
CS ADR-DSN.N.775 General ... (b) Applicability: ... (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 implementation of surface movement guidance and control system (SMGCS) at an aerodrome.	CS ADR-DSN.N.775 para (b)(2)							
CS ADR-DSN.N.775 General ... (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.	CS ADR-DSN.N.775 para (c)(1)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (2) Signs should be rectangular, as shown in Figures N-4 and N-6 with the longer side horizontal.	CS ADR-DSN.N.775 para (c)(2)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (3) The only signs on the movement area utilizing red should be mandatory instruction signs.	CS ADR-DSN.N.775 para (c)(3)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (4) The inscriptions on a sign should be in accordance with the provisions of Figures N-2A to N-2H and N-3.	CS ADR-DSN.N.775 para (c)(4)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (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.	CS ADR-DSN.N.775 para (c)(5)							

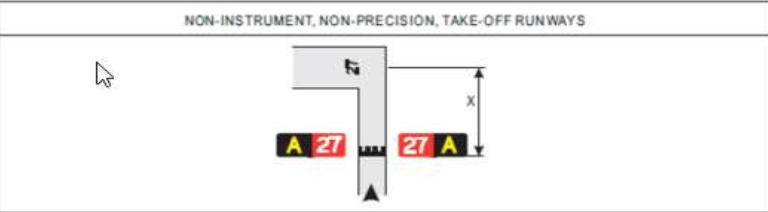
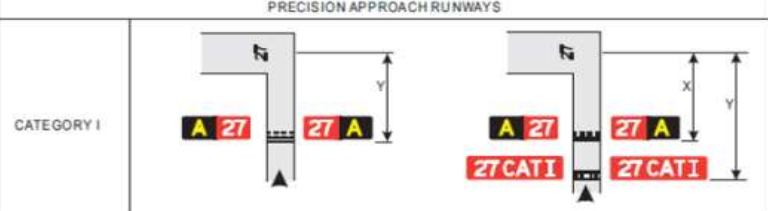
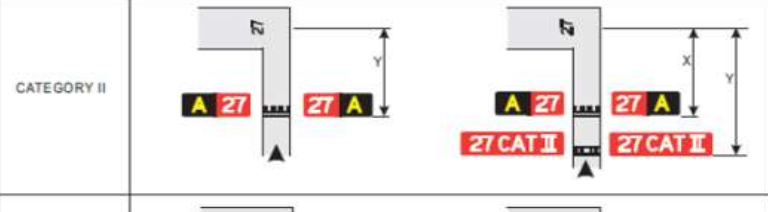
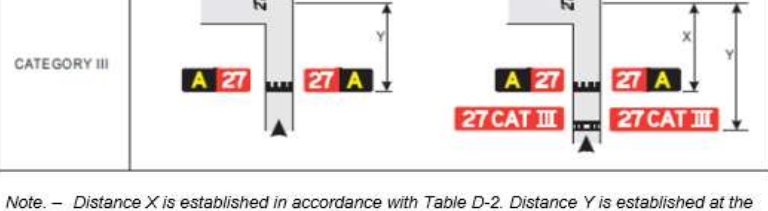
				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (6) Signs should be retroreflective and/or illuminated when intended for use at night in association with non-instrument runways where the code number is 1 or 2.	CS ADR-DSN.N.775 para (c)(6)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (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.	CS ADR-DSN.N.775 para (c)(7)(i)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (7) Where variable pre-determined information is required, a variable sign should be provided. ... (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.	CS ADR-DSN.N.775 para (c)(7)(ii)							
CS ADR-DSN.N.775 General ... (c) Characteristics: ... (7) Where variable pre-determined information is required, a variable sign should be provided. ... (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.	CS ADR-DSN.N.775 para (c)(7)(iii) & CS ADR-DSN.N.775 para (c)(16)							
<div>Rem. - Table N-1. Location distances for taxiing guidance signs including runway exit signs</div> <div>Tabelul N-1 se modifică după cum urmează: În coloana Sign height (mm), colonița Face (min)</div> <div>cifra 400 se înlocuiește cu cifra 300 cifra 600 se înlocuiește cu cifra 450 cifra 600 se înlocuiește cu cifra 450 cifra 800 se înlocuiește cu cifra 600</div> <div>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</div>								
<div>CS ADR-DSN.N.775 para (c)(16):</div> <div>subpunctul (c) (16) coloana Face height (min) se expune în următoarea redacție:</div>								

							On-side control			Desk-top control			
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Normative base	NOTES	Inspetion's LOG		Pass		No pass	N/A	Pass	No pass
<div>Face height (min)</div> <div>300 mm</div> <div>450 mm</div> <div>600 mm</div> <div>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</div> <div><div><div>3) Figure N-3. Sign dimensions se expune în următoarea redacție:</div><div><div><div><div><div>10-28</div><div><div><div>H₂</div><div>H₂</div><div>H</div><div>H₂</div><div>H₂</div></div><div><div>H/4 (min)</div><div>H/4 (min)</div></div></div></div><div><div><div>H</div><div>H₂</div><div>H</div><div>H₂</div><div>H₂</div></div><div><div>H/4 (min)</div><div>H/4 (min)</div></div></div></div><div>A. Sign with two runway designators</div><div><div><div><div><div>10</div><div><div><div>H</div><div>H₂</div><div>H</div><div>H₂</div><div>H₂</div></div><div><div>H/4 (min)</div><div>H/4 (min)</div></div></div></div><div>B. Sign with one runway designator</div></div></div><div>Figure N-3. Sign dimensions</div><div><i>Explanatory Note to Figure N-3: “H” stands for the inscription height</i></div><div>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</div></div></div></div></div></div>													
CS ADR-DSN.N.780 Mandatory instruction signs (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.				CS ADR-DSN.N.780 para (a)(1)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (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.				CS ADR-DSN.N.780 para (a)(2)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (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.				CS ADR-DSN.N.780 para (a)(3)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (4) A pattern ‘B’ runway-holding position marking should be supplemented with a Category I, II, or III holding position sign.				CS ADR-DSN.N.780 para (a)(4)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (5) A pattern ‘A’ runway-holding position marking at a runway-holding position should be supplemented with a runway-holding position sign.				CS ADR-DSN.N.780 para (a)(5)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (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.				CS ADR-DSN.N.780 para (a)(6)									
CS ADR-DSN.N.780 Mandatory instruction signs (a) Applicability: ... (8) A NO ENTRY sign should be provided when entry into an area is prohibited.				CS ADR-DSN.N.780 para (a)(8)									
CS ADR-DSN.N.780 Mandatory instruction signs ... (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.				CS ADR-DSN.N.780 para (b)(1)									

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.N.780 Mandatory instruction signs ... (b) Location: ... (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.	CS ADR-DSN.N.780 para (b)(2)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (b) Location: ... (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.	CS ADR-DSN.N.780 para (b)(3)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (b) Location: ... (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.	CS ADR-DSN.N.780 para (b)(4)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: (1) A mandatory instruction sign should consist of an inscription in white on a red background. ...	CS ADR-DSN.N.780 para (c)(1)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: (1) 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.	CS ADR-DSN.N.780 para (c)(1)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.780 para (c)(2)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.780 para (c)(3)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: ... (4) The inscription on a NO ENTRY sign should be in accordance with Figure N-4.	CS ADR-DSN.N.780 para (c)(4)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (c) Characteristics: ... (5) The inscription on a runway-holding position sign at a runway-holding position should consist of the taxiway designation and a number.	CS ADR-DSN.N.780 para (c)(5)							
CS ADR-DSN.N.780 Mandatory instruction signs ... (d) Where installed, the inscriptions/symbol of Figure N-4 should be used:	CS ADR-DSN.N.780 para (d)							
CS ADR-DSN.N.785 Information signs (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.	CS ADR-DSN.N.785 para (a)(1)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (2) Information signs should include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs, and intersection take-off signs.	CS ADR-DSN.N.785 para (a)(2)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (3) A runway exit sign should be provided where there is an operational need to identify a runway exit.	CS ADR-DSN.N.785 para (a)(3)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (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.	CS ADR-DSN.N.785 para (a)(4)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (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.	CS ADR-DSN.N.785 para (a)(5)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (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.	CS ADR-DSN.N.785 para (a)(6)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (7) A combined location and direction sign should be provided when it is intended to indicate routing information prior to a taxiway intersection.	CS ADR-DSN.N.785 para (a)(7)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (8) A direction sign should be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.	CS ADR-DSN.N.785 para (a)(8)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (9) A location sign should be provided at an intermediate holding position.	CS ADR-DSN.N.785 para (a)(9)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (10) A location sign should be provided in conjunction with a runway designation sign except at a runway/runway intersection.	CS ADR-DSN.N.785 para (a)(10)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (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.	CS ADR-DSN.N.785 para (a)(10)							
<div><div><div>Runway designation of a runway extremity (Example)</div><div>25</div><div>Indicates a runway-holding position at a runway extremity</div></div><div><div>Runway designation of both extremities of a runway (Example)</div><div>25-07</div><div>Indicates a runway-holding position located at taxiway/runway intersection other than runway extremity</div></div><div><div>Category I hold position (Example)</div><div>25 CAT I</div><div>Indicates a category I runway-holding position at the threshold of runway 25</div></div><div><div>Category II hold position (Example)</div><div>25 CAT II</div><div>Indicates a category II runway-holding position at the threshold of runway 25</div></div><div><div>Category III hold position (Example)</div><div>25 CAT III</div><div>Indicates a category III runway-holding position at the threshold of runway 25</div></div><div><div>Category II and III hold position (Example)</div><div>25 CAT II/III</div><div>Indicates a joint category II and III runway-holding position at the threshold of runway 25</div></div></div>								

					On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)					Pass	No pass		Pass	No pass
<div><div><div>Category I, II and III hold position (Example)</div><div>25 CAT I/II/III</div><div>Indicates a joint category I, II and III runway-holding position at the threshold of runway 25</div></div><div><div>NO ENTRY</div><div><div></div></div><div>Indicates that entry to an area is prohibited</div></div><div><div>Runway-holding position (Example)</div><div>B2</div><div>Indicates a runway-holding position (in accordance with CS ADR-DSN D.335(b)(1))</div></div></div> <div>Figure N-4. Mandatory instruction signs</div>									
<div><div>CIVIL AVIATION AUTHORITYCS-ADR-DSN</div><div><div><div>LEFT SIDE</div><div>RIGHT SIDE</div></div><div><div><div>←C B C→</div><div>DIRECTION/LOCATION/DIRECTION</div></div><div><div><div>B ←C→</div><div>LOCATION/DIRECTION</div></div><div><div>←APRON</div><div>DESTINATION</div></div><div><div><div>A</div><div>LOCATION/RUNWAY VACATED</div></div><div><div><div>←A</div><div>RUNWAY VACATED/LOCATION</div></div></div><div><div><div>←G</div><div>↖G2</div><div>G→</div><div>G2↗</div><div>RUNWAY EXIT</div><div>RUNWAY EXIT</div></div><div><div><div>A</div><div>LOCATION</div></div><div><div><div>←C B B↗ C→</div><div>DIRECTION/LOCATION/DIRECTION/DIRECTION</div></div></div><div><div><div>↙D ←C ↖E B D↗ C→ E↘</div><div>DIRECTION/DIRECTION/DIRECTION/LOCATION/DIRECTION/DIRECTION/DIRECTION</div></div><div><div><div>←2500 m</div><div>2500 m→</div><div>INTERSECTION TAKE-OFF</div></div></div></div></div></div><div>Figure N-6. Information signs</div></div></div></div></div></div>									

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITYCS-ADR-DSN</div><div><div>NON-INSTRUMENT, NON-PRECISION, TAKE-OFF RUNWAYS</div><div></div></div><div><div>PRECISION APPROACH RUNWAYS</div><div><div>CATEGORY I</div><div></div></div><div><div>CATEGORY II</div><div></div></div><div><div>CATEGORY III</div><div></div></div><div><div>Note. – Distance X is established in accordance with Table D-2. Distance Y is established at the edge of ILS/MLS critical/sensitive area</div></div><div>Figure N-5. Positions of signs at taxiway/runway intersections</div></div></div>								
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (12) Where necessary, a location sign should be provided to identify taxiways exiting an apron or taxiways beyond an intersection.	CS ADR-DSN.N.785 para (a)(12)							
CS ADR-DSN.N.785 Information signs (a) Applicability: ... (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.	CS ADR-DSN.N.785 para (a)(13)							
CS ADR-DSN.N.785 Information signs ... (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.	CS ADR-DSN.N.785 para (b)(1)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (2) At a taxiway intersection, information signs should be located prior to the intersection and in line with the intermediate holding position marking. Where 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.	CS ADR-DSN.N.785 para (b)(2)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (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.	CS ADR-DSN.N.785 para (b)(3)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (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.	CS ADR-DSN.N.785 para (b)(4)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (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.	CS ADR-DSN.N.785 para (b)(5)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (6) Where provided in conjunction with a runway vacated sign, the taxiway location sign should be positioned outboard of the runway vacated sign.	CS ADR-DSN.N.785 para (b)(6)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (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.	CS ADR-DSN.N.785 para (b)(7)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (8) A taxiway location sign installed in conjunction with a runway designation sign should be positioned outboard of the runway designation sign.	CS ADR-DSN.N.785 para (b)(8)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (9) A destination sign should not normally be collocated with a location or direction sign.	CS ADR-DSN.N.785 para (b)(9)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (10) An information sign other than a location sign should not be collocated with a mandatory instruction sign.	CS ADR-DSN.N.785 para (b)(10)							
CS ADR-DSN.N.785 Information signs ... (b) Location: ... (11)A direction sign, barricade and/or other appropriate visual aid used to identify a „T” intersection should be located on the opposite side of the intersection facing the taxiway. [According to Order no. 21/GEN from 02.06.2020]	CS ADR DSN.N.785 para (b)(11)							

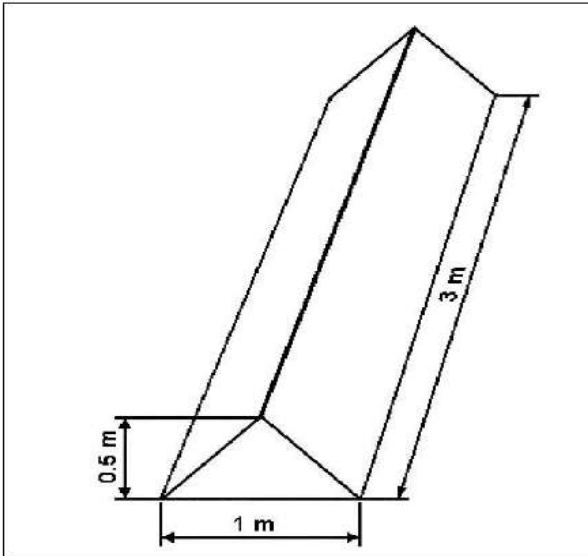
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: (1) An information sign other than a location sign should consist of an inscription in black on a yellow background.	CS ADR-DSN.N.785 para (c)(1)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(2)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(3)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (4) The inscription on a runway vacated sign should depict the pattern A runway-holding position marking as shown in Figure N-6.	CS ADR-DSN.N.785 para (c)(4)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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, appropriately located and oriented, indicating the direction of the take-off as shown in Figure N-6.	CS ADR-DSN.N.785 para (c)(5)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(6)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(7)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(8)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(9)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (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.	CS ADR-DSN.N.785 para (c)(10)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (11) A taxiway shall be identified by a designator that is used only once on an aerodrome comprising a single letter, two letters or a combination of a letter or letters followed by a number. [p.p. (11) – (15) - according to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.N.785 para (c)(11)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (12) When designating taxiways, the use of words such as inner and outer should be avoided wherever possible. [p.p. (11) – (15) - according to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.N.785 para (c)(12)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (13) When designating taxiways, the use of the letters I, O or X shall not be used to avoid confusion with the numerals 1, 0 and closed marking. [p.p. (11) – (15) - according to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.N.785 para (c) (13)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (14) The use of numbers alone on the maneuvering area shall be reserved for the designation of runways. [p.p. (11) – (15) - according to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.N.785 para (c) (14)							
CS ADR-DSN.N.785 Information signs ... (c) Characteristics: ... (15) Apron stand designators should not be the same as taxiway designators. [p.p. (11) – (15) - according to Order no. 43/GEN from 21.10.2020]	CS ADR-DSN.N.785 para (c) (15)							
CS ADR-DSN.N.790 VOR aerodrome checkpoint sign When a VOR aerodrome check-point is established, it should be indicated by a VOR aerodrome check-point marking and sign.	CS ADR-DSN.N.790							
CS ADR-DSN.N.790 VOR aerodrome checkpoint sign ... (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.	CS ADR-DSN.N.790 para (a)							
CS ADR-DSN.N.790 VOR aerodrome checkpoint sign ... (b) Characteristics: (1) A VOR aerodrome check-point sign should consist of an inscription in black on a yellow background.	CS ADR-DSN.N.790 para (b)(1)							
CS ADR-DSN.N.790 VOR aerodrome checkpoint sign ... (b) Characteristics: ... (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.790 para (b)(2)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div><div><div>VOR 116.3 147°</div><div>(A) Where no DME is collocated with the VOR</div></div><div><div>VOR 116.3 147°</div><div>(B)</div></div></div><div><div>VOR 116.3 147° 4.3NM</div><div>(C) Where a DME is collocated with the VOR</div></div><div><div>VOR 116.3 147° 4.3NM</div><div>(D)</div></div></div> <div>Figure N-7. VOR aerodrome check-point sign</div>								
CS ADR-DSN.N.793 Aerodrome identification sign [According to Order no. 21/GEN from 02.06.2020] (a)Application: An aerodrome identification sign should be provided at an aerodrome where there is insufficient alternative means of visual identification.	CS ADR-DSN.N.793 (a)							
CS ADR-DSN.N.793 Aerodrome identification sign [According to Order no. 21/GEN from 02.06.2020] ... (b)Location: The aerodrome identification sign should be placed on the aerodrome so as to be legible, in so far as is practicable, at all angles above the horizontal.	CS ADR-DSN.N.793(b)							
CS ADR-DSN.N.793 Aerodrome identification sign [According to Order no. 21/GEN from 02.06.2020] ... (c)Characteristics: (1) The aerodrome identification sign shall consist of the name of the aerodrome;	CS ADR-DSN.N.793 (c) (1)							
CS ADR-DSN.N.793 Aerodrome identification sign [According to Order no. 21/GEN from 02.06.2020] ... (c)Characteristics: ... (2)The colour selected for the sign should give adequate conspicuity when viewed against its background;	CS ADR-DSN.N.793 (c) (2)							
CS ADR-DSN.N.793 Aerodrome identification sign [According to Order no. 21/GEN from 02.06.2020] ... (c)Characteristics: ... (3)The characters should have a height of not less than 3 m.	CS ADR-DSN.N.793 (c) (3)							
CS ADR-DSN.N.795 Aircraft stand identification signs (a) Applicability: An aircraft stand identification marking should be supplemented with an aircraft stand identification sign where feasible.	CS ADR-DSN.N.795 para (a)							
CS ADR-DSN.N.795 Aircraft stand identification signs ... (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.	CS ADR-DSN.N.795 para (b)							
CS ADR-DSN.N.795 Aircraft stand identification signs ... (c) Characteristics: An aircraft stand identification sign should consist of an inscription in black on a yellow background.	CS ADR-DSN.N.795 para (c)							
CS ADR-DSN.N.800 Road-holding position sign (a) Applicability: A road-holding position sign should be provided at all road entrances to a runway.	CS ADR-DSN.N.800 para (a)							
CS ADR-DSN.N.800 Road-holding position sign ... (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.	CS ADR-DSN.N.800 para (b)							
CS ADR-DSN.N.795 Aircraft stand identification signs ... (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.	CS ADR-DSN.N.800 para (d)(1)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.N.795 Aircraft stand identification signs ... (d) Characteristics: ... (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.	CS ADR-DSN.N.800 para (d)(2)							
CS ADR-DSN.N.795 Aircraft stand identification signs ... (d) Characteristics: ... (3) A road-holding position sign intended for night use should be retroreflective or illuminated.	CS ADR-DSN.N.800 para (d)(3)							
CS ADR-DSN.P.805 General 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.805							
CS ADR-DSN.P.810 Unpaved runway edge markers (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.	CS ADR-DSN.P.810 para (a)							
CS ADR-DSN.P.810 Unpaved runway edge markers ... (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.	CS ADR-DSN.P.810 para (b)(1)							
CS ADR-DSN.P.810 Unpaved runway edge markers ... (b) Characteristics: ... (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.810 para (b)(2)							
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.	CS ADR-DSN.P.815 para (a)							
CS ADR-DSN.P.815 Stopway edge markers ... (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.815 para (b)							
CS ADR-DSN.P.820 Edge markers for snow-covered runways (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.	CS ADR-DSN.P.820 para (a)							
CS ADR-DSN.P.820 Edge markers for snow-covered runways ... (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.820 para (b)							
CS ADR-DSN.P.820 Edge markers for snow-covered runways ... (c)Characteristics: Edge markers for snow-covered runways should consist of conspicuous objects such as evergreen trees about 1.5 m high, or light-weight markers. [According to Order no. 21/GEN from 02.06.2020]	CS ADR-DSN.P.820 (c)							
CS ADR-DSN.P.825 Taxiway edge markers (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.	CS ADR-DSN.P.825 (a)							
CS ADR-DSN.P.825 Taxiway edge markers ... (b) Location: Taxiway edge markers should be installed at least at the same locations as would the taxiway edge lights, had they been used.	CS ADR-DSN.P.825 para (b)							
CS ADR-DSN.P.825 Taxiway edge markers ... (c) Characteristics: (1) A taxiway edge marker should be retroreflective blue.	CS ADR-DSN.P.825 para (c)(1)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.P.825 Taxiway edge markers ... (c) Characteristics: ... (2) The marked surface as viewed by the pilot should be a rectangle and should have a minimum viewing area of 150 cm2.	CS ADR-DSN.P.825 para (c)(2)							
CS ADR-DSN.P.825 Taxiway edge markers ... (c) Characteristics: ... (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.	CS ADR-DSN.P.825 para (c)(3)							
CS ADR-DSN.P.830 Taxiway centre line markers (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.	CS ADR-DSN.P.830 para (a)(1)							
CS ADR-DSN.P.830 Taxiway centre line markers (a) Applicability: ... (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.	CS ADR-DSN.P.830 para (a)(2)							
CS ADR-DSN.P.830 Taxiway centre line markers ... (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.	CS ADR-DSN.P.830 para (b)(1)							
CS ADR-DSN.P.830 Taxiway centre line markers ... (b) Location ... (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.	CS ADR-DSN.P.830 para (b)(2)							
CS ADR-DSN.P.830 Taxiway centre line markers ... (c) Characteristics: (1) A taxiway centre line marker should be retroreflective green.	CS ADR-DSN.P.830 para (c)(1)							
CS ADR-DSN.P.830 Taxiway centre line markers ... (c) Characteristics: ... (2) The marked surface as viewed by the pilot should be a rectangle, and should have a minimum viewing area of 20 cm2.	CS ADR-DSN.P.830 para (c)(2)							
CS ADR-DSN.P.830 Taxiway centre line markers ... (c) Characteristics: ... (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.830 para (c)(3)							
CS ADR-DSN.P.835 Unpaved taxiway edge markers (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.	CS ADR-DSN.P.835 para (a)							
CS ADR-DSN.P.835 Unpaved taxiway edge markers ... (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.	CS ADR-DSN.P.835 para (b)							
(a) Boundary markers shall be provided at an aerodrome where the landing area has no runway.	CS ADR-DSN.P.837 (a)							
(b) Boundary markers shall be spaced along the boundary of the landing area at intervals of not more than 200 m, if the type shown in Figure 5-34 is used, or approximately 90 m, if the conical type is used with a marker at any corner.	CS ADR-DSN.P.837 (b)							
(c) Boundary markers should be of a form similar to that shown in Figure 5-34, or in the form of a cone not less than 50 cm high and not less than 75 cm in diameter at the base. The markers should be coloured to contrast with the background against which they will be seen. A single colour, orange or red, or two contrasting colours, orange and white or alternatively red and white, should be used, except where such colours merge with the background.	CS ADR-DSN.P.837 (c)							

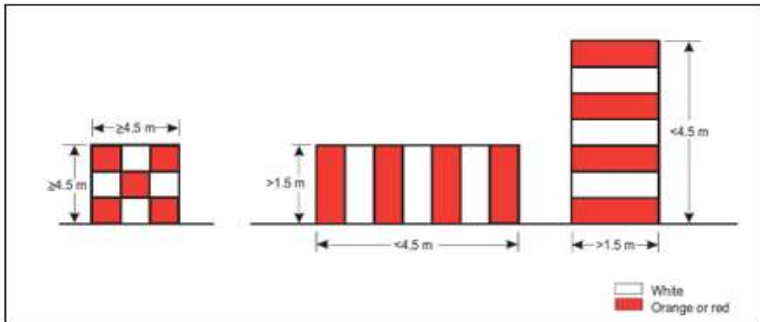
				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div></div> <p>Рис. 5-34. Пограничный маркер</p>								
<p>CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces</p> <p>Note 1. — The marking and/or lighting of obstacles is intended to reduce hazards to aircraft by indicating the presence of the obstacles. It does not necessarily reduce operating limitations which may be imposed by an obstacle.</p> <p>Note 2. — An autonomous aircraft detection system may be installed on or near an obstacle (or group of obstacles such as wind farms), designed to operate the lighting only when the system detects an aircraft approaching the obstacle, in order to reduce light exposure to local residents. Guidance on the design and installation of an autonomous aircraft detection system is available in the Aerodrome Design Manual (Doc 9157), Part 4. The availability of such guidance is not intended to imply that such a system has to be provided.</p> <p>...</p> <p>[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]</p> <p>ADR.OPS.B.080 Маркировка и освещение транспортных средств и прочих движущихся объектов</p> <p>Эксплуатант аэродрома/аэропорта обеспечивает маркировку транспортных средств и других движущихся объектов, кроме воздушных судов, находящихся на поверхности движения, и освещение транспортных средств и других движущихся объектов, если они используются в ночное время или в условиях плохой видимости. Исключение могут составлять оборудование и транспортные средства по обслуживанию воздушных судов, используемые исключительно на перронах.</p>	<p>ADR.OPS.B.080 National Reg. 653/2018</p> <p>&</p> <p>CS ADR-DSN.Q.840</p>							
<p>CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces</p> <p>...</p> <p>(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.</p>	CS ADR-DSN.Q.840 para (b)							
<p>CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces</p> <p>...</p> <p>(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.</p>	CS ADR-DSN.Q.840 para (c)							
<p>CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces</p> <p>...</p> <p>(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:</p> <p>(1) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;</p> <p>(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;</p> <p>(3) <u>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</u></p> <p>(4) the lighting may be omitted where the obstacle is a lighthouse and an safety assessment indicates the lighthouse light to be sufficient.</p>	CS ADR-DSN.Q.840 para (d)							
<p>CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces</p> <p>...</p> <p>(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:</p> <p>(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</p> <p>(2) <u>the object is lighted by high-intensity obstacle lights by day if medium intensity lights, Type A, are deemed insufficient.</u></p>	CS ADR-DSN.Q.840 para (e)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces ... (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) <u>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;</u> and (4) the lighting may be omitted where the obstacle is a lighthouse and an safety assessment indicates the lighthouse light to be sufficient.	CS ADR-DSN.Q.840 para (d)							
CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces ... (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) <u>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;</u> and (4) the lighting may be omitted where the obstacle is a lighthouse and a safety assessment indicates the lighthouse light to be sufficient.	CS ADR-DSN.Q.840 para (f)							
CS ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces ... (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.	CS ADR-DSN.Q.840 para (e)							
GM1 ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces ... (b) Other objects inside the obstacle limitation surfaces should be marked and/or lighted if a safety assessment indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway or highway).	GM1 ADR-DSN.Q.840 para (b)							
GM1 ADR-DSN.Q.840 Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces ... (c) Overhead wires, cables, etc., crossing a river, waterway, valley or highway should be marked and their supporting towers marked and lighted if a safety assessment indicates that the wires or cables could constitute a hazard to aircraft.	GM1 ADR-DSN.Q.840 para (c)							
CS ADR-DSN.Q.841 Objects to be marked and/or lighted outside the lateral boundaries of the obstacle limitation surfaces ... (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.	CS ADR-DSN.Q.841 para (b)							
GM1 ADR-DSN.Q.841 Objects to be marked and/or lighted outside the lateral boundaries of the obstacle limitation surfaces (a) Other objects outside the obstacle limitation surfaces should be marked and/or lighted if a safety assessment indicates that the object could constitute a hazard to aircraft (this includes objects adjacent to visual routes e.g. waterway, highway).	GM1 ADR-DSN.Q.841 para (a)							
GM1 ADR-DSN.Q.841 Objects to be marked and/or lighted outside the lateral boundaries of the obstacle limitation surfaces ... (b) Overhead wires, cables, etc., crossing a river, waterway, valley or highway should be marked and their supporting towers marked and lighted if a safety assessment indicates that the wires or cables could constitute a hazard to aircraft.	GM ADR-DSN.Q.841 para (b)							
CS ADR-DSN.Q.846 Lighting of fixed objects (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.	CS ADR-DSN.Q.846 (a)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.	CS ADR-DSN.Q.846 (b)							

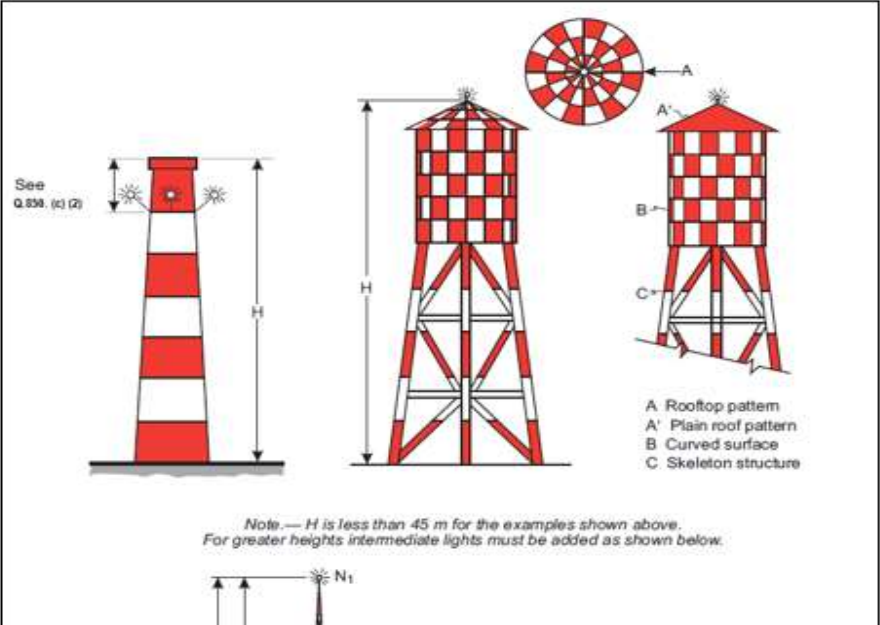
				On-side control		N/A	Desk-top control																																																																																										
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																																																																																									
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.				CS ADR-DSN.Q.846 para (c)																																																																																													
<table><tr><th>(1)</th><th>(2)</th><th>(3)</th><th colspan="2">(4)</th><th>(5)</th><th>(6)</th><th>(7)</th></tr><tr><th rowspan="2">Light type</th><th rowspan="2">Colour</th><th rowspan="2">Signal type/ (Flash Rate)</th><th colspan="3">Peak intensity (cd) at given Background Luminance (b)</th><th rowspan="2">Light Distribution Table</th></tr><tr><th>Day (Above 500 cd/m2)</th><th>Twilight (50-500 cd/m2)</th><th>Night (Below 50 cd/m2)</th></tr><tr><td>Low-intensity Type A (fixed obstacle)</td><td>Red</td><td>Fixed</td><td>N/A</td><td>N/A</td><td>10</td><td>Table Q-2</td></tr><tr><td>Low-intensity Type B (fixed obstacle)</td><td>Red</td><td>Fixed</td><td>N/A</td><td>N/A</td><td>32</td><td>Table Q-2</td></tr><tr><td>Low-intensity Type C (mobile obstacle)</td><td>Yellow/ Blue (a)</td><td>Flashing (60-90 fpm)</td><td>N/A</td><td>40</td><td>40</td><td>Table Q-2</td></tr><tr><td>Low-intensity Type D (follow-me vehicle)</td><td>Yellow</td><td>Flashing (60-90 fpm)</td><td>N/A</td><td>200</td><td>200</td><td>Table Q-2</td></tr><tr><td>Low-intensity, Type E</td><td>Red</td><td>Flashing (c)</td><td>N/A</td><td>N/A</td><td>32</td><td>Table Q-2 (Type B)</td></tr><tr><td>Medium-intensity Type A</td><td>White</td><td>Flashing (20-60 fpm)</td><td>20 000</td><td>20 000</td><td>2 000</td><td>Table Q-3</td></tr><tr><td>Medium-intensity Type B</td><td>Red</td><td>Flashing (20-60 fpm)</td><td>N/A</td><td>N/A</td><td>2 000</td><td>Table Q-3</td></tr><tr><td>Medium-intensity Type C</td><td>Red</td><td>Fixed</td><td>N/A</td><td>N/A</td><td>2 000</td><td>Table Q-3</td></tr><tr><td>High-intensity Type A</td><td>White</td><td>Flashing (40-60 fpm)</td><td>200 000</td><td>20 000</td><td>2 000</td><td>Table Q-3</td></tr><tr><td>High-intensity Type B</td><td>White</td><td>Flashing (40-60 fpm)</td><td>100 000</td><td>20 000</td><td>2 000</td><td>Table Q-3</td></tr></table> <div>(a) CS ADR-DSN.Q.850(b) (b) For flashing lights, effective intensity as determined in accordance with ICAO Doc 9157, Aerodrome Design Manual, Part 4, Visual Aids. (c) For wind turbine application, to flash at the same rate as the lighting on the nacelle.</div> <p>Table Q-1. Characteristics of obstacle lights</p>				(1)	(2)	(3)	(4)		(5)	(6)	(7)	Light type	Colour	Signal type/ (Flash Rate)	Peak intensity (cd) at given Background Luminance (b)			Light Distribution Table	Day (Above 500 cd/m2)	Twilight (50-500 cd/m2)	Night (Below 50 cd/m2)	Low-intensity Type A (fixed obstacle)	Red	Fixed	N/A	N/A	10	Table Q-2	Low-intensity Type B (fixed obstacle)	Red	Fixed	N/A	N/A	32	Table Q-2	Low-intensity Type C (mobile obstacle)	Yellow/ Blue (a)	Flashing (60-90 fpm)	N/A	40	40	Table Q-2	Low-intensity Type D (follow-me vehicle)	Yellow	Flashing (60-90 fpm)	N/A	200	200	Table Q-2	Low-intensity, Type E	Red	Flashing (c)	N/A	N/A	32	Table Q-2 (Type B)	Medium-intensity Type A	White	Flashing (20-60 fpm)	20 000	20 000	2 000	Table Q-3	Medium-intensity Type B	Red	Flashing (20-60 fpm)	N/A	N/A	2 000	Table Q-3	Medium-intensity Type C	Red	Fixed	N/A	N/A	2 000	Table Q-3	High-intensity Type A	White	Flashing (40-60 fpm)	200 000	20 000	2 000	Table Q-3	High-intensity Type B	White	Flashing (40-60 fpm)	100 000	20 000	2 000	Table Q-3	CS ADR-DSN Table Q-1					
(1)	(2)	(3)	(4)		(5)	(6)	(7)																																																																																										
Light type	Colour	Signal type/ (Flash Rate)	Peak intensity (cd) at given Background Luminance (b)			Light Distribution Table																																																																																											
			Day (Above 500 cd/m2)	Twilight (50-500 cd/m2)	Night (Below 50 cd/m2)																																																																																												
Low-intensity Type A (fixed obstacle)	Red	Fixed	N/A	N/A	10	Table Q-2																																																																																											
Low-intensity Type B (fixed obstacle)	Red	Fixed	N/A	N/A	32	Table Q-2																																																																																											
Low-intensity Type C (mobile obstacle)	Yellow/ Blue (a)	Flashing (60-90 fpm)	N/A	40	40	Table Q-2																																																																																											
Low-intensity Type D (follow-me vehicle)	Yellow	Flashing (60-90 fpm)	N/A	200	200	Table Q-2																																																																																											
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Medium-intensity Type B	Red	Flashing (20-60 fpm)	N/A	N/A	2 000	Table Q-3																																																																																											
Medium-intensity Type C	Red	Fixed	N/A	N/A	2 000	Table Q-3																																																																																											
High-intensity Type A	White	Flashing (40-60 fpm)	200 000	20 000	2 000	Table Q-3																																																																																											
High-intensity Type B	White	Flashing (40-60 fpm)	100 000	20 000	2 000	Table Q-3																																																																																											
<div>CIVIL AVIATION AUTHORITY</div> <div>CS-ADR-DSN</div> <div><table><tr><th rowspan="2"></th><th rowspan="2">Minimum intensity (a)</th><th rowspan="2">Maximum intensity (a)</th><th colspan="2">Vertical beam spread (f)</th></tr><tr><th>Minimum beam spread</th><th>Intensity</th></tr><tr><td>Type A</td><td>10 cd (b)</td><td>N/A</td><td>10°</td><td>5 cd</td></tr><tr><td>Type B</td><td>32 cd (b)</td><td>N/A</td><td>10°</td><td>16 cd</td></tr><tr><td>Type C</td><td>40 cd (b)</td><td>400 cd</td><td>12(d)</td><td>20 cd</td></tr><tr><td>Type D</td><td>200 cd (c)</td><td>400 cd</td><td>N/A(e)</td><td>N/A</td></tr></table><div>Note: This table does not include recommended horizontal beam spreads. CS ADR-DSN.Q.846(c) requires 360° coverage around an obstacle. Therefore, the number of lights needed to meet this requirement will depend on the horizontal beam spreads of each light as well as the shape of the obstacle. Thus, with narrower beam spreads, more lights will be required. (a) 360° horizontal. For flashing lights, the intensity is read into effective intensity, as determined in accordance with ICAO, Aerodrome Design Manual, Part 4, Visual Aids. (b) Between 2 and 10° vertical. Elevation vertical angles are referenced to the horizontal when the light is levelled. (c) Between 2 and 20° vertical. Elevation vertical angles are referenced to the horizontal when the light is levelled. (d) Peak intensity should be located at approximately 2.5° vertical. (e) Peak intensity should be located at approximately 17° vertical. (f) Beam spread is defined as the angle between the horizontal plan and the directions for which the intensity exceeds that mentioned in the 'intensity' column.</div></div>					Minimum intensity (a)	Maximum intensity (a)	Vertical beam spread (f)		Minimum beam spread	Intensity	Type A	10 cd (b)	N/A	10°	5 cd	Type B	32 cd (b)	N/A	10°	16 cd	Type C	40 cd (b)	400 cd	12(d)	20 cd	Type D	200 cd (c)	400 cd	N/A(e)	N/A																																																																			
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				CS ADR-DSN Table Q-2																																																																																													
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects GENERAL (a)The aerodrome operator should ensure that all vehicles operating on the manoeuvring area are marked by colours or display flags.				AMC1 ADR.OPS.B.080 para (a)																																																																																													
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects GENERAL ... (b) When mobile objects are marked by colour, conspicuous colours should be used.				AMC1 ADR.OPS.B.080 para (b) GM1 ADR.OPS.B.080																																																																																													
GM1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects COLOURS TO BE USED Red or yellowish green colour should preferably be used for marking emergency vehicles and yellow colour for service vehicles																																																																																																	

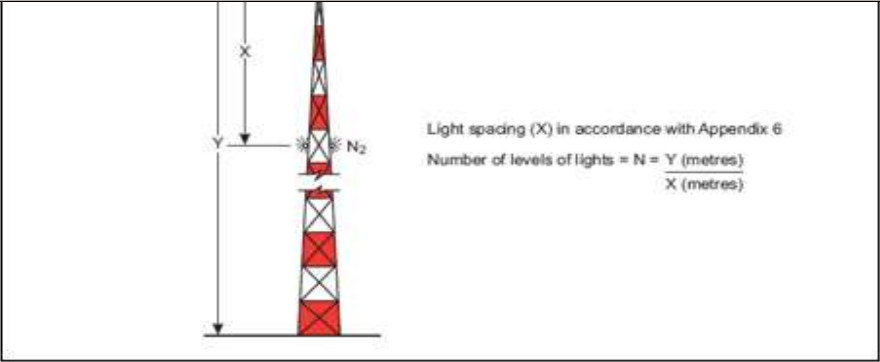
Table Q-2. Light distribution for low-intensity obstacle lights

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects GENERAL ... (c)When flags are used to mark mobile objects, they should be displayed around, on top of, or around the highest edge of the object. Flags should not increase the hazard presented by the object they mark.	AMC1 ADR.OPS.B.080 (c)							
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects GENERAL ... (d)When flags are used to mark mobile objects they should not be less than 0.9 m on each side and should consist of a chequered pattern, each square having sides of not less than 0.3 m. The colours of the pattern should contrast each with the other and with the background against which they will be seen. Orange and white, or alternatively red and white should be used, except where such colours merge with the background.	AMC1 ADR OPS.B.080 (d)							
AMC1 ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects GENERAL ... (e)Low-intensity obstacle lights, Type C, should be displayed on vehicles and other self-powered mobile objects excluding aircraft.	AMC1 ADR OPS.B.080 (e)							
CS ADR-DSN.Q.850 Lighting of other objects ... (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.	CS ADR-DSN.Q.850 para (b)							
CS ADR-DSN.Q.850 Lighting of other objects ... (c) Low-intensity obstacle lights, Type D, should be displayed on follow-me vehicles.	CS ADR-DSN.Q.850 para (c)							
CS ADR-DSN.Q.850 Lighting of other objects ... (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.850 para (d)							
CS ADR-DSN.Q.845 Marking of objects (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.	CS ADR-DSN.Q.845 para (a)							
CS ADR-DSN.Q.845 Marking of objects ... (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. GM1 ADR-DSN.Q.845 Marking of objects (a) Orange and white or alternatively red and white are preferably used, except where such colours merge with the background.	CS ADR-DSN.Q.845 para (b) (1) GM1 ADR-DSN.Q.845 para (a)							
CS ADR-DSN.Q.845 Marking of objects ... (b) Marking by colour ... (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.	CS ADR-DSN.Q.845 para (b)(2), (b)(3)							

				On-side control			Desk-top control																															
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																														
<div></div> <p>Figure Q-1. Basic marking patterns</p>				CS ADR-DSN Figure Q-1. Basic marking patterns																																		
<div><table><tr><th colspan="2">Longest dimension</th><th rowspan="2">Band width</th></tr><tr><th>Greater than</th><th>Not exceeding</th></tr><tr><td>1.5 m</td><td>210 m</td><td>1/7 of longest dimension</td></tr><tr><td>210 m</td><td>270 m</td><td>1/9 " "</td></tr><tr><td>270 m</td><td>330 m</td><td>1/11 " "</td></tr><tr><td>330 m</td><td>390 m</td><td>1/13 " "</td></tr><tr><td>390 m</td><td>450 m</td><td>1/15 " "</td></tr><tr><td>450 m</td><td>510 m</td><td>1/17 " "</td></tr><tr><td>510 m</td><td>570 m</td><td>1/19 " "</td></tr><tr><td>570 m</td><td>630 m</td><td>1/21 " "</td></tr></table></div> <p>Table Q-4. Marking band widths</p>				Longest dimension		Band width	Greater than	Not exceeding	1.5 m	210 m	1/7 of longest dimension	210 m	270 m	1/9 " "	270 m	330 m	1/11 " "	330 m	390 m	1/13 " "	390 m	450 m	1/15 " "	450 m	510 m	1/17 " "	510 m	570 m	1/19 " "	570 m	630 m	1/21 " "	CS ADR-DSN Table Q-4. Marking band widths					
Longest dimension		Band width																																				
Greater than	Not exceeding																																					
1.5 m	210 m	1/7 of longest dimension																																				
210 m	270 m	1/9 " "																																				
270 m	330 m	1/11 " "																																				
330 m	390 m	1/13 " "																																				
390 m	450 m	1/15 " "																																				
450 m	510 m	1/17 " "																																				
510 m	570 m	1/19 " "																																				
570 m	630 m	1/21 " "																																				
<p>CS ADR-DSN.Q.845 Marking of objects</p> <p>...</p> <p>(b) Marking by colour</p> <p>...</p> <p>(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.</p> <p>GM1 ADR-DSN.Q.845 Marking of objects</p> <p>...</p> <p>(d) Alternative spacing may be suitable; priority is to highlight the location and definition of the object.</p>				<p>CS ADR-DSN.Q.845 para (b)(4)</p> <p>GM1 ADR-DSN.Q.845 (d)</p>																																		
<p>CS ADR-DSN.Q.845 Marking of objects</p> <p>...</p> <p>(c) Marking by flags</p> <p>(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.</p>				CS ADR-DSN.Q.845 para (c)(1)																																		
<p>CS ADR-DSN.Q.845 Marking of objects</p> <p>...</p> <p>(c) Marking by flags</p> <p>...</p> <p>(2) Flags used to mark fixed objects should not be less than 0.6 m on each side.</p>				CS ADR-DSN.Q.845 para (c)(2)																																		
<p>CS ADR-DSN.Q.845 Marking of objects</p> <p>...</p> <p>(c) Marking by flags</p> <p>...</p> <p>(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.</p>				CS ADR-DSN.Q.845 para (c)(3)																																		

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.Q.845 Marking of objects ... (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.	CS ADR-DSN.Q.845 para (d)(1)							
CS ADR-DSN.Q.845 Marking of objects ... (d) Marking by markers ... (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.845 para (d)(2)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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. GM1 ADR-DSN.Q.846 Lighting of fixed objects (a) Guidance on how a combination of low-, medium-, and/or high-intensity lights on obstacles should be displayed is given in Figures GM-Q-1 to GM-Q-8.	CS ADR-DSN.Q.846 (d) GM1 ADR-DSN.Q.846 (a)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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).	CS ADR-DSN.Q.846 para (e)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.	CS ADR-DSN.Q.846 para (f)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.	CS ADR-DSN.Q.846 para (g)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.	CS ADR-DSN.Q.846 para (h)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (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.	CS ADR-DSN.Q.846 para (i)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (j) High-intensity obstacle lights, Type A, and medium-intensity obstacle lights, Types A and B, located on an object should flash simultaneously.	CS ADR-DSN.Q.846 para (j)							
CS ADR-DSN.Q.846 Lighting of fixed objects ... (k) The installation setting angles for high-intensity obstacle lights, Type A, should be in accordance with Table Q-5. GM1 ADR-DSN.Q.846 Lighting of fixed objects ... (b) High-intensity obstacle lights are intended for day use as well as night use. Care should be taken to ensure that these lights do not create disconcerting dazzle or environmental concerns. Guidance on the design, location, and operation of high-intensity obstacle lights is given in ICAO Doc 9157, Aerodrome Design Manual, Part 4, Visual Aids.	CS ADR-DSN.Q.846 para (k) GM1 ADR-DSN.Q.846 (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.Q.846 Lighting of fixed objects ... (c) Where, the use of high-intensity obstacle lights, Type A, or medium-intensity obstacle lights, Type A, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high-intensity obstacle lights, Type A, or medium intensity obstacle lights, Type A, as appropriate, for daytime and twilight use and medium-intensity obstacle light, Type B or C, for night-time use.	GM1 ADR-DSN.Q.846 para (c)							
CS ADR-DSN.Q.847 Lighting of fixed objects with a height less than 45 m above ground level (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.	CS ADR-DSN.Q.847 para (a)							
CS ADR-DSN.Q.847 Lighting of fixed objects with a height less than 45 m above ground level ... (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.	CS ADR-DSN.Q.847 para (b)							
CS ADR-DSN.Q.847 Lighting of fixed objects with a height less than 45 m above ground level ... (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.	CS ADR-DSN.Q.847 para (c)							
CS ADR-DSN.Q.847 Lighting of fixed objects with a height less than 45 m above ground level ... (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.847 para (d)							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div></div>	CS ADR-DSN Figure Q-2. Examples of lighting and marking of tall structures							

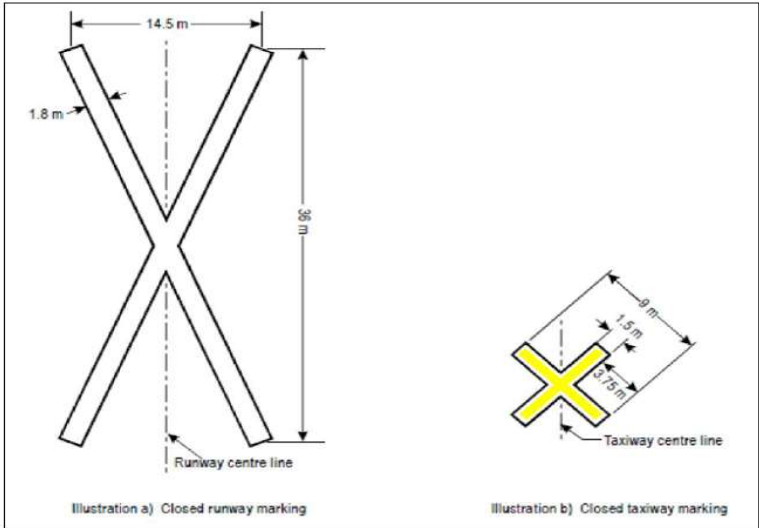
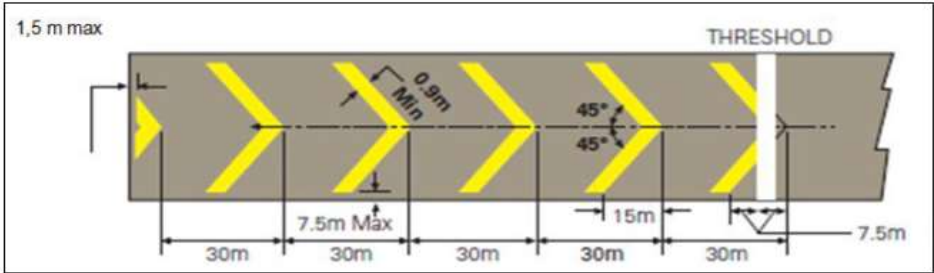
					On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)					Pass	No pass		Pass	No pass
<div><p>Figure Q-2. Examples of lighting and marking of tall structures</p></div>									
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.					CS ADR-DSN.Q.848 para (a)				
CS ADR-DSN.Q.848 Lighting of fixed objects with a height 45 m to a height less than 150 m above ground level ... (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.					CS ADR-DSN.Q.848 para (b)				
CS ADR-DSN.Q.848 Lighting of fixed objects with a height 45 m to a height less than 150 m above ground level ... (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.					CS ADR-DSN.Q.848 para (c)				
CS ADR-DSN.Q.848 Lighting of fixed objects with a height 45 m to a height less than 150 m above ground level ... (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.					CS ADR-DSN.Q.850 para (d)				
CS ADR-DSN.Q.848 Lighting of fixed objects with a height 45 m to a height less than 150 m above ground level ... (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.847 para (e)				
CS ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level (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.					CS ADR-DSN.Q.849 para (a)				
CS ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level ... (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 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 para (b)				
GM1 ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level Where, the use of high-intensity obstacle lights, Type A, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, medium-intensity obstacle lights, Type 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.					GM1 ADR-DSN.Q.849				

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level ... (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.	CS ADR-DSN.Q.849 para (c)							
CS ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level ... (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.	CS ADR-DSN.Q.849 para (d)							
CS ADR-DSN.Q.849 Lighting of fixed objects with a height 150 m or more above ground level ... (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 para (e)							
CS ADR-DSN.Q.851 Marking and lighting of wind turbines (a) Applicability: When considered as an obstacle a wind turbine should be marked and/or lighted.	CS ADR-DSN.Q.851 para (a)							
CS ADR-DSN.Q.851 Marking and lighting of wind turbines ... (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.	CS ADR-DSN.Q.851 para (b)							
CS ADR-DSN.Q.851 Marking and lighting of wind turbines ... (c) Lighting: ... (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 ADR-DSN.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 if an safety assessment shows that low intensity Type E lights are not suitable. GM1 ADR-DSN.Q.851 Marking and lighting of wind turbines (a) Additional markings and lighting may be provided to the wind turbines if indicated by a safety assessment. (b) Case by case studies for wind turbines of more than 315 m of overall height may conclude that additional markings and lighting are required.	CS ADR-DSN.Q.851 para (c) (2) GM1 ADR-DSN.Q.851							
CS ADR-DSN.Q.851 Marking and lighting of wind turbines ... (c) Lighting: ... (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.851 para (c) (3)							
CS ADR-DSN.Q.851 Marking and lighting of wind turbines ... (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.	CS ADR-DSN.Q.851 para (c) (1)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc. (a) Marking: The wires, cables, etc. to be marked should be equipped with markers; the supporting tower should be coloured.	CS ADR-DSN.Q.852 para (a)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc. ... (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.	CS ADR-DSN.Q.852 para (b)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (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.	CS ADR-DSN.Q.852 para (c) (1)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (c) Marking by markers: ... (2) A marker displayed on an overhead wire, cable, etc., should be spherical and have a diameter of not less than 60 cm.	CS ADR-DSN.Q.852 para (c)(2)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (c) Marking by markers: ... (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.	CS ADR-DSN.Q.852 para (c)(3)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (c) Marking by markers: ... (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.	CS ADR-DSN.Q.845 para (c)(4)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (c) Marking by markers: ... (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.	CS ADR-DSN.Q.852 para (c)(5)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (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.	CS ADR-DSN.Q.852 para (d)(1)							
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (d) Lighting: ... (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.	CS ADR-DSN.Q.852 para (d)(2)							

				On-side control			Desk-top control																
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass															
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (d) Lighting: ... (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: <table><tr><th>Flash interval between</th><th>Ratio of cycle time</th></tr><tr><td>Middle and top light</td><td>1/13</td></tr><tr><td>Top and bottom light</td><td>2/13</td></tr><tr><td>Bottom and middle light</td><td>10/13</td></tr></table>	Flash interval between	Ratio of cycle time	Middle and top light	1/13	Top and bottom light	2/13	Bottom and middle light	10/13	CS ADR-DSN.Q.852 para (d)(3)														
Flash interval between	Ratio of cycle time																						
Middle and top light	1/13																						
Top and bottom light	2/13																						
Bottom and middle light	10/13																						
GM1 ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc. ... (c) Where the use of high-intensity obstacle lights, Type B, at night may dazzle pilots in the vicinity of an aerodrome (within approximately 10 000 m radius) or cause significant environmental concerns, a dual obstacle lighting system should be provided. This system should be composed of high-intensity obstacle lights, Type B, for daytime and twilight use and medium-intensity obstacle lights, Type B, for night-time use. Where medium-intensity lights are used they should be installed at the same level as the high-intensity obstacle light Type B.	CM1 ADR-DSN.Q.852 para (c)																						
CS ADR-DSN.Q.852 Marking and lighting of overhead wires, cables, supporting towers, etc ... (d) Lighting: ... (4) The installation setting angles for high-intensity obstacle lights, Types B, should be in accordance with Table Q-5.	CS ADR-DSN.Q.852 para (d)(4)																						
<table><tr><th colspan="2">Height of light unit above terrain (AGL)</th><th rowspan="2">Angle of the peak of the beam above the horizontal</th></tr><tr><th>Greater than</th><th>Not exceeding</th></tr><tr><td>151 m</td><td></td><td>0°</td></tr><tr><td>122 m</td><td>151 m</td><td>1°</td></tr><tr><td>92 m</td><td>122 m</td><td>2°</td></tr><tr><td></td><td>92 m</td><td>3°</td></tr></table> Table Q-5. Installation setting angles for high-intensity obstacle lights	Height of light unit above terrain (AGL)		Angle of the peak of the beam above the horizontal	Greater than	Not exceeding	151 m		0°	122 m	151 m	1°	92 m	122 m	2°		92 m	3°	CS ADR-DSN Table Q-5. Installation setting angles for high-intensity obstacle lights					
Height of light unit above terrain (AGL)		Angle of the peak of the beam above the horizontal																					
Greater than	Not exceeding																						
151 m		0°																					
122 m	151 m	1°																					
92 m	122 m	2°																					
	92 m	3°																					
CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof (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.	CS ADR-DSN.R.855 para (a)(1)																						
AMC4 ADR.OPS.B.070 Aerodrome works safety CLOSED RUNWAYS AND TAXIWAYS, OR PARTS THEREOF The aerodrome operator should ensure that: (a) a closed marking as defined in CS ADR-DSN.R.855(c) is displayed on a temporarily closed runway, or taxiway, or a portion thereof, except that such a marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided; (b) lighting on a closed runway or taxiway, or a portion thereof is not operated, except as required for maintenance purposes; and (c) in addition to closed markings, when the runway, taxiway, or portion thereof is closed and is intercepted by a usable runway or taxiway which is used at night, unserviceability lights as defined in CS ADR-DSN.R.870(c) should be placed across the entrance to the closed area at intervals not exceeding 3 m.	AMC4 ADR.OPS.B.070 (a)																						
CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof ... (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.	CS ADR-DSN.R.855 para (b)																						

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof ... (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. Note 1. — When an area is temporarily closed, frangible barriers or markings utilizing materials other than paint or other suitable means may be used to identify the closed area. Note 2. — Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the PANS-Aerodromes (Doc 9981).	CS ADR-DSN.R.855 para (c)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof ... (d) When a runway, or taxiway, or portion thereof is permanently closed, all normal runway and taxiway markings should be obliterated.	CS ADR-DSN.R.855 para (d)							
AMC4 ADR.OPS.B.070 Aerodrome works safety CLOSED RUNWAYS AND TAXIWAYS, OR PARTS THEREOF The aerodrome operator should ensure that: (a) a closed marking as defined in CS ADR-DSN.R.855(c) is displayed on a temporarily closed runway, or taxiway, or a portion thereof, except that such a marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided; (b) lighting on a closed runway or taxiway, or a portion thereof is not operated, except as required for maintenance purposes; and (c) in addition to closed markings, when the runway, taxiway, or portion thereof is closed and is intercepted by a usable runway or taxiway which is used at night, unserviceability lights as defined in CS ADR-DSN.R.870(c) should be placed across the entrance to the closed area at intervals not exceeding 3 m.	AMC4 ADR.OPS.B.070 (b)							
CS ADR-DSN.R.855 Closed runways and taxiways, or parts thereof ... (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)).	CS ADR-DSN.R.855 para (e)							
CS ADR-DSN.R.860 Non-load-bearing surfaces (a) Shoulders for taxiways, runway turn pads, holding bays and aprons, and other non-load-bearing 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.	CS ADR-DSN.R.860 para (a)							
GM1 ADR-DSN.R.860 Non-load-bearing surfaces (a) A taxi side stripe marking could also be placed along the edge of the load-bearing pavement to emphasize the location of the taxiway edge, with the outer edge of the marking approximately on the edge of the load-bearing pavement.	GM1 ADR-DSN.R.860 (a)							
CS ADR-DSN.R.860 Non-load-bearing surfaces ... (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.860 para (b)							
CS ADR-DSN.R.865 Pre-threshold area (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.	CS ADR-DSN.R.865 para (a)							
CS ADR-DSN.R.865 Pre-threshold area ... (b) Location: A chevron marking should point in the direction of the runway and be placed as shown in Figure R-2.	CS ADR-DSN.R.865 para (b)							
CS ADR-DSN.R.865 Pre-threshold area ... (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.865 para (c)							
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. Note 1. — Unserviceability markers and lights are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed. Note 2. — Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the PANS-Aerodromes (Doc 9981).	CS ADR-DSN.R.870 para (a)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]								

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure R-1. Runway and taxiway closed markings</div></div>	CS ADR-DSN Figure R-1. Runway and taxiway closed markings							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><div></div><div>Figure R-2. Pre-threshold area marking</div></div>	CS ADR-DSN Figure R-2. Pre-threshold area marking							
CS ADR-DSN.R.870 Unserviceable areas ... (b) Location: Unserviceability markers and lights should be placed at intervals sufficiently close so as to delineate the unserviceable area.	CS ADR-DSN.R.870 para (b)							
CS ADR-DSN.R.870 Unserviceable areas ... (c) Characteristics (1) Unserviceability markers should consist of conspicuous upstanding devices such as flags, cones, or marker boards.	CS ADR-DSN.R.870 para (c)(1)							
CS ADR-DSN.R.870 Unserviceable areas ... (c) Characteristics ... (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 10 cd of red light.	CS ADR-DSN.R.870 para (c)(2)							
CS ADR-DSN.R.870 Unserviceable areas ... (c) Characteristics ... (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.	CS ADR-DSN.R.870 para (c)(3)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.R.870 Unserviceable areas ... (c) Characteristics ... (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.	CS ADR-DSN.R.870 para (c)(4)							
CS ADR-DSN.R.870 Unserviceable areas ... (c) Characteristics ... (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.	CS ADR-DSN.R.870 para (c)(5)							
CS ADR-DSN.S.875 Electrical power supply systems for air navigation facilities (a) Adequate primary power supply should be available at aerodromes for the safe functioning of air navigation facilities.	CS ADR-DSN.S.875 para (a)							
CS ADR-DSN.S.875 Electrical power supply systems for 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.	CS ADR-DSN.S.875 para (b)							
CS ADR-DSN.S.875 Electrical power supply systems for air navigation facilities ... (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.	CS ADR-DSN.S.875 para (c)							
CS ADR-DSN.S.875 Electrical power supply systems for air navigation facilities ... (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.875 para (d)							
CS ADR-DSN Table S-1. Secondary power supply requirements (see CS ADR-DSN.S.875(d))	CS ADR-DSN.S.875 CS ADR-DSN Table S-1. Secondary power supply requirements (see CS ADR-DSN.S.875(d))							
CS ADR-DSN.S.880 Electrical power supply systems (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.	CS ADR-DSN.S.880 para (a)							
CS ADR-DSN.S.880 Electrical power supply systems ... (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.	CS ADR-DSN.S.880 para (b)							
CS ADR-DSN.S.880 Electrical power supply systems ... (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.	CS ADR-DSN.S.880 para (c)							
GM1 ADR-DSN.S.880 Electrical power supply (a) At an aerodrome where the primary runway is a non-instrument runway, a secondary power supply capable of meeting the requirements of CS ADR-DSN.S.875(d) should be provided, except that a secondary power supply for visual aids need not be provided when an emergency lighting system is provided and capable of being deployed in 15 minutes.	GM1 ADR-DSN.S.880 para (a)							
CS ADR-DSN.S.880 Electrical power supply systems ... (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 ADR-DSN.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); and (6) illumination of apron areas over which passengers may walk. GM1 ADR-DSN.S.880 Electrical power supply ... (b) Specifications for secondary power supply for radio navigation aids and ground elements of communications systems are given in ICAO Annex 10, Volume I, Aeronautical Telecommunications, Chapter 2.	CS ADR-DSN.S.880 para (d) GM1 ADR-DSN.S.880 para (b)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR-DSN.S.880 Electrical power supply ... (c) Requirements for a secondary power supply should be met by either of the following: (1) independent public power which is a source of power supplying the aerodrome service from a substation other than the normal substation through a transmission line following a route different from the normal power supply route and such that the possibility of a simultaneous failure of the normal and independent public power supplies is extremely remote; or (2) standby power unit(s) which are engine generators, batteries, etc. from which electric power can be obtained.	GM1 ADR-DSN.S.880 para (c)							
CS ADR-DSN.S.885 System design (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.	CS ADR-DSN.S.885 para (a)							
CS ADR-DSN.S.885 System design ... (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.	CS ADR-DSN.S.885 para (b)							
CS ADR-DSN.S.885 System design ... (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.885 para (c)							
CS ADR-DSN.S.890 Monitoring (a) A system of monitoring should be employed to indicate the operational status of the lighting systems.	CS ADR-DSN.S.890 para (a)							
CS ADR-DSN.S.890 Monitoring ... (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.	CS ADR-DSN.S.890 para (b)							
CS ADR-DSN.S.890 Monitoring ... (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.	CS ADR-DSN.S.890 para (c)							
CS ADR-DSN.S.890 Monitoring ... (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.	CS ADR-DSN.S.890 para (d)							
CS ADR-DSN.S.890 Monitoring ... (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. GM1 ADR-DSN.S.890 Monitoring (a) For a runway meant for use in runway visual range conditions less than a value of 550 m, the minimum serviceability level of any element of the lighting system detailed in Table S-1, below which operations should not continue, is set up by the competent authority. (b) Additional guidance on air traffic control interface and visual aids monitoring is given in ICAO Doc 9157, Aerodrome Design Manual, Part 5, Electrical Systems.	CS ADR-DSN.S.890 para (e) GM1 ADR-DSN.S.890							

				On-side control			Desk-top control																								
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)				Pass	No pass		Pass	No pass																							
<div><div>CIVIL AVIATION AUTHORITY</div><div>CS-ADR-DSN</div><table><tr><th>Runway</th><th>Lighting aids requiring power</th><th>Maximum switch-over time</th></tr><tr><td>Non-instrument</td><td>Visual approach slope indicators^a Runway edge^b Runway threshold^b Runway end^b Obstacle^a</td><td>See CS ADR-DSN.M.875(d) and CS ADR-DSN.M.880(d)</td></tr><tr><td>Non-precision approach</td><td>Approach lighting system Visual approach slope indicators^{a, d} Runway edge^d Runway threshold^d Runway end^d Obstacle^a</td><td>15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds</td></tr><tr><td>Precision approach category I</td><td>Approach lighting system Runway edge^d Visual approach slope indicators^{a, d} Runway threshold^d Runway end Essential taxiway^a Obstacle^a</td><td>15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds</td></tr><tr><td>Precision approach category II/III</td><td>Inner 300 m of the approach lighting system Other parts of the approach lighting system Obstacle^a Runway edge Runway threshold Runway end Runway centre line Runway touchdown zone All stop bars Essential taxiway</td><td>1 second 15 seconds 15 seconds 1 second 1 second 1 second 1 second 1 second 1 second 15 seconds</td></tr><tr><td>Runway meant for take-off in runway visual range conditions less than a value of 800 m</td><td>Runway edge Runway end Runway centre line All stop bars Essential taxiway^a Obstacle^a</td><td>15 seconds 1 second 1 second 1 second 15 seconds 15 seconds</td></tr><tr><td colspan="3">a. Supplied with secondary power when their operation is essential to the safety of flight operation. b. The use of emergency lighting should be in accordance with any procedures established. c. One second where no runway centre line lights are provided. d. One second where approaches are over hazardous or precipitous terrain.</td></tr></table><div>Table S-1. Secondary power supply requirements (see CS ADR-DSN.S.875(d))</div></div> <td>CS ADR-DSN Table S-1. Secondary power supply requirements (see CS ADR-DSN.S.875(d))</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>				Runway	Lighting aids requiring power	Maximum switch-over time	Non-instrument	Visual approach slope indicators ^a Runway edge ^b Runway threshold ^b Runway end ^b Obstacle ^a	See CS ADR-DSN.M.875(d) and CS ADR-DSN.M.880(d)	Non-precision approach	Approach lighting system Visual approach slope indicators ^{a, d} Runway edge ^d Runway threshold ^d Runway end ^d Obstacle ^a	15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds	Precision approach category I	Approach lighting system Runway edge ^d Visual approach slope indicators ^{a, d} Runway threshold ^d Runway end Essential taxiway ^a Obstacle ^a	15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds 15 seconds	Precision approach category II/III	Inner 300 m of the approach lighting system Other parts of the approach lighting system Obstacle ^a Runway edge Runway threshold Runway end Runway centre line Runway touchdown zone All stop bars Essential taxiway	1 second 15 seconds 15 seconds 1 second 1 second 1 second 1 second 1 second 1 second 15 seconds	Runway meant for take-off in runway visual range conditions less than a value of 800 m	Runway edge Runway end Runway centre line All stop bars Essential taxiway ^a Obstacle ^a	15 seconds 1 second 1 second 1 second 15 seconds 15 seconds	a. Supplied with secondary power when their operation is essential to the safety of flight operation. b. The use of emergency lighting should be in accordance with any procedures established. c. One second where no runway centre line lights are provided. d. One second where approaches are over hazardous or precipitous terrain.			CS ADR-DSN Table S-1. Secondary power supply requirements (see CS ADR-DSN.S.875(d))						
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ADR.OPS.B.005 Aerodrome emergency plan The aerodrome / airport operator must have and implement an aerodrome emergency plan which: <u>(a) be proportionate to aircraft operations and other activities performed at the aerodrome;</u> (b) provide for the coordination of appropriate organizations in response to an emergency occurring in or near the aerodrome; (c) contain procedures for periodically testing the plan at a satisfactory level and for examining the results in order to improve its effectiveness.				ADR.OPS.B.005 (a) of the National Reg. 653/2018																											
ADR.OPS.B.005 Aerodrome emergency plan The aerodrome / airport operator must have and implement an aerodrome emergency plan which: (a) be proportionate to aircraft operations and other activities performed at the aerodrome; <u>(b) provide for the coordination of appropriate organizations in response to an emergency occurring in or near the aerodrome;</u> (c) contain procedures for periodically testing the plan at a satisfactory level and for examining the results in order to improve its effectiveness.				ADR.OPS.B.005 (b) National Reg. 653/2018																											

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
GM1 ADR.OPS.B.005(b) Aerodrome emergency planning COORDINATION WITH OTHER AGENCIES AND ORGANIZATIONS (a) The aerodrome emergency plan should describe the procedures for coordinating the response of different aerodrome agencies organizations or services (e.g. ground handlers, airlines, security services) and those agencies in the surrounding community that could be of assistance in responding to an emergency.	GM1 ADR.OPS.B.005 (b) para (a)							
GM1 ADR.OPS.B.005(b) Aerodrome emergency planning COORDINATION WITH OTHER AGENCIES AND ORGANIZATIONS (a) The aerodrome emergency plan should describe the procedures for coordinating the response of different aerodrome agencies organizations or services (e.g. ground handlers, airlines, security services) and those agencies in the surrounding community that could be of assistance in responding to an emergency. Government Decision "On the approval of the Regulation on the organization of the National Search and Rescue System in the event of an aviation accident" Art. 19. "In the event of an accident or the probability of its occurrence on the territory of the aerodromes of the Republic of Moldova or on the territories adjacent to the aerodromes, the aerodrome administrators will ensure the most urgent information of the Search and Rescue Coordination Center and will ensure the initial realization and coordination (until the designation by the Coordination Center of the search-rescue operations of the Intervention Coordinator) of the rescue activities of the survivors of an aeronautical accident produced on the territory of the aerodromes or the vicinity <u>based on rescue operations plans developed by aerodrome administrators and coordinated with the Search and Rescue Coordination Center.</u> "	GM1 ADR.OPS.B.005 (b) para (a) Government decision "On the approval of the Regulation on the organization of the National Search and Rescue System in the event of an aviation accident", Art. 19							
AMC2 ADR.OPS.B.005(b) Aerodrome Emergency Planning AERODROME EMERGENCY PLAN DOCUMENT The aerodrome/airport operator should include, at least, the following in the aerodrome emergency plan document: (a) Types of emergencies planned for; (b) Agencies involved in the plan, and details of the aerodrome and local emergency planning arrangements and forums; (c) Responsibility and role of each agency, the emergency operations centre, and the command post for each type of emergency; (d) Information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and (e) A grid map of the aerodrome and its immediate surroundings, approximately at a distance of 8 km from the centre of the aerodrome.	AMC2 ADR.OPS.B.005 (b)							
GM2 ADR.OPS.B.005(a) Aerodrome emergency planning AERODROME EMERGENCY PLAN DOCUMENT (a) The aerodrome emergency plan of the aerodrome/airport operator should observe human factors principles to ensure optimum response in emergency operations. Note 1. — Guidance material on Human Factors principles can be found in the Human Factors Training Manual (Doc 9683). Note 2. — General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981).	GM2 ADR.OPS.B.005 (a) para (a)							
GM3 ADR.OPS.B.005(b) Aerodrome emergency planning EMERGENCY OPERATIONS CENTRE ... (f) The emergency operations centre should be operationally available 24 hours a day, or during the aerodrome’s hours of operation, and procedures should be established for notifying its staff.	GM3 ADR.OPS.B.005 (b) para (f) GM4 ADR.OPS.B.005(a)							
GM4 ADR.OPS.B.005(b) Aerodrome emergency planning MOBILE COMMAND POST (a) The command post is a facility capable of being moved rapidly to the site of an emergency, when required, and undertakes the local coordination of those agencies responding to the emergency. (c) Maps, charts, and other relevant equipment and information should be available at the mobile command post.								
GM3 ADR.OPS.B.005(b) Aerodrome emergency planning EMERGENCY OPERATIONS CENTRE ... (b) The emergency operations centre could be a part of the aerodrome facilities, and responsible for the overall coordination and general direction of the response to an emergency. Depending on the size of the aerodrome and local procedures, more than one emergency centers could be established, but within the aerodrome emergency plan should be identified which of them has the overall responsibility for coordination.	GM3 ADR.OPS.B.005 (b) para (b)							
GM4 ADR.OPS.B.005(b) Aerodrome emergency planning MOBILE COMMAND POST (a) The command post is a facility capable of being moved rapidly to the site of an emergency, when required, and undertakes the local coordination of those agencies responding to the emergency.	GM4 ADR.OPS.B.005 (a)							
GM3 ADR.OPS.B.005(b) Aerodrome emergency planning EMERGENCY OPERATIONS CENTRE ... (c) A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.	GM3 ADR.OPS.B.005 (b) para (c)							

				On-side control			Desk-top control	
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GM5 ADR.OPS.B.005(b) Aerodrome emergency planning COMMUNICATION SYSTEMS USED FOR EMERGENCIES (a) When established, adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome.	GM5 ADR.OPS.B.005 (b) para (a)							
ADR.OPS.B.005 Aerodrome emergency plan The aerodrome / airport operator must have and apply an aerodrome emergency plan that must: ... (c) contain procedures for periodically testing the plan to a satisfactory level and reviewing the results to improve its effectiveness.	ADR.OPS.B.005 (c) National Reg. (EU) 653/2018							
AMC1 ADR.OPS.B.005(c) Aerodrome emergency planning AERODROME EMERGENCY EXERCISE The aerodrome/airport operator should ensure that the emergency plan is tested with: (a) a full-scale aerodrome emergency exercise at intervals not exceeding two years; and (b) partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.	AMC1 ADR.OPS.B.005 (c)							
AMC1 ADR.OPS.B.005(b) Aerodrome Emergency Planning GENERAL (a) The aerodrome/airport operator should ensure that the aerodrome emergency plan includes the ready availability of, and coordination with, appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas, and where a significant portion of approach or departure operations takes place over these areas.	AMC1 ADR.OPS.B.005 (b) para (a)							
GM1 ADR.OPS.B.005(c) Aerodrome emergency planning EMERGENCIES IN DIFFICULT ENVIRONMENT At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing, and assessment at regular intervals of a predetermined response for the specialist rescue services.	GM1 ADR.OPS.B.005 (c)							
AMC1 ADR.OPS.B.005(b) Aerodrome Emergency Planning GENERAL ... (b) The aerodrome/airport operator should ensure that an assessment of the approach and departure areas within 1000 m of the runway threshold is carried out to determine the options available for intervention.	AMC1 ADR.OPS.B.005 (b) para (b)							
ADR.OPS.B.010 Rescue and fire fighting services (a) The aerodrome / airport operator shall ensure: 1) provision of a material base, rescue equipment and services, as well as equipment and services for fighting fires at the aerodrome; GM1 ADR.OPS.B.010(a)(1) Rescue and firefighting services AVAILABILITY AND SCOPE OF RESCUE AND FIREFIGHTING SERVICES Public or private organizations, suitably located and equipped, could be designated to provide the rescue and firefighting service. The fire station housing these organizations should normally be located on the aerodrome, although an off-aerodrome location is not precluded, provided that the response time can be met. The principal objective of rescue and firefighting services is to save lives in the event of an aircraft accident or incident occurring at, or in the immediate surroundings of, the aerodrome. The rescue and firefigthing service is provided to create and maintain survivable conditions, to provide egress routes for occupants, and to initiate the rescue of those occupants unable to make their escape without direct aid. The rescue may require the use of equipment and personnel other than those assessed primarily for rescue and firefighting purposes. Ambulance and medical services are out of the scope of rescue and firefighting services as described in ADR.OPS.B.010. The role and responsibilities of ambulance and medical services during an emergency situation should be included in the aerodrome emergency plan (AEP), according to GM3 ADR.OPS.B.005(a).	ADR.OPS.B.010 (a)(1) National Reg. 653/2018 GM1 ADR.OPS.B.010(a)(1)							
AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT ... (b) If the aerodrome is located near a water/swampy area, or other difficult environment, or a significant portion of the approach/departure operations takes over these areas, the aerodrome operator should coordinate the availability of suitable rescue equipment and services.	AMC3 ADR.OPS.B.010 (a) (2) para (b)							
AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services RFFS LEVEL OF PROTECTION (a) The aerodrome operator should ensure that: (1) the level of protection normally available at an aerodrome is determined and expressed in terms of the category of the rescue and firefighting services (RFF aerodrome category) as described below and in accordance with the types, amounts, and discharge rates of extinguishing agents normally available at the aerodrome; and (2) the aerodrome category for rescue and firefighting is determined according to Table 1, based on the longest aeroplanes normally using the aerodrome and their fuselage width. If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in Table 1, column 3, for that category, then the category for that aeroplane should actually be one category higher.	AMC2 ADR.OPS.B.010(a)(2) para (a)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services RFFS LEVEL OF PROTECTION (a) The aerodrome operator should ensure that: (1) the level of protection normally available at an aerodrome is determined and expressed in terms of the category of the rescue and firefighting services (RFF aerodrome category) as described below and in accordance with the types, amounts, and discharge rates of extinguishing agents normally available at the aerodrome; and (2) the aerodrome category for rescue and firefighting is determined according to Table 1, based on the longest aeroplanes normally using the aerodrome and their fuselage width. If, after selecting the category appropriate to the longest aeroplane’s overall length, that aeroplane’s fuselage width is greater than the maximum width in Table 1, column 3, for that category, then the category for that aeroplane should actually be one category higher. See Table 1 (3) the rescue and firefighting level of protection provided is appropriate to the aerodrome category determined using the principles in (2) above except that where the number of movements (landing or take-off) of the aeroplanes performing passenger transportation in the highest category, normally using the aerodrome, is less than 700 in the busiest consecutive three months, the level of protection provided in accordance with (2) above may be reduced by no more than one category below the determined one.	AMC2 ADR.OPS.B.010 (a) (2) para (a)							
AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services RFFS LEVEL OF PROTECTION ... (2) the aerodrome category for rescue and firefighting is determined according to the Table 1, based on the longest aeroplanes normally using the aerodrome and their fuselage width.	AMC2 ADR.OPS.B.010 (a) (2) para (a)(2)							
AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services RFFS LEVEL OF PROTECTION ... (2) ...If, after selecting the category appropriate to the longest aeroplane’s overall length, that aeroplane’s fuselage width is greater than the maximum width in Table 1, column 3, for that category, then the category for that aeroplane should actually be one category higher. Note 1. —See guidance in the Airport Services Manual (Doc 9137), Part 1, for categorizing aerodromes, including those for all-cargo aircraft operations, for rescue and firefighting purposes. Note 2. — Principles and procedures on training, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981). Further Guidance on the training of personnel, rescue equipment for difficult environments and other facilities and services for rescue and firefighting is given in Attachment A, Section 18, and in the Airport Services Manual (Doc 9137), Part 1.	AMC2 ADR.OPS.B.010 (a) (2) para (a)(2)							
AMC2 ADR.OPS.B.010(a)(2) Rescue and firefighting services RFFS LEVEL OF PROTECTION ... (b) Notwithstanding (a), the aerodrome/airport operator may, during anticipated periods of reduced activity (e.g. specific periods of the year or day), reduce the rescue and firefighting level of protection available at the aerodrome. In this case: (1) the level of protection should be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time, irrespective of the number of movements.; and (2) the periods of aerodrome operation with reduced rescue and firefighting level of protection should be published in the aeronautical information publication (AIP) or through notice to airmen (NOTAM).	AMC2 ADR.OPS.B.010 (a) (2) para (b)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: (a) both principal and complementary extinguishing agents are provided at the aerodrome;	AMC4 ADR.OPS.B.010 (a) (2) para (a)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (b) principal extinguishing agent includes: (1) a foam meeting the minimum performance level A; or (2) a foam meeting the minimum performance level B; or (3) a foam meeting the minimum performance level C; or (4) a combination of these agents; except for aerodromes in categories 1 to 3, where it should preferably meet a performance level B or C foam;	AMC4 ADR.OPS.B.010 (a) (2) para (b)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (c) the complementary extinguishing agent is a dry chemical powder suitable for extinguishing hydrocarbon fires, or any other alternate agent having equivalent firefighting capability;	AMC4 ADR.OPS.B.010 (a) (2) para (c)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (d) the amounts of water for foam production, and of the complementary agents provided on the rescue and firefighting vehicles are in accordance with the determined aerodrome category and Table 1 except that for aerodrome categories 1 and 2, up to 100 % of the water may be substituted with complementary agent. For the purpose of agent substitution, 1 kg of complementary agent is equivalent to 1 L of water for production of a foam meeting performance level A. Note 1: The amounts of water specified for foam production are predicated on an application rate of 8.2 L/min/m2 for a foam meeting performance level A, 5.5 L/min/m2 for a foam meeting performance level B and 3.75 L/min/m2 for a foam meeting performance level C. Note 2: When any other complementary agent id used, the substitution ratios need to be checked.	AMC4 ADR.OPS.B.010 (a) (2) para (d)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (o) quantities of water and foam concentrate are recalculated and the amount of water and foam concentrate for foam production and the discharge rates for foam solution are increased accordingly, where operations by aeroplanes larger than the average size in a given category are planned;	AMC4 ADR.OPS.B.010 (a) (2) para (o)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (o) quantities of water and foam concentrate are recalculated and the amount of water and foam concentrate for foam production and the discharge rates for foam solution are increased accordingly, where operations by aeroplanes larger than the average size in a given category are planned;	AMC4 ADR.OPS.B.010 (a) (2) para (o)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (da) the quantity of foam concentrates separately provided on vehicles for foam production is in proportion to the quantity of water provided and the foam concentrate selected;	AMC4ADR.OPS.B.010(a)(2) para (da)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (e) the amount of foam concentrate provided on a vehicle should be sufficient to produce, at least, two loads of foam solution;	AMC4 ADR.OPS.B.010 (a) (2) para (e)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (n) a water need analysis is conducted to determine the availability of sufficient quantities of water for firefighting; The quantities of water is shown in the Table 1 columns 2, 4 and 6 aand re based on the average overall length of aeroplanes in a given category	AMC4 ADR.OPS.B.010 (a) (2) para (n)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (f) when a combination of different performance level foams are provided at the aerodrome, the total amount of water to be provided for foam production should be calculated for each foam type and the distribution of these quantities should be documented for each vehicle and applied to the overall rescue and firefighting requirement;	AMC4 ADR.OPS.B.010 (a) (2) para (f)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (g) the discharge rate of the foam solution is not less than the rates shown in Table 1;	AMC4 ADR.OPS.B.010 (a) (2) para (g)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome/airport operator should ensure that: ... (h) the complementary agents comply with the appropriate specifications of the International Organization for Standardization (ISO);	AMC4 ADR.OPS.B.010 (a) (2) para (h)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (i) the discharge rate of complementary agents is not less than the values shown in Table 1;	AMC4 ADR.OPS.B.010 (a) (2) para (i)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (ia) Dry chemical powders should only be substituted with an agent that has equivalent or better firefighting capabilities for all types of fires where complementary agent is expected to be used. Note.— Guidance on the use of complementary agents can be found in the Airport Services Manual (Doc 9137), Part 1.	AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services ... (ia)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (j) a reserve supply of foam concentrate equivalent to 200 % of the quantities identified in Table 1 is maintained on the aerodrome for vehicle replenishment purposes. Foam concentrate carried on fire vehicles in excess of the quantity identified in Table 1 can contribute to the reserve;	AMC4 ADR.OPS.B.010 (a) (2) para (j)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (k) a reserve supply of complementary agent equivalent to 100% of the quantity identified in Table 1 is maintained on the aerodrome for vehicle replenishment purposes and sufficient propellant gas is included to utilize this reserve complementary agent;	AMC4 ADR.OPS.B.010 (a) (2) para (k)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (l) for Category 1 and 2 aerodromes that have replaced up to 100% of the water with complementary agent a reserve supply of complementary agent of 200% is maintained;	AMC4 ADR.OPS.B.010 (a) (2) para (l)							
AMC4 ADR.OPS.B.010(a)(2) Rescue and firefighting services EXTINGUISHING AGENTS The aerodrome operator should ensure that: ... (m) where a major delay in the replenishment of the supplies is anticipated, the amount of reserve supply is increased as determined by a risk assessment;	AMC4 ADR.OPS.B.010 (a) (2) para (m)							
AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT (a) The aerodrome/airport operator should ensure that: ... (2) rescue equipment commensurate with the level of aircraft operations is provided on the rescue and firefighting vehicles.	AMC3 ADR.OPS.B.010 (a) (2) para (a)(2)							
AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services RESPONSE TIME The aerodrome/airport operator should ensure that: (a) rescue and firefighting service achieves a response time not exceeding three minutes with an operational objective of not exceeding two minutes from the time of the initial call to the rescue and firefighting services, to any point of each operational runway, in optimum visibility and surface conditions, and be in a position to apply foam at a rate of, at least, 50 % of the discharge rate specified in AMC4 ADR.OPS.B.010 Table 1;	AMC5 ADR.OPS.B.010 (a) (2) para (a)							
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AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services RESPONSE TIME The aerodrome/airport operator should ensure that: ... (b) Response times to any other part of the movement area not exceeding three minutes to any other part of the movement area, in optimum visibility and surface conditions Note 1.— Response time is considered to be the time between the initial call to the rescue and firefighting service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 9-2. Note 2.— Optimum visibility and surface conditions are defined as daytime, good visibility, no precipitation with normal response route free of surface contamination, e.g. water, ice or snow	AMC5 ADR.OPS.B.010 (a) (2) para (b)																																																																																																																																				
AMC5 ADR.OPS.B.010(a)(2) Rescue and firefighting services RESPONSE TIME The aerodrome/airport operator should ensure that: ... (d) suitable guidance, equipment and/or procedures for rescue and firefighting services are provided, to meet the operational objective, as nearly as possible, in less than optimum conditions of visibility, especially during low visibility operations.	AMC5 ADR.OPS.B.010 (a) (2) para (d)																																																																																																																																				
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<div>CIVIL AVIATION AUTHORITY</div> <div>AMC & GM to REG-ADR</div> <div><table><tr><th colspan="9">Minimum usable amounts of extinguishing agents</th></tr><tr><th rowspan="2">Aerodrome category</th><th colspan="2">Foam meeting performance level A</th><th colspan="2">Foam meeting performance level B</th><th colspan="2">Foam meeting performance level C</th><th colspan="2">Complementary agents</th></tr><tr><th>Water (L)</th><th>Discharge rate foam solution/ minute (L)</th><th>Water (L)</th><th>Discharge rate foam solution/ minute (L)</th><th>Water (L)</th><th>Discharge rate foam solution/ minute (L)</th><th>Dry chemical powders (kg)</th><th>Discharge rate (kg/sec)</th></tr><tr><td>(1)</td><td>(2)</td><td>(3)</td><td>(4)</td><td>(5)</td><td>(6)</td><td>(7)</td><td>(8)</td><td>(9)</td></tr><tr><td>1</td><td>350</td><td>350</td><td>230</td><td>230</td><td>160</td><td>160</td><td>45</td><td>2.25</td></tr><tr><td>2</td><td>1 000</td><td>800</td><td>670</td><td>550</td><td>460</td><td>360</td><td>90</td><td>2.25</td></tr><tr><td>3</td><td>1 800</td><td>1 300</td><td>1 200</td><td>900</td><td>820</td><td>630</td><td>135</td><td>2.25</td></tr><tr><td>4</td><td>3 600</td><td>2 600</td><td>2 400</td><td>1800</td><td>1 700</td><td>1 100</td><td>135</td><td>2.25</td></tr><tr><td>5</td><td>8 100</td><td>4 500</td><td>5 400</td><td>3 000</td><td>3 900</td><td>2 200</td><td>180</td><td>2.25</td></tr><tr><td>6</td><td>11 800</td><td>6 000</td><td>7 900</td><td>4 000</td><td>5 800</td><td>2 900</td><td>225</td><td>2.25</td></tr><tr><td>7</td><td>18 200</td><td>7 900</td><td>12 100</td><td>5 300</td><td>8 800</td><td>3 800</td><td>225</td><td>2.25</td></tr><tr><td>8</td><td>27 300</td><td>10 800</td><td>18 200</td><td>7 200</td><td>12 800</td><td>5 100</td><td>450</td><td>4.5</td></tr><tr><td>9</td><td>36 400</td><td>13 500</td><td>24 300</td><td>9 000</td><td>17 100</td><td>6 300</td><td>450</td><td>4.5</td></tr><tr><td>10</td><td>48 200</td><td>16 600</td><td>32 300</td><td>11 200</td><td>22 800</td><td>7 900</td><td>450</td><td>4.5</td></tr></table><div>Note: The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category</div></div> <div>Table 1</div>	Minimum usable amounts of extinguishing agents									Aerodrome category	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents		Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate foam solution/ minute (L)	Dry chemical powders (kg)	Discharge rate (kg/sec)	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	1	350	350	230	230	160	160	45	2.25	2	1 000	800	670	550	460	360	90	2.25	3	1 800	1 300	1 200	900	820	630	135	2.25	4	3 600	2 600	2 400	1800	1 700	1 100	135	2.25	5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25	6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25	7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25	8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5	9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5	10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5	AMC5 ADR.OPS.B.010 (a) (2) Table 1							
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3	1 800	1 300	1 200	900	820	630	135	2.25																																																																																																																													
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AMC1 ADR.OPS.C.005 General MAINTENANCE PROGRAMME The aerodrome/airport operator should ensure that a maintenance programme is established and implemented, including preventive maintenance where appropriate, to maintain aerodrome facilities in a condition which does not impair the safety of aeronautical operations. The scope of the maintenance programme should include, but may not be limited to, the following items: ... (e) equipment and vehicles, including those used by rescue and firefighting services, which are necessary for the safety of aerodrome operations;	AMC1 ADR.OPS.C.005 para (e)																																																																																																																																				

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GM1 ADR-DSN.T.900 Emergency and service access roads ... (b) Some general considerations in the planning of roads are described as follows: ... (9) Where a fence is provided, the need for convenient access to outside areas should be taken into account. These access points should be of a suitable size to accommodate the passage of the largest RFFS vehicle in the aerodrome’s fleet. ... (d) Emergency access roads should be provided on an aerodrome where terrain conditions permit their construction, so as to facilitate achieving minimum response times. Particular attention should be given to the provision of ready access to approach areas up to 1 000 m from the threshold, or at least within the aerodrome boundary. ... (f) Aerodrome service roads may serve as emergency access roads when they are suitably located and constructed.	GM1 ADR-DSN.T.900 para (b) (9); (d); (f)																													
GM1 ADR-DSN.T.900 Emergency and service access roads ... (g) Emergency access roads should be capable of supporting the heaviest vehicles which should use them, and be usable in all weather conditions. Roads within 90 m of a runway centre line should be surfaced to prevent surface erosion and the transfer of debris to the runway. Sufficient vertical clearance should be provided from overhead obstructions for the largest vehicles.	GM1 ADR-DSN.T.900 para (g)																													
GM1 ADR-DSN.T.900 Emergency and service access roads ... (h) When the surface of the road is indistinguishable from the surrounding area, or in areas where snow may obscure the location of the roads, edge markers should be placed at intervals of about 10 m.	GM1 ADR-DSN.T.900 para (h)																													
CS ADR-DSN.T.905 Fire stations (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.	CS ADR-DSN.T.905 para (a)																													
CS ADR-DSN.T.905 Fire stations ... (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.	CS ADR-DSN.T.905 para (b)																													
AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services COMMUNICATION AND ALERTING SYSTEMS The aerodrome/airport operator should ensure that: (a) a discrete communication system is provided linking a fire station with the control tower, any other fire station on the aerodrome, and the rescue and firefighting vehicles;	AMC1 ADR.OPS.B.010 (a) (2) para (a)																													
AMC1 ADR.OPS.B.010(a)(2) Rescue and firefighting services COMMUNICATION AND ALERTING SYSTEMS The aerodrome/airport operator should ensure that: ... (b) an alerting system for rescue and firefighting personnel, capable of being operated from that station, is provided at the fire station, any other fire station on the aerodrome, and the aerodrome control tower;	AMC1 ADR.OPS.B.010 (a) (2) para (b)																													
AMC3 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS VEHICLES AND RESCUE EQUIPMENT (a) The aerodrome/airport operator should ensure that: (1) the minimum number of rescue and firefighting vehicles at the aerodrome will be in accordance with the following table; and <table><tr><th>Aerodrome category</th><th>Rescue and firefighting vehicles</th></tr><tr><td>1</td><td>1</td></tr><tr><td>2</td><td>1</td></tr><tr><td>3</td><td>1</td></tr><tr><td>4</td><td>1</td></tr><tr><td>5</td><td>1</td></tr><tr><td>6</td><td>2</td></tr><tr><td>7</td><td>2</td></tr><tr><td>8</td><td>3</td></tr><tr><td>9</td><td>3</td></tr><tr><td>10</td><td>3</td></tr></table> Table 1	Aerodrome category	Rescue and firefighting vehicles	1	1	2	1	3	1	4	1	5	1	6	2	7	2	8	3	9	3	10	3	AMC3 ADR.OPS.B.010 (a) (2) para (a)(1)							
Aerodrome category	Rescue and firefighting vehicles																													
1	1																													
2	1																													
3	1																													
4	1																													
5	1																													
6	2																													
7	2																													
8	3																													
9	3																													
10	3																													

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
ADR.OPS.B.010 Спасательные услуги и услуги по борьбе с пожарами (a) The aerodrome / airport operator shall ensure: ... 3) proper training, equipment and qualifications of rescue and fire fighting personnel to carry out their activities in a typical airfield environment; AMC1 ADR.OPS.B.010(b);(c) Rescue and firefighting services TRAINING PROGRAMME OF RFFS PERSONNEL - GENERAL The provisions of AMC1 ADR.OR.D.017 (a);(b) apply also for the training programme of RFFS personnel. In addition, the aerodrome operator should ensure that: (a) rescue and firefighting personnel actively participate in live fire drills commensurate with the types of aircraft, and type of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fuel fire drills;	ADR.OPS.B.010, (a)(3) National Reg. 653/2018 AMC1 ADR.OPS.B.010 (b); (c) para (a)							
AMC1 ADR.OPS.B.010(b);(c) Rescue and firefighting services TRAINING PROGRAMME OF RFFS PERSONNEL - GENERAL The provisions of AMC1 ADR.OR.D.017 (a);(b) apply also for the training programme of RFFS personnel. In addition, the aerodrome operator should ensure that: ... (b) the rescue and firefighting personnel training programme includes training in human performance, including team coordination.	AMC1 ADR.OPS.B.010 (b);(c) para (b)							
AMC6 ADR.OPS.B.010(a)(2) Rescue and firefighting services PERSONNEL The aerodrome/airport operator should ensure that: (a) during flight operations and, at least, 15 minutes after the departure of last flight, sufficient trained personnel is detailed and readily available to ride the rescue and firefighting vehicles, and to operate the equipment at maximum capacity; (b) personnel is deployed in a way that ensures the minimum response times can be achieved, and continuous agent application at the appropriate rate can be fully maintained considering also the use of hand lines, ladders, and other rescue and firefighting equipment normally associated with aircraft rescue and firefighting operations;	AMC6 ADR.OPS.B.010 (a) (2) para (a), (b)							
GM2 ADR.OPS.B.010(a)(2) Rescue and firefighting services NUMBER OF RFFS PERSONNEL In determining the number of personnel required to provide for rescue and firefighting, a Task and Resource Analysis should be performed, taking into consideration the types of aircraft operating at the aerodrome, the available rescue and firefighting vehicles and equipment, any other duties required from RFFS personnel, etc.	GM2 ADR.OPS.B.010 (a) (2)							
AMC6 ADR.OPS.B.010(a)(2) Rescue and firefighting services PERSONNEL The aerodrome/airport operator should ensure that: ... (c) all responding rescue and firefighting personnel are provided with protective clothing and respiratory equipment to enable them to perform their duties in an effective manner;	AMC6 ADR.OPS.B.010 (a) (2) para (c)							
GM5 ADR.OPS.B.005(a) Aerodrome emergency planning DISABLED AIRCRAFT REMOVAL (a) The aerodrome/airport operator should establish a plan for the removal of an aircraft disabled on, or adjacent to, the movement area, and a coordinator designated to implement the plan, when necessary.	GM5 ADR.OPS.B.005 (a) para (a)							
GM5 ADR.OPS.B.005(a) Aerodrome emergency planning DISABLED AIRCRAFT REMOVAL ... (b) The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things: (1) a list of equipment and personnel on, or in the surroundings of, the aerodrome which would be available for such purpose; and (2) arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes;	GM5 ADR.OPS.B.005 (a) para (b)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
Government Decision 653/2018 Chapter VIII RISK MANAGEMENT FOR WILDLIFE 25. The RSA provides an assessment of the risk of collision with wild animals by: 1) establishing a procedure for registration and reporting of aircraft collisions with wild animals; 2) collection of information from aircraft operators, from the aerodrome / airport operator, aerodrome personnel and other sources on the presence of wild animals potentially dangerous to aircraft operations; 3) Continuous risk assessment of wild animals carried out by competent personnel. 26. The aerodrome / airport operator shall ensure that wild animal strike reports are collected and submitted to the CAA for transmission and entry into the ICAO Birdstrike Information System (IBIS) database. ADR.OPS.B.020 Reducing the risk of collision with wild animals The aerodrome / airport operator should: (a) assess the risks of wildlife at and near the aerodrome; (b) establish measures and procedures to minimize the risk of collision between wild animals and aircraft at the aerodrome; (c) notify the CAA if an assessment of wildlife impacts signals the presence of conditions in the vicinity of the aerodrome that could cause a wildlife risk problem. AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction GENERAL The aerodrome/airport operator should: (a) participate in the national wildlife strike hazard reduction programme; (b) establish procedures to record and report to the appropriate authority wildlife strikes to aircraft occurred at the aerodrome, in close cooperation with organizations operating, or providing services at the aerodrome; (c) ensure that wildlife hazard assessments are made by competent personnel; and (d) establish, implement and maintain a wildlife risk management programme.	Art. 25 & 26 National Reg. 653/2018 ADR.OPS.B.020 National Reg. 653/2018 AMC1 ADR.OPS.B.020 para (a), (b), (c)							
Government Decision 653/2018 Chapter VIII RISK MANAGEMENT FOR WILDLIFE 26. The aerodrome / airport operator shall ensure that wild animal strike reports are collected and submitted to the CAA for transmission and entry into the ICAO Birdstrike Information System (IBIS) database.	Art. 26 National Reg. 653/2018							
ADR.OPS.B.020 Reducing the risk of collision with wild animals The aerodrome / airport operator should: ... (b) establish measures and procedures to minimize the risk of collision between wild animals and aircraft at the aerodrome; GM3 ADR.OPS.B.020 Wildlife strike hazard reduction TRAINING FOR WILDLIFE CONTROL Note. — Procedures on the management of wildlife hazards on and within the vicinity of aerodromes, including the establishment of a wildlife hazard management programme (WHMP), wildlife risk assessment, land-use management and personnel training, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapters 1 and 6. Further guidance is given in the Airport Services Manual (Doc 9137), Part 3’.	ADR.OPS.B.020 (b) National Reg. 653/2018 GM3 ADR.OPS.B.020 Note							
Aviation Code of the Republic of Moldova Article 39. Location of buildings, installations and equipment in areas under aeronautical servitudes ... (8) It is forbidden to place objects of human activity and land use, which pose a danger to the safe and efficient operation of aerodromes/airports at less than 15 km distance from the aerodrome reference point, including those that: ... c) could encourage the concentration of wild animals and birds in the vicinity of the aerodrome; ... (9) Companies, entities and organizations, as well as natural persons who have infringed the construction/reconstruction rules/standards or have admitted other prohibited actions in the aerodrome/airport areas, are obliged, at the request of the aerodrome/airport operator or of the persons authorized by them, to stop the construction or other activity in the area adjacent to the aerodrome/airport and remove within the established term and on its own account all the infringements.	Aviation Code of the Republic of Moldova Art. 39 (8) c) and (9)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
Aviation Code of the Republic of Moldova Article 39. Location of buildings, installations and equipment in areas under aeronautical servitudes ... (8) It is forbidden to place objects of human activity and land use, which pose a danger to the safe and efficient operation of aerodromes/airports at less than 15 km distance from the aerodrome reference point, including those that: ... c) could encourage the concentration of wild animals and birds in the vicinity of the aerodrome; National Reg. 653/2018 Annex 4 Subpart C ... 2. Hazards associated with human activities and land use should be monitored, such as, but not limited to, hazards from the following list: ... (e) establishing areas capable of causing wildlife activity in the vicinity of the aerodrome's movement surface; ... The risk they cause must be assessed and reduced to an acceptable level. National Reg. 653/2018 24. CAA provides consultation on human activities and land use, such as: 1) any improvement or change in the purpose of land in the airfield area; ... 5) the creation of areas that can cause wildlife activity that poses a hazard to aircraft operations;	Aviation Code of the Republic of Moldova Art. 39 (8) c) National Reg. 653/2018 Annex 4 Subpart C (2) (e) National Reg. 653/2018 Art. 24 1); 5)							
CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] (a) When warranted by the volume of traffic and operating conditions, an appropriate apron management service should be provided on an apron by an aerodrome ATS unit, by another aerodrome operating authority, or by a cooperative combination of these, in order to: 1) regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles; 2) regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and 3) ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.	CS ADR-DSN.T.916 (a)							
CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] ... (b) When the aerodrome control tower does not participate in the apron management service, procedures should be established to facilitate the orderly transition of aircraft between the apron management unit and the aerodrome control tower. Note.— Guidance on an apron management service is given in the Airport Services Manual (Doc 9137), Part 8, and in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).	CS ADR-DSN.T.916 (b)							
[В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] ... (c) An apron management service shall be provided with radiotelephony communications facilities.	CS ADR-DSN.T.916 (c)							
AMC1 ADR.OPS.B.045 Low Visibility Operations GENERAL ... (c) The aerodrome/airport operator should establish and implement procedures to ensure that when low visibility procedures (LVP) are in effect, persons and vehicles operating on an apron are restricted to the essential minimum. AMC1 ADR.OPS.B.030 Surface movement guidance and control system GENERAL ... (e) The aerodrome/airport operator should develop the surface movement guidance and control system (SMGCS) procedures in cooperation with the aerodrome air traffic services provider.	AMC1 ADR.OPS.B.045 para (c) AMC1 ADR.OPS.B.030 (e)							
CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] ... (d)An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic	CS ADR-DSN.T.916 (d)							
CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] ... (e) A vehicle operating on an apron shall: a) give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed; and b) give way to other vehicles in accordance with local regulations.	CS ADR-DSN.T.916 (e)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.T.916 Apron management service [According to Order no. 21/GEN from 02.06.2020] ... (f) An aircraft stand shall be visually monitored to ensure that the recommended clearance distances are provided to an aircraft using the stand. Note. — Procedures on the training of operational personnel and on apron safety and operations, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapters 1 and 7. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.T.916 (f)							
CS ADR-DSN.T.917 Ground servicing of aircraft [According to Order no. 21/GEN from 02.06.2020] (1) Fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.	CS ADR-DSN.T.917 (a)							
CS ADR-DSN.T.917 Ground servicing of aircraft [According to Order no. 21/GEN from 02.06.2020] ... (2) When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, ground equipment shall be positioned so as to allow: a) the use of a sufficient number of exits for expeditious evacuation; and b) a ready escape route from each of the exits to be used in an emergency.	CS ADR-DSN.T.917 (b)							
CS ADR-DSN.T.918 Aerodrome vehicle operations [According to Order no. 21/GEN from 02.06.2020] Note 1.—Procedures on the establishment of an airside driver permit (ADP) scheme and vehicle/equipment safety requirements, including detailed personnel training, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapter 9. Note 2.— Additional guidance on aerodrome vehicle operations is contained in the National «Technical requirements on design and operation of aerodromes» Supplement 18, and on traffic rules and regulations for vehicles in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476). Note 3.— It is intended that roads located on the movement area be restricted to the exclusive use of aerodrome personnel and other authorized persons, and that access to the public buildings by an unauthorized person will not require use of such roads. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02] (a) A vehicle shall be operated: a) on a manoeuvring area only as authorized by the aerodrome control tower; and b) on an apron only as authorized by the appropriate designated authority.	CS ADR-DSN.T.918 (a)							
CS ADR-DSN.T.918 Aerodrome vehicle operations [According to Order no. 21/GEN from 02.06.2020] ... (b) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by: a) the aerodrome control tower when on the manoeuvring area; or b) the appropriate designated authority when on the apron.	CS ADR-DSN.T.918 (b)							
CS ADR-DSN.T.918 Aerodrome vehicle operations [According to Order no. 21/GEN from 02.06.2020] ... (c) The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights.	CS ADR-DSN.T.918 (c)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC1 ADR.OPS.B.025 Operation of vehicles TRAINING PROGRAMME (a) Depending upon the scale and complexity of the aerodrome and the individual requirements of the driver, the training programme should take into account the following main areas: (1) a generic airside vehicle driver training programme which covers operational safety of operating vehicles and equipment in close proximity to aircraft on the movement area, such as runways, taxiways, aprons, stands, airside roads, and areas adjacent to the movement area; (2) specific training on the vehicle or equipment, e.g. car, tug, high loader, coach; (3) additional training on the hazards associated with runways and taxiways, and in the correct use of RTF and standard phraseology should be received by drivers required to operate on the manoeuvring area. (b) An aerodrome operator should establish a system for issuing movement area driving authorisations, and the conditions of their renewal. AMC2 ADR.OPS.B.025 Operation of vehicles MOVEMENT AREA DRIVING TRAINING The training for driving on the movement area should include the following: (a) the geography of the aerodrome; (b) aerodrome signs, markings and lights; and (c) radiotelephone operating procedures if the duties require to drive on the manoeuvring area; (d) terms and phrases used in aerodrome control, including the ICAO spelling alphabet, if the duties require interaction with aerodrome control; (e) rules of air traffic services as they relate to ground operations; (f) aerodrome rules and procedures; (g) low visibility procedures; and (h) specialist functions as required, for example, in rescue and firefighting. GM1 ADR.OPS.B.025 Operation of vehicles GRANT, SUSPENSION OR REVOCATION OF AN AIRSIDE DRIVING AUTHORISATION GM2 ADR.OPS.B.025 Operation of vehicles DEVELOPMENT OF A TRAINING PROGRAMME FOR A VEHICLE DRIVER TRAINING PROGRAMME	AMC1 ADR.OPS.B.025 AMC2 ADR.OPS.B.025 GM1 ADR.OPS.B.025 GM2 ADR.OPS.B.025							
CS ADR-DSN.T.918 Aerodrome vehicle operations [According to Order no. 21/GEN from 02.06.2020] ... (d) The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communication with the aerodrome control tower before entering the manoeuvring area and with the appropriate designated authority before entering the apron. The driver shall maintain a continuous listening watch on the assigned frequency when on the movement area.	CS ADR-DSN.T.918							
ADR.OPS.B.030 Surface movement guidance and control system The aerodrome / airport operator shall ensure that a surface movement control and direction system is in place at the aerodrome.	ADR.OPS.B.030							
AMC1 ADR.OPS.B.030 Surface movement guidance and control system GENERAL (a) A surface movement guidance and control system should take into account: (1) the density of air traffic; (2) the visibility conditions under which operations are intended; (3) the need for pilot orientation; (4) the complexity of the aerodrome layout; and (5) movements of vehicles.	AMC1 ADR.OPS.B.030 para (a)							
AMC1 ADR.OPS.B.030 Surface movement guidance and control system ... (f) The visual aid components of an SMGCS, i.e. markings, lights and signs, should be designed to conform with the relevant specifications in Chapters L, M and N of the „Certification specification (CS-ADR-DSN) to Regulation regarding administrative procedures related to aerodromes”. [According to Order no. 22/GEN from 02.06.2020]	AMC1 ADR.OPS.B.030 para (f)							
AMC1 ADR.OPS.B.030 Surface movement guidance and control system ... (b)The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by: (1)the aerodrome control tower when on the manoeuvring area; or (2)the appropriate designated authority when on the apron.	AMC1 ADR.OPS.B.030 para (b)							
AMC1 ADR.OPS.B.030 Surface movement guidance and control system ... (c)The driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights.	AMC1 ADR.OPS.B.030 para (c)							
AMC1 ADR.OPS.B.030 Surface movement guidance and control system ... (d)The driver of a radio-equipped vehicle shall establish satisfactory two-way radio communication with the aerodrome control tower before entering the manoeuvring area and with the appropriate designated authority before entering the apron. The driver shall maintain a continuous listening watch on the assigned frequency when on the movement area.	AMC1 ADR.OPS.B.030 para (d)							

				On-side control			Desk-top control														
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass													
GM1 ADR.OPS.B.030 Surface movement guidance and control system GENERAL ... (b) Surface movement radar for the manoeuvring area could be provided at an aerodrome intended for use in runway visual range conditions less than a value of 350 m.	GM1 ADR.OPS.B.030 para (b)																				
GM1 ADR.OPS.B.030 Surface movement guidance and control system GENERAL ... (c) Surface movement radar for the manoeuvring area could be provided at an aerodrome other than that in (b) above when traffic density and operating conditions are such that regularity of traffic flow cannot be maintained by alternative procedures and facilities.	GM1 ADR.OPS.B.030 para (c)																				
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (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: <table border="1"><thead><tr><th>Code Letter</th><th>Distance between taxiway, other than aircraft stand taxilane, centre line to object (metres)</th></tr></thead><tbody><tr><td>A</td><td>15.5</td></tr><tr><td>B</td><td>20</td></tr><tr><td>C</td><td>26</td></tr><tr><td>D</td><td>37</td></tr><tr><td>E</td><td>43.5</td></tr><tr><td>F</td><td>51</td></tr></tbody></table>	Code Letter	Distance between taxiway, other than aircraft stand taxilane, centre line to object (metres)	A	15.5	B	20	C	26	D	37	E	43.5	F	51	CS ADR-DSN.T.915 para (b)						
Code Letter	Distance between taxiway, other than aircraft stand taxilane, centre line to object (metres)																				
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C	26																				
D	37																				
E	43.5																				
F	51																				
if it would endanger an aircraft, or (2) on a clearway if it would endanger an aircraft in the air.																					
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (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.	CS ADR-DSN.T.915 para (c)																				
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (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.915 para (g)																				
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (d) Unless its function requires it to be there for air navigation or for aircraft safety purposes, <u>or if after a safety assessment</u> , 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.	CS ADR-DSN.T.915 para (d)																				

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (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 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 (2)penetrates the inner approach surface, the inner transitional surface, or the balked landing surface; should be frangible and mounted as low as possible. [В редакции Приказа № 43/GEN от 21 октября 2020 г. - Ed.01 Amdt. 02]	CS ADR-DSN.T.915 para (e)							
CS ADR-DSN.T.915 Siting of equipment and installations on operational areas ... (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 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.	CS ADR-DSN.T.915 para (f)							
CS ADR-DSN.T.920 Fencing (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.	CS ADR-DSN.T.920 para (a)							
CS ADR-DSN.T.920 Fencing ... (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.	CS ADR-DSN.T.920 para (c)							
CS ADR-DSN.T.920 Fencing ... (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.	CS ADR-DSN.T.920 para (c)							
CS ADR-DSN.T.920 Fencing (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.	CS ADR-DSN.T.920 (a)							
GM1 ADR-DSN.T.900 Emergency and service access roads ... (7) To facilitate the control and maintenance of the fencing, a perimeter service road should be constructed inside the aerodrome fencing. (8) Perimeter service road is also used by security patrols. ... (10) When greater security is thought necessary, a cleared area should be provided on both sides of the fence or barrier to facilitate the work of patrols, and to make trespassing more difficult.	GM1 ADR-DSN.T.900 para (b)(7)(8)(10)							
CS ADR-DSN.T.920 Fencing ... (e) Security lighting: At an aerodrome where it is deemed desirable for security reasons, a fence or other barrier provided for the protection of international civil aviation and its facilities should be illuminated at a minimum essential level. Consideration should be given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated.	CS ADR-DSN.T.920 (e)							

				On-side control		N/A	Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
CS ADR-DSN.T.921 Autonomous runway incursion warning system (ARIWS) (a) Applicability: Note 1.- The inclusion of detailed specifications for an ARIWS is not intended to imply that an ARIWS has to be provided at an aerodrome. Note 2.- The implementation of an ARIWS is a complex issue deserving careful consideration by aerodrome operators, air traffic services and state, and in coordination with the aircraft operators. Note 3.- Supplement 22 to the „Technical requirements on design and operation of aerodromes” provides a description of an ARIWS and information on its use. [According to Order no. 21/GEN from 02.06.2020] (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.	CS ADR-DSN.T.921 (a); (b)							
CS ADR-DSN.T.921 Autonomous runway incursion warning system (ARIWS) ... (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.	CS ADR-DSN.T.921 (c)							
AMC1 ADR.OPS.C.005 General MAINTENANCE PROGRAMME The aerodrome/airport operator should ensure that a maintenance programme is established and implemented, including preventive maintenance where appropriate, to maintain aerodrome facilities in a condition which does not impair the safety of aeronautical operations. The scope of the maintenance programme should include, but may not be limited to, the following items: (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, including those used by rescue and firefighting services, which are necessary for the safety of aerodrome operations; and (f) buildings which are necessary for the safety of aerodrome operations.	AMC1 ADR.OPS.C.005 para (a)							
GM1 ADR.OPS.C.005 General HUMAN FACTORS Note 1. — Guidance material on Human Factors principles can be found in the Human Factors Training Manual (Doc 9683) and in the Airport Services Manual (Doc 9137), Part 8 — Airport Operational Services. Note 2. — General principles and procedures on the training of aerodrome personnel, including training programmes and competence checks, are specified in the PANS-Aerodromes (Doc 9981). The design and application of the maintenance programme should observe human factors principles.	GM1 ADR.OPS.C.005							
ADR.OPS.C.010 Pavements, other types of surfaces and drainage systems (a) The aerodrome / airport operator shall inspect the surfaces of all traffic areas, including pavements (lanes, taxiways and aprons), adjacent areas and drainage systems to periodically assess their condition as part of aerodrome maintenance programs. (b) The aerodrome / airport operator must: 1) maintain the surfaces of all traffic areas in order to exclude and eliminate any loose object / debris that could harm aircraft or disrupt the operation of aircraft systems;	ADR.OPS.C.010 (a), (b)(1)							
ADR.OPS.C.010 Pavements, other types of surfaces and drainage systems ... (b) The aerodrome / airport operator must: ... 2) maintain the surface of RWY, taxiways and aprons in order to prevent the formation of harmful irregularities;	ADR.OPS.C.010 (b)(2)							
(ba) A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified in Table 2-1 of the „Technical requirements on design and operation of aerodromes”. [According to Order no. 21/GEN from 02.06.2020] Note.- The Airport Services Manual (ICAO Doc 9137), Part 2, contains further information on this subject. Applicable until 3 november 2021 Note.- Assessment, Measurement and Reporting of Runway Surface Conditions (ICAO Cir 329) contains further information on this subject. Applicable from 4 november 2021	CS ADR-DSN.B.090 (ba)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage GENERAL ... (d) The aerodrome/airport operator should measure the runway surface friction characteristics for maintenance purpose with a continuous friction measuring device using self-wetting features. The frequency of these measurements should be sufficient to determine the trend of the surface friction characteristics of the runway.	AMC1 ADR.OPS.C.010 para (d)							
CS ADR-DSN.B.090 (ba) ... (ba)A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified in Table 2-1 of the „Technical requirements on design and operation of aerodromes”. [According to Order no. 21/GEN from 02.06.2020] AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage GENERAL ... (f) When conducting friction tests using a self-wetting continuous friction measuring device, it is important to note that, unlike compacted snow and ice conditions, in which there is very limited variation of the friction coefficient with speed, a wet runway produces a drop in friction with an increase in speed. However, as the speed increases, the rate at which the friction is reduced becomes less. Among the factors affecting the friction coefficient between the tire and the runway surface, texture is particularly important. If the runway has a good macro-texture allowing the water to escape beneath the tire, then the friction value will be less affected by speed. Conversely, a low macro-texture surface will produce a larger drop in friction with increase in speed. (g) The design objective for new runway surfaces and maintenance planning, and minimum friction levels for runway surface in use, should be according to the following table: (see Table 1) (h) Other friction measuring devices can be used, provided they have been correlated with, at least, one test equipment mentioned in the table above.	CS ADR-DSN.B.090 (ba) AMC1 ADR.OPS.C.010 para (g), (f), (h) & Table 1							
GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage ... (i) Personnel measuring runway surface friction required in (f), (g), (h) and Table 1 shall be trained to fulfil their duties. Applicable from 4 November 2021	GM1 ADR.OPS.C.010(b)(3) para (i)							
ADR.OPS.C.010 Pavements, other types of surfaces and drainage systems ... 3) take corrective maintenance measures when the friction characteristics of the entire RWY or its part, when it is not contaminated, is below the minimum friction level. The frequency of these measurements should be sufficient to determine the trend in the friction characteristics of the RWY AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage ... (e) The aerodrome/airport operator should take corrective maintenance action 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.	ADR.OPS.C.010 para (b)(3) AMC1 ADR.OPS.C.010 para (e)							
GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage DETERMINATION OF FRICTION CHARACTERISTICS OF WET PAVED SURFACES ... (e) When it is suspected that the surface friction characteristics of a runway may be reduced because of poor drainage, owing to inadequate slopes or depressions, then an additional measurement should be made, but this time under natural conditions representative of a local rain. This measurement differs from the previous one in that water depths in the poorly cleared areas are normally greater in a local rain condition. The measurement results are, thus, more apt to identify problem areas having low friction values that could induce aquaplaning than the previous test. If circumstances do not permit measurements to be conducted during natural conditions representative of a rain, then this condition may be simulated.	GM1 ADR.OPS.C.010(b)(3) para (e)							
GM1 ADR.OPS.C.010(b)(3) Pavements, other ground surfaces and drainage DETERMINATION OF FRICTION CHARACTERISTICS OF WET PAVED SURFACES ... The runway surface should be visually assessed, as necessary, under natural or simulated rain conditions for ponding or poor drainage and where required, corrective maintenance action taken. Applicable from 4 November 2021	GM1 ADR.OPS.C.010(b)(3) para (j)							
When a taxiway is used by turbine-engined aeroplanes, the surface of the taxiway shoulders should be maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines. Note.— Guidance on this subject is given in the Aerodrome Design Manual (Doc 9157), Part 2.	GM1 ADR.OPS.C.010(b)(3) para (k)							
AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage GENERAL (a) The aerodrome/airport operator should maintain the surface of a paved runway in a condition so as to provide good friction characteristics and low rolling resistance. Mud, dust, sand, oil, rubber deposits, and other pollutants should be removed, as rapidly and completely as possible, to minimize accumulation.	AMC1 ADR.OPS.C.010 para (a)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage GENERAL ... (b) Taxiways and aprons should be kept clear of pollutants to the extent necessary to enable aircraft to be taxied to and from an operational runway.	AMC1 ADR.OPS.C.010 para (b)							
AMC1 ADR.OPS.C.010 Pavements, other ground surfaces, and drainage GENERAL ... (b) Taxiways and aprons should be kept clear of pollutants to the extent necessary to enable aircraft to be taxied to and from an operational runway.	AMC1 ADR.OPS.C.010 para (b)							
ADR.OPS.B.035 Operations in winter conditions The aerodrome / airport operator shall ensure that the means and procedures are established and implemented to ensure the safety of operations conducted at the aerodrome in winter conditions. AMC1 ADR.OPS.B.035 Operations in winter conditions GENERAL (a) The aerodrome/airport operator should prepare, in collaboration with air traffic services provider and other relevant parties, procedures for winter maintenance (snow plan). The procedures should include requirements for inspections, criteria for snow-clearing, priorities for snow-clearing, criteria for preparation of operational surfaces, requirements for marking of snow-covered operational surfaces, and methods for assessing and reporting the surface conditions. The criteria specified in the winter maintenance procedures should be minimum criteria for maintaining safe aerodrome operations, including criteria for suspension of runway operation. (b) The aerodrome/airport operator should ensure that snow, slush, ice, standing water, and other contaminants are removed from the surface of a paved runway, as rapidly and completely as possible, to minimize accumulation. (c) The aerodrome/airport operator should, as adequate, avoid harmful effects on environment, aircraft or pavements when using chemicals to remove snow, slush, ice, and other contaminants from operational surfaces. (d) Chemicals to remove or to prevent the formation of ice and frost on aerodrome pavements should be used when conditions indicate their use could be effective. Caution should be exercised in the application of the chemicals so as not to create a more slippery condition. [According to Order no. 22/GEN from 02.06.2020] Note.- Guidance on the use of chemicals for aerodrome pavements is given in the Airport Services Manual (ICAO Doc 9137), Part 2. Applicable until 3 november 2021 Note.- Information on the use of chemicals for aerodrome pavements is given in the PANS Aerodromes (ICAO Doc 9981). Applicable from 4 november 2021 [According to Order no. 22/GEN from 02.06.2020]. GM1 ADR.OPS.B.035 Operations in winter conditions AERODROME SNOW PLAN (a) The aerodrome snow plan should be published and made available to all concerned in snow clearance. (b) Details of the equipment available at the aerodrome should be published in the Aeronautical Information Publication (AIP) Moldova.	ADR.OPS.B.035 AMC1 ADR.OPS.B.035 GM1 ADR.OPS.B.035 Operations in winter conditions AERODROME SNOW PLAN							
AMC1 ADR.OPS.B.035 Operations in winter conditions ... (d) Chemicals to remove or to prevent the formation of ice and frost on aerodrome pavements should be used when conditions indicate their use could be effective. Caution should be exercised in the application of the chemicals so as not to create a more slippery condition. [According to Order no. 22/GEN from 02.06.2020] Note.- Guidance on the use of chemicals for aerodrome pavements is given in the Airport Services Manual (ICAO Doc 9137), Part 2. Applicable until 3 november 2021 Note.- Information on the use of chemicals for aerodrome pavements is given in the PANS Aerodromes (ICAO Doc 9981). Applicable from 4 november 2021	AMC1 ADR.OPS.B.035 (d)							
AMC1 ADR.OPS.B.035 Operations in winter conditions ... (c) The aerodrome/airport operator should, as adequate, avoid harmful effects on environment, aircraft or pavements when using chemicals to remove snow, slush, ice, and other contaminants from operational surfaces.	AMC1 ADR.OPS.B.035 para (c)							
AMC2 ADR.OPS.B.070 Aerodrome works safety RUNWAY PAVEMENT OVERLAYS The aerodrome/airport operator should ensure that: (a) when a runway is to be returned temporarily to an operational status before resurfacing is complete, the longitudinal slope of the temporary ramp, measured with reference to the existing runway surface or previous overlay course, should be: (1) 0.5 to 1.0 % for overlays up to and including 5 cm in thickness; and (2) not more than 0.5 % for overlays more than 5 cm in thickness.	AMC2 ADR.OPS.B.070 para (a)							
AMC2 ADR.OPS.B.070 Aerodrome works safety RUNWAY PAVEMENT OVERLAYS The aerodrome/airport operator should ensure that: ... (d)Overlaying should proceed from one end of the runway toward the other end so that based on runway utilization most aircraft operations will experience a down ramp. [According to Order no. 22/GEN from 02.06.2020]	AMC2 ADR.OPS.B.070 para (d)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
AMC2 ADR.OPS.B.070 Aerodrome works safety RUNWAY PAVEMENT OVERLAYS The aerodrome/airport operator should ensure that: ... (e)The entire width of the runway should be overlaid during each work session. [According to Order no. 22/GEN from 02.06.2020]	AMC2 ADR.OPS.B.070 para (e)							
AMC2 ADR.OPS.B.070 Aerodrome works safety RUNWAY PAVEMENT OVERLAYS The aerodrome/airport operator should ensure that: ... (b) Before a runway being overlaid is returned to a temporary operational status, a runway centre line marking, conforming to the applicable specifications included in the aerodrome certification basis of the aerodrome, should be provided. (c) The location of any temporary threshold should be identified by a 3.6 m wide transverse stripe.	AMC2 ADR.OPS.B.070 para (b), (c)							
AMC2 ADR.OPS.B.070 Aerodrome works safety RUNWAY PAVEMENT OVERLAYS The aerodrome/airport operator should ensure that: ... (f)The overlay should be constructed and maintained above the minimum friction level specified in CS ADR-DSN.B.090 (ba) of the „Certification specification (CS-ADR-DSN) to Regulation regarding administrative procedures related to aerodromes”. [According to Order no. 22/GEN from 02.06.2020]	AMC2 ADR.OPS.B.070 para (f)							
CS ADR-DSN.S.895 Serviceability levels Note 1.- These specifications are intended to define the maintenance performance level objectives. They are not intended to define whether the lighting system is operationally out of service. [According to Order no. 21/GEN from 02.06.2020] Note 2.- The energy savings of light emitting diodes (LEDs) are due in large part to the fact that they do not produce the infra-red heat signature of incandescent lamps. Aerodrome operators who have come to expect the melting of ice and snow by this heat signature may wish to evaluate whether or not a modified maintenance schedule is required during such conditions, or evaluate the possible operational value of installing LED fixtures with heating elements. [According to Order no. 21/GEN from 02.06.2020] Note 3.- Enhanced vision systems (EVS) technology relies on the infra-red heat signature provided by incandescent lighting. ICAO Annex 15 protocols provide an appropriate means of notifying aerodrome users of EVS when lighting systems are converted to LED. [According to Order no. 21/GEN from 02.06.2020] (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 is above the value shown in CS ADR-DSN.U.940, the 50 % value should be related to that design value. AMC1 ADR.OPS.C.015 Visual aids and electrical systems GENERAL (a) The aerodrome/airport operator should establish a system of corrective and preventive maintenance which ensures that a light is deemed unserviceable when the main beam average intensity is less than 50 % of the value specified in the applicable CSs. For light units where the designed main beam average intensity is above the specified in the applicable CSs, the 50 % value should be related to that design value.	CS ADR-DSN.S.895 para (a) AMC1 ADR.OPS.C.015 para (a)							
AMC1 ADR.OPS.C.015 Visual aids and electrical systems ... (b) The aerodrome operator should establish a system of preventive maintenance of visual aids to ensure lighting and marking system reliability and serviceability as required for the intended operations.	AMC1 ADR.OPS.C.015 para (b)							
CS ADR-DSN.S.895 Serviceability levels ... (ba) The system of preventive maintenance employed for a precision approach runway category II or III should include at least the following checks: a) visual inspection lights included in the approach and runway lighting systems; b) control and measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems; and c) control of the correct functioning of light intensity settings used by air traffic control.	CS ADR-DSN.S.895 para (ba)							
CS ADR-DSN.S.895 Serviceability levels ... (bb) In order to ensure compliance with the corresponding technical requirments established in Appendix 2 to the „Technical requirements on design and operation of aerodromes”, regarding approach and runway lighting system for a precision approach runway category II and III, the aerodrome operator should establish internal operating procedures and include those in the Aerodrome manual and/or in the corresponding technical regulations to each the Aerodrome manual refers.	CS ADR-DSN.S.895 para (bb)							
In order to ensure compliance with the corresponding technical requirments established in Appendix 2 to the „Technical requirements on design and operation of aerodromes”, regarding approach and runway lighting system for a precision approach runway category II and III, the aerodrome operator should establish internal operating procedures and include those in the Aerodrome manual and/or in the corresponding technical regulations to each the Aerodrome manual refers.	CS ADR-DSN.S.895 para (bb)							

				On-side control			Desk-top control	
Questions (the wording of the requirements to be enforced by the aerodrome/airport operator GD 653/2018, CS-ADR-DSN, GM-ADR-DSN, AMC&GM REG-ADR)	Normative base	NOTES	Inspetion's LOG	Pass	No pass		Pass	No pass
The frequency of measurement of the electrical characteristics of each circuitry included in the approach and runway lighting systems for a precision approach runway category II or III should be based on traffic density and the reliability of the installed lighting equipment but, in any event, should not be less than twice a year.	CS ADR-DSN.S.895 para (bc)							
CS ADR-DSN.S.895 Serviceability levels ... (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.	CS ADR-DSN.S.895 para (c)							
CS ADR-DSN.S.895 Serviceability levels ... (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.	CS ADR-DSN.S.895 para (d)							
CS ADR-DSN.S.895 Serviceability levels ... (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.	CS ADR-DSN.S.895 para (e)							
CS ADR-DSN.S.895 Serviceability levels ... (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; (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.	CS ADR-DSN.S.895 para (f)							
CS ADR-DSN.S.895 Serviceability levels ... (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.	CS ADR-DSN.S.895 para (g)							
CS ADR-DSN.S.895 Serviceability levels ... (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.	CS ADR-DSN.S.895 para (h)							
CS ADR-DSN.S.895 Serviceability levels ... (i) During low visibility procedures the CAA should restrict construction or maintenance activities in the proximity of aerodrome electrical systems, essential for aerodrome movement area. [According to Order no. 21/GEN from 02.06.2020]	CS ADR-DSN.S.895 para (i)							