
	TANZANIA CIVIL AVIATION AUTHORITY SAFETY REGULATION AERODROMES AND GROUND AIDS	Revision: 1
	CHECKLIST FOR ASSESSMENT OF AERODROME ELECTRICAL SYSTEM	Page 1 of 4

AERODROME NAME:	ICAO REFERENCE CODE:
AERODROME INSPECTOR:	DATE:

S/N	ICAO Annex 14 Ref.	CAR (Aerodromes) Ref	Requirement for Review	S	U	Remarks
ELECTRICAL POWER SUPPLY SYSTEMS FOR AIR NAVIGATION FACILITIES						
1	8.1.1	Reg 291 (1)	Does the aerodrome have in place adequate primary power supply available for the safe functioning of air navigation facilities?			
2	8.1.2	Reg 291 (2)	Does the design of the electrical power systems for aerodrome visual and radio navigation aids provided such that an equipment failure will not leave the pilot with inadequate visual and non-visual guidance or misleading information?			
3	8.1.3	Reg 291 (4)	Does the electric power supply connections to those facilities for which secondary power is required so arranged such that the facilities are automatically connected to the secondary power supply on failure of the primary source of power?			
4	8.1.5	Reg 291 (6)	Does the electrical system meeting the required switch over time in line with the requirement on the date of manufacture and installation of the secondary power supply?			
ELECTRICAL SYSTEM FOR VISUAL AIDS						
5	8.1.10	Reg 291 (8)	Are the following aerodrome facilities provided with a secondary power supply capable of supplying power when there is a failure of the primary power supply:			


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			a) the signalling lamp and the minimum lighting necessary to enable air traffic services personnel to carry out their duties; b) all obstacle lights which, in the opinion of the appropriate authority, are essential to ensure the safe operation of aircraft; c) approach, runway and taxiway lighting d) meteorological equipment; e) essential security lighting, f) essential equipment and facilities for the aerodrome responding emergency agencies; g) floodlighting on a designated isolated aircraft parking position, if provided h) Illumination of apron areas over which passengers may walk.			
ELECTRICAL SYSTEM DESIGN						
6	8.2.1	Reg 292 (1)	For a runway meant for use in runway visual range conditions less than a value of 550 m, are the electrical systems for the power supply, lighting and control of the lighting systems so designed that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information?			
7	8.2.2	Reg 292 (2)	Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, are such supplies			


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			physically and electrically separate so as to ensure the required level of availability and independence?			
8	8.2.3	Reg 292 (3)	Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, are the lighting systems interlocked to preclude the possibility of simultaneous operation of both forms of lighting?			
MONITORING OF ELECTRICAL SYSTEM						
9	8.3.1	Reg 293 (1)	Does A system of monitoring employed to indicate the operational status and reliability of the lighting systems?			
10	8.3.2	Reg 293 (2)	Where lighting systems are used for aircraft control purposes, are such systems monitored automatically so as to provide an indication of any fault which may affect the control functions including automatic relay of such information to the air traffic services unit?			

GENERAL OBSERVATIONS/REMARKS

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Note: S – Satisfactory, U – Unsatisfactory,

INSPECTOR'S SIGNATURE _____ DATE OF VERIFICATION _____