
	<b>TANZANIA CIVIL AVIATION AUTHORITY</b> <b>SAFETY REGULATION</b> <b>AERODROMES AND GROUND AIDS</b>	Revision: 0
	<b>Document No.</b> <b>TCAA/FRM/SR/AGA-28</b>	<b>CHECKLIST FOR ASSESSING VISUAL AIDS FOR DENOTING RESTRICTED USE AREAS</b>

<b>AERODROME NAME:</b>	<b>ICAO REFERENCE CODE:</b>
<b>AERODROME INSPECTOR:</b>	<b>DATE:</b>

S/N	ICAO Annex 14 Ref.	Requirement for Review	S	U	Remarks
<b>VISUAL AIDS FOR CLOSED RUNWAYS AND TAXIWAYS, OR PARTS THEREOF</b>					
1	7.1.1	In case there is a closure of maneuvering areas, does the closed marking displayed on a runway or taxiway or portion thereof which is permanently closed to the use of all aircraft?			
2	7.1.3	Does the runway a closed marking placed/located at each end of the runway, or portion thereof, declared closed, and additional markings so placed that the maximum interval between markings does not exceed 300 m?			
3	7.1.3	Does the taxiway a closed marking e placed at least at each end of the taxiway or portion thereof closed, where this applicable to this aerodrome?			
4	7.1.4	Does the closed marking has the form and proportions as detailed in the regulations, when displayed on a runway?, and has of the form and proportions as detailed in the regulations when displayed on a taxiway?			
	7.1.4	Are the marking white in colour when displayed on a runway and yellow in colour when displayed on a taxiway?			
4	7.1.5	In the event that the runway or taxiway or portion thereof is permanently closed, do all normal runway and taxiway markings obliterated?			
5	7.1.6	Does the lighting on a closed runway or taxiway or portion thereof operated, except as required for maintenance purposes?			
6	7.1.7	In addition to markings, are unserviceability lights placed across the entrance to the closed area intercepted by a usable runway or taxiway which is used at night?			
<b>MARKING OF NON-LOAD-BEARING SURFACES</b>					
7	7.2.1	Do use taxi side stripe markings on taxiways, runway turn pads, holding bays and aprons placed in order to distinguish non-load-bearing surfaces and unserviceable areas from load-bearing areas?			
<b>MARKING AND LIGHTING OF UNSERVICEABLE AREAS</b>					
8	7.4.2	Are unserviceability markers and lights placed at intervals sufficiently close so as to delineate the unserviceable area?			
9	7.4.3	Do unserviceability markers consist of conspicuous			

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		upstanding devices such as flags, cones or marker boards?			
10	7.4.4	Does unserviceability light consist of a red fixed light with 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?			
11	7.4 and 7.2	Do human factor principles observed in order to clearly distinguish non-load-bearing surfaces and unserviceable areas from load-bearing areas?			

**GENERAL OBSERVATIONS**

**Note:** S – Satisfactory, U – Unsatisfactory,

INSPECTOR'S SIGNATURE \_\_\_\_\_ DATE OF VERIFICATION \_\_\_\_\_