

	TANZANIA CIVIL AVIATION AUTHORITY SAFETY REGULATION	Revision: 1
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AERODROME NAME:	ICAO REFERENCE CODE:
PHYSICAL ADDRESS:	POSTAL ADDRESS:
AERODROME INSPECTOR:	DATE:
Assessment Code: <i>S = Satisfactory (Requirements met)</i> <i>N/S = Not Satisfactory (Requirements not met)</i> <i>N/A = Not Applicable</i> <i>N/C = Not Checked</i>	

S/N	Ref ICAO A 14 V1	Items	Assessment				
			S	NS	N/A	NC	Remarks
A		DISABLED AIRCRAFT REMOVAL					
1	9.3.1	Does a plan for the removal of an aircraft disabled on, or adjacent to, the movement area established for an aerodrome,					
2	9.3.1	Is there a coordinator designated to implement the plan for disabled aircraft removal.					

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3	9.3.2	Does the disabled aircraft removal plan based on the characteristics of the aircraft expected to operate at the aerodrome,					
4	9.3.2	Does the plan include a list of equipment and personnel on, or in the vicinity of, the aerodrome which would be available for such <i>purpose</i>					
5	9.3.2	Does the plan include arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.					
	B	WILDLIFE STRIKE HAZARD REDUCTION					
6	9.4.1	Is there establishment of a national procedure for recording and reporting wildlife strikes to aircraft;					
7	9.4.1	Does the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and					

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8	9.4.1	Is there an ongoing evaluation of the wildlife hazard by competent personnel.					
9	9.4.3	Are there actions taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.					
10	9.4.4	Does the aerodrome operator take action to eliminate or to prevent the establishment of garbage disposal dumps or any other source which may attract wildlife to the aerodrome, or its vicinity					
11	9.4.4	Does the wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem.					
12		Where the elimination of existing sites is not possible, does the aerodrome operator ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably					
	C	APRON MANAGEMENT SERVICE					


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13	9.5.1	Does the aerodrome operator when warranted by the volume of traffic and operating conditions, has an appropriate apron management service provided by a cooperative combination ATS					
14	9.5.1	Does the apron management services regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;					
15	9.5.1	Does the apron management services regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower;					
16	9.5.1	Does the apron management services ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.					
17	9.5.2	When the aerodrome control tower does not participate in the apron management service, are procedures established to facilitate the orderly transition of aircraft					

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		between the apron management unit and the aerodrome control tower?					
18	9.5.3	Does the apron management service provided with radiotelephony communications facilities					
19	9.5.4	Where low visibility procedures are in effect, does persons and vehicles operating on an apron restricted to the essential minimum.					
20	9.5.5	Does an emergency vehicle responding to an emergency given priority over all other surface movement traffic.					
21	9.5.6	Does a vehicle operating on an apron give way to an emergency vehicle; an aircraft taxiing, about to taxi, or being pushed or towed;					
22	9.5.6	Does a vehicle operating on an apron give way to other vehicles in accordance with local regulations.					
23	9.5.7	Does an aircraft stand visually monitored to ensure that the recommended clearance distances are provided to an					


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		aircraft using the stand.					
	D	GROUND SERVICING OF AIRCRAFT					
24	9.6.1	Does fire extinguishing equipment suitable for at least initial intervention in the event of a fuel fire and personnel trained in its use readily available during the ground servicing of an aircraft,					
25	9.6.1	Are there means of quickly summoning the rescue and fire fighting service in the event of a fire or major fuel spill.					
26	9.6.2	When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, are there ground equipment positioned so as to allow the use of a sufficient number of exits for expeditious evacuation					
27	9.6.2	When aircraft refuelling operations take place while passengers are embarking, on board or disembarking, are there ground equipment positioned so as to allow a ready escape route from each of the exits to be used in an emergency.					


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	E	AERODROME VEHICLE OPERATIONS					
28	9.7.1	Does a vehicle operate on a manoeuvring area only as authorized by the aerodrome control tower					
29	9.7.2	Does the driver of a vehicle on the movement area comply with all mandatory instructions conveyed by markings and signs unless otherwise authorized by the aerodrome control tower when on the manoeuvring area; or the appropriate designated authority when on the apron.					
30	9.7.3	Does the driver of a vehicle on the movement area comply with all mandatory instructions conveyed by lights.					
31	9.7.4	Does the driver of a vehicle on the movement area appropriately trained for the tasks to be performed and comply with the instructions issued by the aerodrome control tower, when on the					

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		manoeuvring area; and the appropriate designated authority, when on the apron.					
32	9.7.5	Does the driver of a radio-equipped vehicle 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.					
33	9.7.5	Does the driver maintain a continuous listening watch on the assigned frequency when on the movement area					
	F	SITING OF EQUIPMENT AND INSTALLATIONS ON OPERATIONAL AREAS					
34	9.9.1	Unless its function requires it to be there for air navigation or for aircraft safety purposes, are there equipment or installation on a runway strip, a runway end safety area, a taxiway strip or within the distances specified by the Authority which endanger an aircraft; or on a clearway which would endanger an					

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		aircraft in the air.					
35	9.9.2	<p>Does any equipment or installation required for air navigation or for aircraft safety purposes frangible and mounted as low as possible. which must be located:</p> <p>a) on that portion of a runway strip within:</p> <p>1) 75 m of the runway centre line where the code number is 3 or 4; or</p> <p>2) 45 m of the runway centre line where the code number is 1 or 2; or</p> <p>b) on a runway end safety area, a taxiway strip or within the distances specified by the Authority</p> <p>c) on a clearway and which would endanger an aircraft in the air;</p>					

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36	9.9.3	Are there any equipment or installation required for air navigation or for aircraft safety purposes which must be located on the non-graded portion of a runway strip.					
37	9.9.4	Unless its function requires it to be there for air navigation or for aircraft safety purposes, no equipment or installation shall be located within 240 m from the end of the strip and within: a) 60 m of the extended centre line where the code number is 3 or 4; or b) 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.					
38	9.9.5	Does any equipment or installation required for air navigation or for aircraft safety purposes which must be located					

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S/N	Ref ICAO A 14 V1	Items	Assessment				
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		<p>on or near a strip of a precision approach runway category I, II or III frangible and mounted as low as possible. and which:</p> <p>a) is situated on that portion of the strip within 77.5 m of the runway centre line where the code number is 4 and the code letter is F; or</p> <p>b) is situated within 240 m from the end of the strip and within:</p> <p>1) 60 m of the extended runway centre line where the code number is 3 or 4; or</p> <p>2) 45 m of the extended runway centre line where the code number is 1 or 2; or</p> <p>c) penetrates the inner approach surface, the inner transitional surface or the balked landing surface;</p>					
39	9.9.6	Does any equipment or installation required for air navigation or for aircraft safety purposes which is an obstacle of					

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		operational significance in accordance with STD 4.2.4, 4.2.11, 4.2.20 or 4.2.27 frangible and mounted as low as possible.					
	G	FENCING					
40	9.10.1	Does a fence or other suitable barrier shall be provided on an aerodrome to prevent the entrance to the movement area of animals large enough to be a hazard to aircraft.					
41	9.10.2	Does a fence or other suitable barrier provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.					
42	9.10.2	Does the fence include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.					
43	9.10.2	Does the aerodrome operator has special measures to prevent the access of an unauthorized person to runways or					

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		taxiways which overpass public roads.					
44	9.10.3	Does the aerodrome operator has suitable means of protection provided to deter the inadvertent or premeditated access of unauthorized persons into ground installations and facilities essential for the safety of civil aviation located off the aerodrome.					
45	9.10.4	Does the fence or barrier located so as to separate the movement area and other facilities or zones on the aerodrome vital to the safe operation of aircraft from areas open to public access.					
46	9.10.5	Does the aerodrome operator has a cleared area provided on both sides of the fence or barrier to facilitate the work of patrols and to make trespassing more difficult when greater security is thought necessary; i.e. a perimeter road inside the aerodrome fencing for the use of both maintenance personnel and					

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		security patrols.					
		SECURITY LIGHTING					
47	9.11	Does a fence or other barrier provided for the protection of international civil aviation and its facilities illuminated at a minimum essential level at an aerodrome where it is deemed desirable for security reasons					
48	9.11	Does a consideration given to locating lights so that the ground area on both sides of the fence or barrier, particularly at access points, is illuminated.					
		REMARKS					

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		INSPECTOR (S) SIGNATURE:					