
	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
AERODROME REFERENCE POINT (ARP)							
1	2.2.1	Does an aerodrome reference point (ARP) established for an aerodrome					
2	2.2.2	Does the aerodrome reference point located near the initial or planned geometric centre of the aerodrome					
3		Does the aerodrome reference point remain where first established.					
4	2.2.3	Does the position of the ARP measured and reported to the aeronautical information services (AIS) in degrees, minutes and seconds.					

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AERODROME AND RUNWAY ELEVATIONS

5	2.3.1	Does the aerodrome elevation at the aerodrome elevation position measured to the accuracy of one-half metre or foot and reported to the aeronautical information services.					
6		Does geoid undulation at the aerodrome elevation position measured to the accuracy of one-half metre or foot and reported to the aeronautical information services authority.					
7	2.3.2	For non-precision approaches: Does the elevation of each threshold measured to the accuracy of one-half metre or foot and reported to the aeronautical information services					
8		Does the geoid undulation of each threshold measured to the accuracy of one-half metre or foot and reported to the aeronautical information services					
9		Does the elevation of the runway end and any significant high and low intermediate points along the runway measured to the accuracy of one-half metre or foot and reported to the aeronautical information services.					

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10		For precision approaches: Does the elevation of each threshold measured to the accuracy of one-quarter metre or foot and reported to the aeronautical information services					
11	2.3.3	Does the geoid undulation of each threshold measured to the accuracy of one-quarter metre or foot and reported to the aeronautical information services					
12		Does the elevation of the runway end and any significant high and low intermediate points along the runway measured to the accuracy of one-quarter metre or foot and reported to the aeronautical information services.					

AERODROME REFERENCE TEMPERATURE							
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13	2.4.1	Does an aerodrome reference temperature determined for an aerodrome in degrees Celsius.					
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AERODROME DIMENSIONS AND RELATED INFORMATION							
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14	2.5.1	Does the following data measured or described, as appropriate, for each facility provided on an aerodrome:					
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		<p>a) runway</p> <ul style="list-style-type: none"> — true bearing to one-hundredth of a degree, — designation number, — length, width, — displaced threshold location to the nearest metre or foot, slope, surface type, type of runway and, for a precision approach runway category I, — the existence of an obstacle free zone when provided; <p>b) Strip</p> <ul style="list-style-type: none"> — runway end safety area length — width to the nearest metre — Stopway foot, — surface type; and 					
15		<p>c) taxiway</p> <ul style="list-style-type: none"> — designation — width — surface type; <p>d) apron</p> <ul style="list-style-type: none"> — surface type — aircraft stands; 					

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	<ul style="list-style-type: none"> e) the boundaries of the air traffic control service; f) clearway <ul style="list-style-type: none"> — length to the nearest metre or foot, — ground profile; g) visual aids for approach procedures, <ul style="list-style-type: none"> — marking and lighting of runways, — taxiways — aprons, — other visual guidance control aids on taxiways — aprons, including taxi-holding positions and stopbars, — location and type of visual docking guidance systems; h) location and radio frequency of any VOR aerodrome checkpoint; i) location and designation of standard taxi-routes; and j) distances to the nearest metre or foot of localizer and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation 					
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		antenna of a microwave landing system (MLS) in relation to the associated runway extremities.					
16	2.5.2	Does the geographical coordinates of each threshold measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.					
17	2.5.3	Does the geographical coordinates of appropriate taxiway centre line points measured and reported to the aeronautical information services in degrees, minutes, seconds and hundredths of seconds.					
18	2.5.4	The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.					
19	2.5.5	Does the geographical coordinates of obstacles in Area 2 (the part within the aerodrome boundary) and in Area 3 measured and reported to the aeronautical information services authority in degrees, minutes, seconds					

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		and tenths seconds.					
20		Does the <ul style="list-style-type: none"> — top elevation, — type — marking and — lighting (if any) of obstacles shall be reported to the aeronautical information services authority 					
STRENGTH OF PAVEMENTS							
21	2.6.1	The bearing strength of a pavement shall be determined.					
22	2.6.2	Does the bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5700kg made available using the aircraft classification number — pavement classification number (ACN-PCN) method by reporting all of the following information: <ul style="list-style-type: none"> a) the pavement classification number (PCN); b) pavement type for ACN-PCN determination; c) subgrade strength category; d) maximum allowable tire pressure category or maximum allowable 					

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		tire pressure value; and e) evaluation method.					
23	2.6.3	Does the pavement classification number (PCN) reported indicate that an aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s).					
24	2.6.4	Does the ACN of an aircraft determined in accordance with the standard procedures associated with the ACN-PCN method.					
PRE-FLIGHT ALTIMETER CHECK LOCATION							
25	2.7.1	Does one or more pre-flight altimeter check locations established for an aerodrome.					
26	2.7.2	Where does pre-flight check location located (preferably on an apron).					


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27	2.7.3	<p>Does the elevation of a pre-flight altimeter check location given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located.</p> <p>Does the elevation of any portion of a pre-flight altimeter check location within 3 m (10 ft) of the average elevation for that location.</p>					
DECLARED DISTANCES							
28	2.8	<p>Does the following distances calculated to the nearest metre or foot for a runway intended for use by international commercial air transport:</p> <ul style="list-style-type: none"> a) take-off run available; b) take-off distance available; c) accelerate-stop distance available; and d) landing distance available. 					


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CONDITION OF THE MOVEMENT AREA AND RELATED FACILITIES
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29	2.9.1	<p>Does Information on the condition of the movement area and the operational status of related facilities provided to the appropriate aeronautical information services units,</p> <p>Does Information on the condition of the movement area and the operational significance provided to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft.</p> <p>Does the information kept up to date and changes in conditions reported without delay.</p>					
30	2.9.2	<p>Does the condition of the movement area and the operational status of related facilities monitored,</p> <p>Does the reports on matters of operational significance affecting aircraft and aerodrome operations provided in order to take appropriate action, particularly in respect of the following:</p>					

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		<ul style="list-style-type: none"> a) construction or maintenance work; b) rough or broken surfaces on a c) runway <ul style="list-style-type: none"> — a taxiway or — an apron; d) water on <ul style="list-style-type: none"> — a runway — a taxiway or — an apron; e) other temporary hazards, including parked aircraft; f) failure or irregular operation of part or all of the aerodrome visual aids; and g) failure of the normal or secondary power supply. 					
31	2.9.3	Does the inspections of the movement area 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.					
32	2.9.4	Personnel assessing and reporting runway surface trained and competent to meet criteria required by the Authority.					

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33	2.9.5	<p>Whenever water is present on a runway, does a description of the runway surface conditions made available using the following terms:</p> <p>DAMP — the surface shows a change of colour due to moisture.</p> <p>WET — the surface is soaked but there is no standing water.</p> <p>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.</p>					
34	2.9.6	<p>Does the information that a runway or portion thereof may be slippery when wet made available.</p>					
35	2.9.7	<p>Does notification given to aerodrome users when the friction level of a paved runway or portion thereof is less than that specified by the Authority</p>					

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DISABLED AIRCRAFT REMOVAL						
36	2.10.1	Does the telephone/telex number(s) of the office of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement made available, on request, to aircraft operators.				
RESCUE AND FIREFIGHTING						
37	2.11.1	Does information concerning the level of protection provided at an aerodrome for aircraft rescue and firefighting purposes made available.				
38	2.11.2	Does the level of protection normally available at an aerodrome expressed in terms of the category of the rescue and firefighting services as described the Authority and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.				
39	2.11.3	Does changes in the level of protection normally available at an aerodrome for				

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		<p>rescue and firefighting 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.</p> <p>When such a change has been corrected, the above units shall be advised accordingly</p>					
40	2.11.4	<p>Does change of level of protection expressed in terms of the new category of the rescue and firefighting service available at the aerodrome</p>					
VISUAL APPROACH SLOPE INDICATOR SYSTEMS							
41	2.12	<p>Does the following information concerning a visual approach slope indicator system installation made available:</p> <p>a) associated runway designation number;</p>					

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		<p>b) type of system as described by the Authority.</p> <p>c) For an AT-VASIS, PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given;</p> <p>d) where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right, shall be indicated;</p> <p>e) nominal approach slope angle(s).</p> <p>f) For a T-VASIS or an AT-VASIS this shall be angle O according to the formula in Figure 5-18 and for a PAPI and an APAPI this shall be angle $(B + C) \div 2$ and $(A + B) \div 2$, respectively as in Figure 5-20; and</p> <p>g) minimum eye height(s) over the threshold of the on-slope signal(s).</p>					
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COORDINATION BETWEEN AERONAUTICAL INFORMATION SERVICES AND AERODROME AUTHORITIES

42	2.13.1	<p>To 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, does arrangements made between aeronautical information services and aerodrome operator to report to the responsible aeronautical information services unit, with a minimum of delay:</p> <p>a) information on the status of certification of aerodromes and aerodrome conditions (ref. 1.4, 2.9, 2.10, 2.11 and 2.12);</p> <p>b) the operational status of associated facilities, services and navigation aids within their area of responsibility;</p> <p>c) any other information considered to be of operational significance.</p>					
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	2.13.2	<p>Before introducing changes to the air navigation system, does due account taken by the services responsible for such changes of the time needed by aeronautical information services for the preparation, production and issue of relevant material for promulgation.</p> <p>To ensure timely provision of the information to aeronautical information services, are there close coordination between those services concerned.</p>					
		<p>REMARKS</p> <p>INSPECTOR (S) SIGNATURE:</p>					