


**Civil Aviation Authority of Nepal**

# **Aerodrome Inspector's Handbook**


**Fourth Edition  
January 2022**



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## Revision History

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## FOREWORD

Nepal as a Contracting State to the Convention on International Civil Aviation has an obligation to the international community to ensure that civil aviation activities under its jurisdiction are carried out in strict compliance with the Standards & Recommended Practices contained in the nineteen Annexes to the Convention on International Civil Aviation in order to maintain the required aviation standards.

As per the standards of the CAR 14 Part 1 Aerodrome Design and Operations & Airport Certificate Regulation (ACR) 2004 (First amendment 2016), Aerodromes used for International Civil Aviation are required to be certified by the CAAN.

The Director General of Civil Aviation Authority of Nepal shall issue an Aerodrome Certificate only after confirming the fulfillment of the requirement under the Regulation. The regulatory rules and existing aerodrome physical facilities, its staff, equipment, and procedures shall be assessed in-depth by CAAN against the requirement under the Regulation. The regulatory rules to be satisfied by the Aerodrome Operators for the certification of an aerodrome are specified in the Regulation.

This handbook contains guidance material intended to assist CAAN Aerodrome Inspector(s) in carrying out their regulatory responsibilities for the issue, transfer, surrender, suspend and amendment of Aerodrome certificates. Users of this handbook are requested that the provisions of the *Civil Aviation Authority Act 1996 (2053)*, *Civil Aviation Regulations 2002 (Third Amendment 2017)*, and *ACR 2004* rather than this handbook, determine the requirements of, and the obligations imposed by or under, the civil aviation legislation. Users should refer to the applicable provisions when any doubt arises.

It is also expected that the applicant of an Aerodrome Certificate will be benefited by this handbook as it explains the audit and inspection procedures while assessing the aerodrome manual, aerodrome physical facilities, equipment and aerodrome operating procedures.

The Authority may, without any prior notice, change the content of this Handbook as appropriate, to suit the administrative rules followed by dissemination of such changes to the holders of the handbook.

  
Director General

Civil Aviation Authority of Nepal  
Babar Mahal, Kathmandu, Nepal

January 2022

## Chapter – 1      About This Handbook

### 1.1 Purpose of the Handbook

This handbook provides information and guidance to CAAN Aerodrome Inspector (AI) conducting safety oversight functions on aerodrome operations under the broad guidelines of Rule 6 of CAAN ACR 2004. Specific procedures associated with aerodrome certification can be found in the Manual of Aerodrome Certification Procedure.

This Handbook provides guidance to Aerodrome Inspectors involved in safety audits of aerodromes. It provides guidance to AI on the procedures to be followed:


- for the assessment of aerodrome operator's application for the certification of the aerodrome and recommendation to the DG CAAN for the issue or refusal of aerodrome certificates as required by **Rule 4 of CAAN ACR 2004**;
- for withdraw of an aerodrome certificate at the request of the aerodrome operators as per **Rule 10 of CAAN ACR 2004**;
- for the transfer of an aerodrome certificate at the request of an aerodrome operator as per **Rule 11 of CAAN ACR 2004**;
- for the amendment of an aerodrome certificate as per **Rule 13 of CAAN ACR 2004**;
- for suspending or cancelling of aerodrome certificate as per **Rule 16 of CAAN ACR 2004**.

Additionally, guidance is provided for answering enquiries related to the requirements of those actions. This handbook establishes various actions required to be undertaken by Aerodrome Inspectors so that aerodrome operations within Nepal are maintained in accordance with;

- relevant aviation legislation that impacts on safe aerodrome operations, and specifically that which addresses aerodromes – **CAAN ACR 2004**;
- Civil Aviation Requirements for Aerodromes, CAR - 14 Part - I;
- Annex 14 Volume I Aerodrome Design and Operations to the Convention of the International Civil Aviation Organization (ICAO); and
- Any other directives issued by the CAAN relevant to civil aerodromes.

This handbook defines the applicable regulations and clearly sets out the:

- Responsibilities of AI; and
- Standards and procedures AI must follow while conducting safety oversight functions at aerodromes.

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## 1.2 Scope of the Handbook

This handbook is part of the CAAN document set. It includes processes, flowcharts, letters, forms and other related support documents to aid CAAN AI while conducting Surveillance/Inspection Audit related to aerodromes.

This handbook contains information for safety audit processes to be adopted for:

- International Civil airports
- Domestic airports


Responsibility for the development, implementation and maintenance of aerodrome standards rests with the CAAN. Specifically designated CAAN Aerodrome Inspectors are accountable for the ongoing tasks required to ensure that the contents of this handbook are being effectively implemented in order to satisfy the following objectives:

- a) to verify the effective implementation of aerodrome standards;
- b) to monitor the level of compliance with the provisions of CAAN ACR 2004.
- c) to determine the adequacy and effectiveness of the handbook through the establishment of legislation, regulations, inspections and audits;
- d) to ensure all persons who are assigned aerodrome audit duties or responsibilities are trained and instructed to carry out such duties;
- e) to ensure that violations of standards are investigated; and
- f) to review and re-evaluate aerodrome standards and controls immediately following an act of violation and on a periodic basis.

## 1.3 Overview and Concepts

The system described in this handbook covers the following basic elements;

- a) Conduct of surveys by CAAN of various airport and other aviation stakeholders to determine aerodrome requirements;
- b) Setting out of operational standards by the CAAN through the requirement for, and approval of, aerodrome certificate (AC);
- c) Voluntary compliance (internal quality assurance) by the holders of aerodrome certificates;
- d) Surveillance, including the detection of non-conformity with standards, conducted by the CAAN;
- e) Investigation and reporting of non-compliance by the CAAN;
- f) Notification of violations to stated aerodrome operation requirements by the CAAN to aerodrome operators;

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- g) Enforcement action by CAAN in case of non-compliance with requirements by aerodrome operators;
- h) Surveillance and detection of non-conformity with aerodrome regulatory requirements as applied within Nepal, conducted by ICAO under the Universal Safety Oversight Audit Programme (USOAP).


Under the CAAN ACR 2004 there is a requirement for aerodrome operators to develop and submit an aerodrome manual to CAAN. Aerodrome manuals describe in detail how operators implement the various standards required of them. If an aerodrome manual is approved by CAAN, it is an indication that, at the time, information and processes contained within the manual were to the standards required to be met by the operator, and that the aerodrome certificate holder is expected to consistently maintain compliance with the mandatory safety requirements. The contents of the manual form the basis for any audit or inspection conducted by CAAN.

#### **1.4 Legislation, Regulations, Standards and Manuals**

- ☐ Civil Aviation Authority of Nepal Act 1996 (2053 BS) provides the provisions for the establishment of CAAN;
- ☐ CAAN ACR 2004, which specifies:
  - requirements to be satisfied by the aerodrome operators for the certification of aerodromes in Nepal;
  - regulatory requirements on Safety Management Systems for Aerodrome Operators;
- ☐ CAAN AC/AD – 002 Exemption Procedures for Non-compliances at Aerodromes
- ☐ Civil Aviation Requirements for Aerodromes (CAR - 14, PART – 1 Aerodrome Design and Operations);
- ☐ Manual of Aerodrome Certification Procedures (MACP), CAAN.

#### **1.5 Amendment of This Handbook**

- a) This handbook is issued as a controlled document. Each page is uniquely identifiable and amendments will be made from time to time to reflect necessary changes. All copies of the handbook are numbered and issued in accordance with the distribution list. All copy holders are responsible for the safe custody and maintenance of their numbered copy of the handbook.


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- b) The Aerodrome Safety Standards Department (ASSD) of CAAN is responsible for the development, issue and control of amendments to this handbook. Individual handbook copy holders indicated on the distribution list are responsible for insertion of all amendments.
- c) Within 35 (thirty-five) days of the issue of an amendment, confirmation will be provided to ASSD that the required amendment action has been accomplished by the return of the amendment control page, signed and dated by the individual amending an issued Inspector Handbook.
  - Each handbook issued must show the amendment number and the date, as described in the list of effective pages.
  - All amendments will be shown in the Record of Amendment.
- d) Minor changes (e.g. telephone number, typographical errors) can be accommodated by ‘pen and ink’ if so indicated in any amendment documentation issued by ASSD’s prior approval. All such changes will be incorporated accordingly. Distribution of the changes will be the same as described above and a record of these changes will be shown in the Record of Amendments. However, minor changes will generally be collated over a period of three to six months and action by a formal amendment.

## 1.6 Definitions and Abbreviations

### 1.6.1 Definitions


Aerodrome	A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.
Aerodrome Certificate	An Airport Certificate granting permission to operate airport pursuant to Rule 6 of CAAN ACR 2004 and the terms also include the Interim Airport Certificate granted pursuant to Rule 12.
Aerodrome Inspector	An employee of the Authority nominated to carry out typical duties such as to carry out Authority verification and examination of airport and the method of airport operation to be carried out in the airport by the Authority, to carry out field verification and examination of airport facilities and equipment.
Aerodrome Manual	An Aerodrome Manual to be attached with the application for Aerodrome Certificate by the Airport Operator interested to obtain Aerodrome Certificate pursuant to Rule 6 of CAAN ACR 2004.

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**Aerodrome Operator** The airport operation organization which has obtained Aerodrome Certificate to operate airport pursuant to Rule 6 of CAAN ACR 2004 and which has been registered pursuant to the prevailing laws of Nepal.

### 1.6.2 Abbreviations

AEP	Aerodrome Emergency Plan
AI	Aerodrome Inspector
ACR	Airport Certificate Regulation
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Services
CAAN	Civil Aviation Authority of Nepal
CAR	Civil Aviation Requirement
DDG	Deputy Director General
ASSD	Aerodrome Safety Standards Department
DG	Director General
FOI	Flight Operations Inspector
ICAO	International Civil Aviation Organization
MACP	Manual of Aerodrome Certification Procedures
MS	Member Secretary
N/A	Not Applicable
NOTAM	Notice to Airman – a notice issued by the NOTAM Office and containing information or instruction concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard.
RCA	Request for Corrective Action
RCR	Runway surface Condition Reporting
RWYCC	Runway Condition Code

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## Chapter - 2 Regulatory Authority and Responsibilities of CAAN

### 2.1 General

The primary responsibility of the Civil Aviation Authority of Nepal with respect to regulations and operations of aerodromes in Nepal is to ensure that:

- a) the aerodromes under the jurisdiction of Nepal offer a safe operational environment in accordance with the Convention on International Civil Aviation; and
- b) the obligation of Nepal under Article 38 of the Convention to notify ICAO of differences between its national regulations and practices and the International Standards contained in Annex 14, Volume I, is met. It is also recommended that differences between the Recommended Practices contained in the Annex 14 and the State's national regulations and practices be notified to ICAO.

This handbook contains information for safety audit processes to be adopted for:

- International Civil airports
- Domestic airports

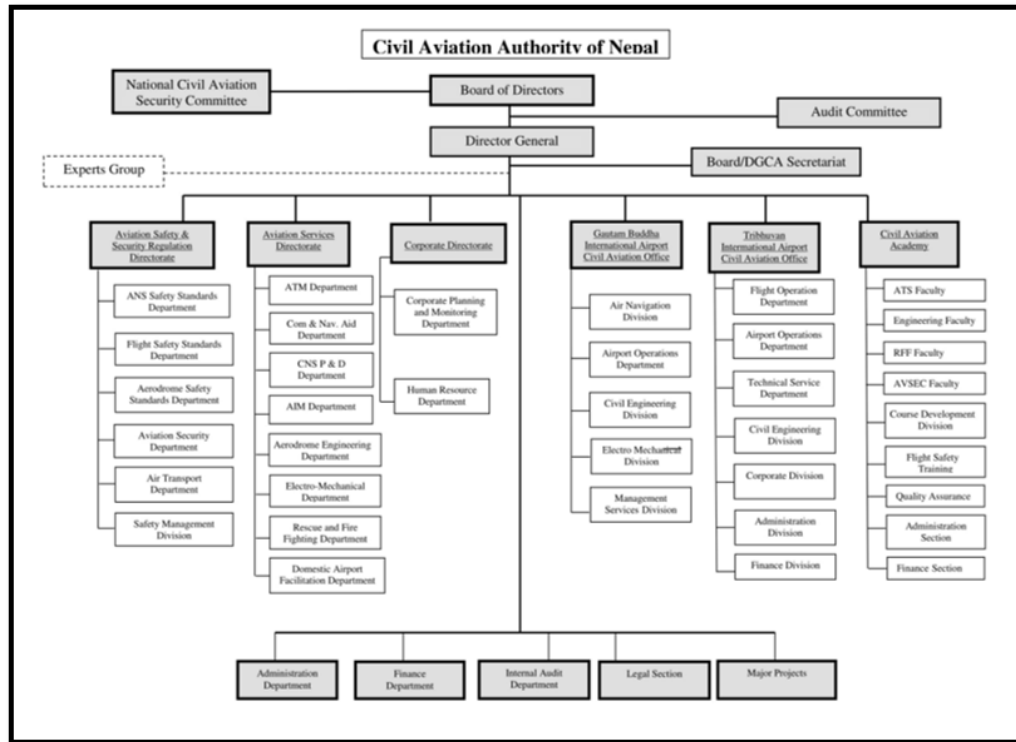
#### ABOUT ASSD (Aerodrome Safety Standard Department)

Aerodrome safety and Standard department (ASSD) is one of the departments under Civil Aviation Safety Regulation Directorate (CASRD) of Civil Aviation Authority of Nepal (CAAN) which is established at 14<sup>th</sup> April 2009 to perform:

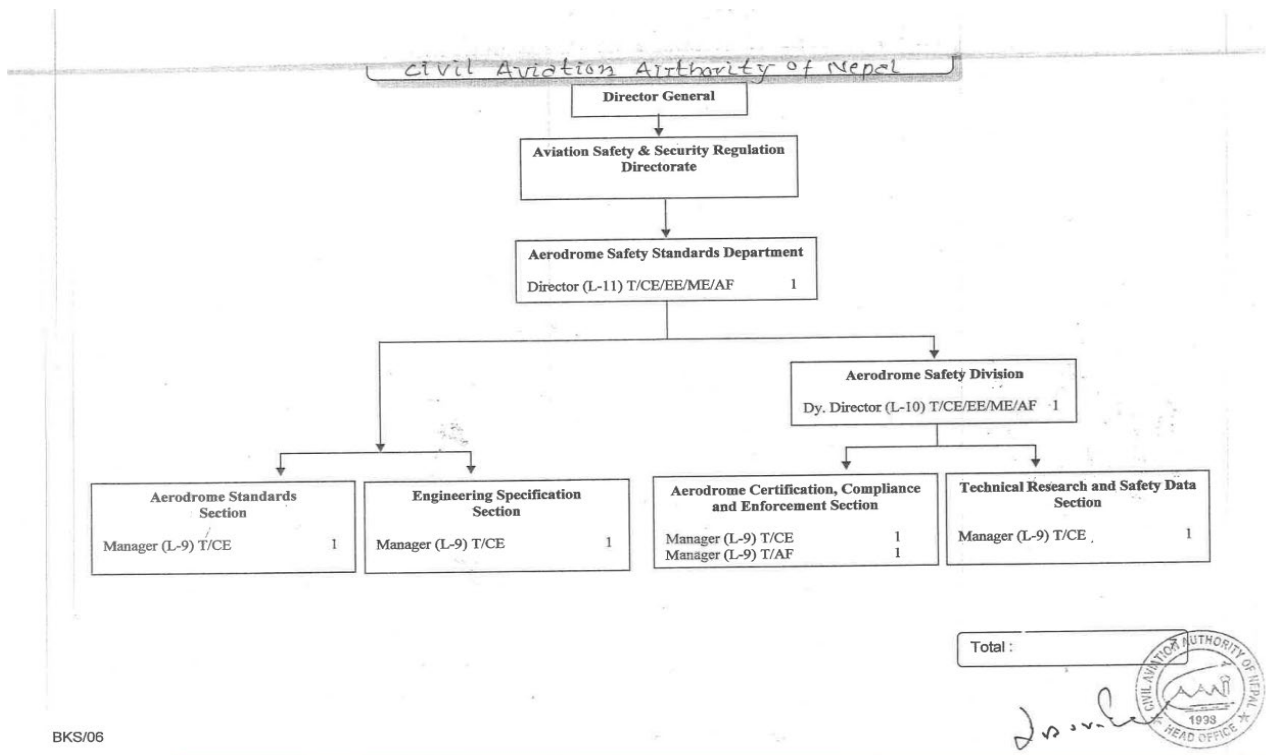
1. Certification function of the aerodromes of flight operation in accordance with national/international adopted rules and regulation by CAAN.
2. Notifications function to Aeronautical Information Services (AIS) and other Organizations about the certified status of an aerodrome.
3. Safety oversights function in aerodrome & ground area especially in the field of Civil, electromechanical and Fire services.

The Civil, Electromechanical and Fire Inspectors perform their duties on based on Airport Certification Regulation (ACR) 2004, CAR-14 Part 1 & CAR-19 to issue, renew and revoke aerodrome Certificate of International & Domestic airport as well as permission of rooftop helipad of Nepal. ASSD regularly conducts Surveillance & Audit inspection program carrying over all airport of Nepal to maintain the issued aerodrome certificate, verify and test facilities, equipment and processes of aerodrome as per their aerodrome manual. It comprises of two divisions which are aerodrome safety division and aerodrome standard division.


## Organizational Structure of CAAN



## Organizational Structure of ASSD





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## AUTHORIZED STRENGTH OF AERODROME INSPECTORS

Qualified and trained Inspectors proportionate to number of activities are required to be positioned to perform the regulatory as well as oversight tasks in a systematic and competent manner. The adequacy of personnel is assessed and calculated based on reasonable justification considering the number of existing activities and projected future activities in terms of man-hours.

The number of Aerodrome Inspectors required is determined by the complexity of operations, level of activity and the growth of aviation industry in Nepal. A periodic review is required to determine whether the existing strength is adequate or there is a need for augmenting these numbers for future requirements.

The manpower review will take into consideration the situation of increased activities as per past experience; level of civil aviation activity, size of Nepalese aviation industry; number of certificates issued and to be issued, surveillance activities and other inspections, upcoming airports etc. Factors to be considered for determining staffing requirements: -

- Organization's objective as per this manual
- Frequency / periodicity of assigned work
- Prediction of future requirements.
- Efficiency of personal on basis of ongoing activities.
- Human factor principles.

Steps to determine staffing requirements.


- Calculation of total man hours required to fulfil the objective.
- Availability of man hours.
- Analysis of manpower requirements

**Process:** The Calculation of number of Aerodrome inspector's Manhour and its review will be carried out by an Aerodrome Inspector assigned by Director ASSD. After the preparation of draft Calculation of Aerodrome Inspection Department Staff Manhour, it is presented to all the Aerodrome Inspectors.

The inputs from Aerodrome Inspector during an ASSD meeting will be discussed and if found appropriate, such inputs are included in final version of Calculation of Aerodrome Inspection Department Staff Manhour. The final version of will be forwarded to Director of ASSD through an internal office memo.

Director of ASSD will then forward the Calculation of Aerodrome Inspection Department Staff Manhour report to Dy. Director General, ASSRD who will then forward it to the Director General, CAA Nepal for necessary review and approval.

Director General will consult, hold discussion on Manhour plan with Dy. Director General, officials from Human Resource Department, Administration Department and other department as deemed necessary before approving it.

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Based on this document, Human Resource Department determines whether there is a need for additional Aerodrome Inspector or not, for next fiscal year and process recruitment or placement of Aerodrome Inspector accordingly in close coordination with Administration Department as per “CAAN Employee’s Facility, Service and Condition Regulations, 2056 B.S.”

## **2.2 Functions and Responsibilities of Aerodrome Safety and Standards Department (ASSD)**

### **2.2.1 Aerodrome Certification**


These tasks and responsibilities of the ASSD include, but are not limited to:

- a) receiving, recording, reviewing and processing, in cooperation with the ANS Inspectors, Flight Operations Inspector (FOI) of the CAAN or an external expert as required, the expressions of interest received from an intending applicant for an aerodrome certificate;
- b) receiving, recording, reviewing and processing, in cooperation with the FOI of CAAN, the formal application for an aerodrome certificate, including the initial inspection covering the review of the aerodrome manual, on-site verification, inspection and testing of aerodrome particulars, facilities and equipment, including aeronautical studies and applications for exemptions,
- c) grant or refusal of an aerodrome certificate;
  - d) receiving, recording, reviewing and processing applications for the transfer of an aerodrome certificate;
  - e) grant or refusal of the transfer of an aerodrome certificate;
  - f) receiving, recording, reviewing and processing applications for the surrender of an aerodrome certificate;
  - g) cancelling or suspending an aerodrome certificate;
  - h) grant of an interim aerodrome certificate; and
  - i) reviewing the factors requiring the amendment of an aerodrome certificate and issuing the required amendments.

### **2.2.2 Notifications to Aeronautical Information Services and other Organizations**

These tasks and responsibilities include:

- a) notifying aeronautical information services (AIS) of the certified status of an aerodrome and providing the particulars of the aerodrome described in the aerodrome manual for promulgation by the AIS;
- b) reviewing any amendments to aerodrome manuals and notifying AIS of the changes to be made in the AIS publications;

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- c) coordinating with AIS in the review of any notification received from an aerodrome operator for promulgation by AIS, such as notification of:
  - inaccuracies in AIS publications;
  - changes in aerodrome facilities, equipment and level of services planned in advance;
  - obstacles, obstructions and hazards;
  - closure of any part of the maneuvering area;
  - immediate reduction in the level of service at the aerodrome and any other conditions that could affect the safety at or near the aerodrome and warrant precautions to be taken; and
- d) coordinating with other agencies and service providers such as aeronautical information service, air traffic services, designated meteorological authorities, and security.


### 2.2.3 Safety Audits

These tasks and responsibilities include:

- a) periodic or special on-site audits of the aerodrome safety management system including verification of the aerodrome, and data published in the aeronautical information publication (AIP) and inspection of the aerodrome facilities, equipment and operating procedures; and
- b) review of the aerodrome operator's daily inspections and internal safety audit reports and actions thereon.

*Note -*

1. *An aerodrome audit programme should operate on the principle that the aerodrome certificate holder's internal audit programme is of primary importance and that the CAAN's audits are conducted to review and evaluate that programme and, in addition, to independently check and verify the particulars of the aerodrome notified in the AIP, as well as the aerodrome operating procedures, safety measures, facilities and equipment.*
2. *Periodic inspections are therefore required to ensure that aerodrome certificate holders meet their obligations under the terms of the certificate, as set out in **Rule 8 of CAAN ACR 2004**, and the requirements of the approved aerodrome manual.*
3. *The frequency of inspections may correspond to the class of the aerodrome as categorized by the CAAN but at least once in a year.*
4. *The tasks and responsibilities associated with periodic inspections are described in 2.4.2. These tasks may be carried out in the following phases*
  - c) *Pre-inspection briefing with aerodrome management, including coordination with air*

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traffic control tower personnel.

d) *Administrative inspection* of the aerodrome safety management system, including such items as:


- current NOTAMs;
- medical and RFF training records;
- aviation fuel suppliers' safety records;
- fuelling agents' certificates and fire safety training records;
- documentation of the annual review of the aerodrome emergency plan, including full-scale emergency exercises; and
- the aerodrome operator's records of the safety audits of fixed-base operators, ground handling agents and other agencies engaged in airside activities.

e) *Movement area inspection* including:

- the inspection and checking of runways and taxiways in order to ascertain the condition of pavements, markings, lighting, signs, shoulders, strips and runway end safety areas;
- checking for potentially hazardous conditions if construction work is in progress, such as excavations, trenches, stockpiled material, inadequate construction area markings, construction equipment in the movement area and inadequate marking and lighting of temporary thresholds;
- checking ground vehicle operations in the movement area to verify that only authorized vehicles have access to the area and that the required procedures are being followed, the vehicles are properly marked and the drivers know and use the proper communication terminology;
- checking that the public is protected against unauthorized entry to the movement area and against jet or propeller blast;
- checking for wildlife hazards and wildlife attractants; and
- checking landing direction indicators and wind direction indicators.

f) *Rescue and fire-fighting* including:

- the checking of training records;
- random testing of the knowledge of firefighters;
- checking that the equipment is in position, is functional and meets the category requirements;
- conducting a time response drill;
- checking the alarm system; and
- checking and examining proximity suits, other protective clothing and fire-fighting and

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rescue tools and supplies in the inventory.

- g) *Fuel facilities* including the examination of the inspection records by qualified and authorized personnel, particularly checking that the aerodrome fire-fighting standards are adequately covered in the inspection checklist, and spot checking, including fuel sampling, for compliance with the applicable requirements.
- h) *Night inspections* including the evaluation and checking for compliance with the standards related to:
  - runway, taxiway and apron lighting and signs;
  - pavement markings;
  - aerodrome beacons;
  - wind direction indicator lighting;
  - obstacle lighting and the marking; and
  - lighting of construction areas.
- i) *Post inspection briefing* with the aerodrome management, including the determination of appropriate enforcement action for non-compliance with the regulations.

#### **2.2.4 Other Safety Functions**


These tasks and responsibilities include:

- a) a first-hand evaluation of full-scale airport emergency exercises to identify problems and deficiencies;
- b) the provision of guidance at the design and construction stages of aerodrome projects, particularly complex projects or where there is significant work that may impact compliance with the regulations;
- c) final inspection of completed aerodrome projects involving complex or significant work to identify problems or deficiencies that need to be corrected in order to comply with the requirements of the regulations; and
- d) the organization of, and participation in, aerodrome safety seminars and other training programmes to promote a safety culture.

#### **2.2.5 Compliance and Enforcement**

##### ***Introductory Notes: -***

- (1) *It is the responsibility of aerodrome operators to comply with the requirements of the aerodrome certification regulations. Aviation safety at aerodromes depends primarily on voluntary adherence to these requirements by the aerodrome operators. Promoting compliance with the regulations*


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*through education, training and counseling is therefore of primary importance, and only when these efforts have failed should formal enforcement action be taken. Sanctions can be administrative or legal depending on the severity of the violation of the regulations and its impact on aviation safety.*

- (2) *Administrative action in the form of a warning letter or correction letter may be considered appropriate when legal action is deemed unnecessary. Administrative enforcement action is intended to bring the violation to the attention of the aerodrome operator, to document corrective action and to require future compliance. Such actions are warranted when the violation does not result in a significant unsafe condition, is not caused by incompetence or lack of required qualifications on the part of the aerodrome operator, is not deliberately caused, the attitude of the operator is constructive and positive towards compliance with the regulations and there is no history of such a violation by the operator.*
- (3) *Formal legal enforcement action may be warranted to prevent future violations of the regulations. Such action may include the issuance of cease-and-desist orders and injunctions and the imposition of sanctions after the act to deter violations. Such sanctions may include revocation, suspension or amendment of the certificate. Legal enforcement actions are pursuant to **CAAN ACR 2004**.*
- (4) *In determining the appropriate type and measure of sanction to be applied, the factors to be considered may include the nature of the violation, whether it was deliberate or inadvertently caused; the potential or actual hazard to aviation safety created by the violation; the aerodrome operator's level of responsibility; records of previous violations; the operator's attitude toward the violation, including whether the operator voluntarily disclosed the violation and whether action was taken to correct it; the impact of the proposed sanction on the violator and its value as a deterrent to other operators in similar situations.*
- (5) *Certificate-related legal sanctions can have a significant impact on air services and may also have other repercussions. Since the public interest and aviation safety are the principal objectives of aerodrome certification regulations, recourse to the imposition of sanctions may be warranted only after all other means of resolving safety violations have failed to ensure compliance.*

These tasks and responsibilities include:

- (a) Suspension of an aerodrome certificate, if:
  - the aerodrome operator's safety management system is found to be inadequate;
  - it is in the interest of operational safety;
  - all other means for timely correction of the unsafe condition or ensuring safe aircraft operations have not yielded the required results;
  - the technical proficiency or qualifications of the aerodrome operator to perform the duties to

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meet the critical safety requirements in accordance with the regulations are found inadequate;

- the operator resists or is unwilling to take action to correct or mitigate the condition affecting aviation safety; or
- the operator willfully fails to perform an already agreed upon corrective action and suspension of the certificate is the last resort to avoid unsafe operations in the aerodrome movement area.

(b) Revocation of an aerodrome certificate, if the aerodrome operator:

- is incapable or unwilling to carry out corrective action or has committed/repeated serious violations;
- has demonstrated a lack of responsibility, such as deliberate and flagrant acts of non-compliance or falsification of records jeopardizing aviation safety; or
- has made it convincingly clear that the continued operation of the aerodrome will be detrimental to the public interest.


### **2.2.6 Aerodrome Standards**

These general tasks and responsibilities include the following:

- a) reviewing ICAO State letters on the subject of aerodromes, preparing responses thereto and taking action thereon;
- b) developing and continuing to review Civil Aviation Requirements for Aerodromes (CAR - 14, PART – I Aerodrome Design and Operations) and other national standards and practices for aerodrome design, operation and maintenance, and engineering specifications;
- c) developing and issuing orders, rules, advisory circulars and guidance material relating to aerodrome standards and practices;
- d) reviewing plans and designs for new aerodromes or the further development of, or modification to, existing aerodromes, submitted to the CAAN for approval, to ensure that the requirements of the national regulations, standards and the ICAO SARPs are complied with; and
- e) advising the aerodrome inspectors (AI), as required, on aerodrome standards and practices.


### **2.2.7 Duties and responsibilities of Director of ASSD:**

1. Carry out duties assigned to the Department effectively.
2. Carry out necessary reforms as a consequence of regular monitoring and evaluation of implementation aspect of duties assigned to the Department.
3. Advising the aerodrome inspectors, as required, on aerodrome standards and practices.
4. Advise the Deputy Director General on matters within the scope of responsibility of the Department.
5. Submit Periodic as well as Annual Progress Report.

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6. Make necessary arrangements for proper utilization and protection of the physical facilities and office equipment required by the Department and ensure their availability.
7. Evaluate the performance of the subordinates and in accordance to the delegated power and submit it to the concerned authority.
8. Carry out the duties in such a way to set example by yourself among the subordinates in accordance to the rules of code of conduct contained in the Employee Rules.
9. Disseminate, in a timely manner, only that information and notice not classified by law as confidential to the concerned official and agency.
10. Implement the approved annual programme of the Department in an effective, efficient and economic way.
11. Implement the ICAO SARPs, Documents, Guidance Materials, as well as Resolutions adopted by International Convention, Meetings and Seminars as per the need and ground reality of Nepal.
12. Make arrangements for the study, training, workshop and seminar to the employees engaged under the Department necessary for maintaining their skills and abilities.
13. Implement the safety recommendations concerned with AGA pointed out in aircraft incident/accident investigation reports.
14. Issue an immediate direction for improvement in case something that are hazardous to safety is found out during inspection of activities related to AGA, and may even issue direction to suspend such activities for ensuring flight safety.
15. Keep the records related to the Department up-to-date.
16. Formulate and implement AGA Safety Oversight including SMS, Surveillance Program, Plan and non schedule or surprise inspection at all aerodromes.
17. Identify and demand human resource, needed for an effective discharge of various Departmental responsibilities.
18. Represent CAAN, as required, on domestic and foreign workshops and seminars related to regulation of Aerodrome.
19. Recommend for acceptance the Aerodrome Safety Management System (SMS) Manual
20. Recommend necessary arrangement for improvement of CAP submitted by Aerodrome operator concerning finding raised during inspection/audit that has not been implemented.
21. Recommend departmental action over the official/employee who obstruct or does not provide necessary cooperation during the performance of assigned duties of Aerodrome Safety Standards Department.
22. Recommend qualified subordinate official as inspectors for Aerodrome Safety Oversight Audit/Inspection.
23. Recommend subordinate employees for reward and punishment according to regulation.




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24. Execute other works assigned by Deputy Director General of Aviation Safety & Security Regulation Directorate (ASSRD).
25. Recommend for grant or refusal, transfer of and cancelling or suspending Aerodrome Certificate accordance with ACR.
26. Notify aeronautical information services (AIS) of certified status of an aerodrome and necessary relating data.
27. Evaluation of full-scale airport emergency exercises to identify problems and deficiencies.
28. Recommend to Director General for compliance and enforcement as per CAAN rules and regulations.
29. Provide guidance to Aerodrome Operators on certification process and any other assistance as required.
30. Ensure that aerodromes offer a safe operating environment in accordance with the Convention on International Civil Aviation Organization (ICAO).
31. Coordinate with others regulatory department as and when required.
32. Establish and maintain technical library

## **2.2.8 AERODROME INSPECTOR CODE OF CONDUCT**

### **A. On-The-Job Ethics and Conduct**

1. The conduct of an AI has a direct bearing on the proper and effective accomplishment of official job functions and responsibilities. Inspectors are required to approach their duties in a professional manner and to maintain that attitude throughout their activities. Through their conduct, Inspectors working in direct contact with operators, and with the public, bear great responsibility in the determination of public perception of the Authority.
2. As the leader of or as a participant in a CAA audit team, each individual auditor is required to comply with a code of conduct that directs his/her actions during the entire process of the audit. These rules of conduct for each individual auditor are as follows;
  - a) To exercise in all loyalty, discretion and conscience the functions entrusted to them as a member of the CAA aerodrome safety oversight audit team;
  - b) To discharge these functions to the best of their ability;
  - c) To conduct themselves with integrity, impartiality and honesty;
  - d) To abide by the rules, procedures and guidance prescribed in this handbook;
  - e) Not to misuse their official position as part of the CAA aerodrome safety oversight audit team;
  - f) Not to receive benefits of any kind from a third party which might reasonably be seen to compromise their personal judgment or integrity;
  - g) Report for work on time and in a condition that will permit performance of assigned duties;
  - h) Respond promptly to directions and instructions received from their supervisor;

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- i) Exercise courtesy and tact in dealing with co-workers, supervisors;
- j) Conserve and protect the Authority's property, equipment, and materials (Inspectors may not use or permit others to use the Authority's equipment, property, or personnel for other than official business.)
- k) Inspectors shall not disclose or discuss any information or "official use only" information unless specifically authorized to do so.
- l) Observe the various laws, rules, regulations, and other authoritative instructions, including all rules, signs, and instructions relating to personal safety;
- m) Uphold with integrity the public trust involved in the position to which assigned;
- n) Report known or suspected violations of law, regulations, or policy through appropriate channels;
- o) Give any supervisor or official conducting an official investigation or inquiry all information and testimony about all matters inquired of, arising under the law, rules, and regulations administered by the Authority;
- p) Not make irresponsible, false, or defamatory statements that attack, without foundation, the integrity of other individuals or organizations (Inspectors are accountable for the statements they make and the views they express.

## B. Outside Employment

### 1. Conflict of Interest.

Sometimes there may be a requirement for engagement of external specialized experts as Aerodrome Inspector in the unrepresented / underrepresented domain of aerodrome certification. The Inspectors so engaged may continue to hold his/ her employment or own businesses provided that such employment/ businesses do not present a conflict of interest with their official job functions.


### 2. Public Speaking

Inspectors may not receive payment for speaking on issues that deal with their official job functions. Teaching or instructing at colleges, universities, or vocational schools may be acceptable, but should be coordinated and approved by the Director General.

### 3. Dress

AIs should be aware that their personal appearance affects their professional image, therefore, they should adhere to the guidelines below:

- a. The dress and grooming of AI shall be clean & neat following official dress code as given in XXXXX
- b. When conducting AI duties at an aerodrome, a valid AI Credential and Aerodrome Security Pass, when required by the Aerodrome Administration, must be worn at all times on the ramp and air-side of the airport.

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## 2.3 Technical Library and Records

Introductory Note: - To enable Aerodrome Inspectors (AI) to keep abreast of the subject of aerodrome design, specifications, operation and maintenance, it is essential to establish a properly organized and administered technical library. The library should contain all documents issued by ICAO relating to the design, operation and maintenance of aerodrome facilities and equipment, and all national standards, rules, orders, advisory circulars and guidance materials.

Additionally, the standards and other relevant documentation issued by other States which are commonly used as reference material, and important textbooks and magazines on the subject should also be kept in the technical library. It is important that the documents in the library be promptly amended to keep them current.

The main objective of the establishment of the technical library for ASSD is:

- (a) to maintain files for each aerodrome including certified aerodromes;

Note: - The file for each certified aerodrome should contain records from the expression of interest stage to the issuance or refusal of the certificate, and the file should remain open thereafter for further documentation and correspondence on the subject. Additionally, an aerodrome certificate register should be maintained for each aerodrome as well as a reference log of the date of issue of important letters, forms and certificate numbers.

- (b) to maintain close liaison with the Accident Investigation and Prevention Committee of Nepal to obtain data on aircraft accidents and incidents at or near aerodromes for use by Aerodrome Inspectors (**Members of ASSD**) in their continuing work.


## 2.4 Qualifications & Credentials, Duties and Responsibilities of Aerodrome Inspectors (AI)

### 2.4.1 Qualification & Experience of Aerodrome Inspectors (AI)

#### **Qualification and Experience:**

The Aerodrome Inspector shall have minimum qualification required for 7<sup>th</sup> level as per Appendix 6 of CAAN Employees Regulation 2056.

- i. Aerodrome inspectors may be engineers (civil, electrical or mechanical) or ARFFS personnel with minimum three years' experience in aerodrome planning, operation or maintenance and should possess a sound knowledge of the national legislation, standards and practices, and CAR 14, Part 1, all relevant manuals published by ICAO and CAAN. Airport operation and management experience and knowledge of safety management systems are desirable qualifications.
- ii. CAAN may also consider hiring persons with other qualifications, experience and knowledge suitable for carrying out the duties of aerodrome inspector, subject to any conditions that CAAN may have regarding the person's qualifications, experience and knowledge. Such persons may have airport


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management or air traffic control backgrounds. Training in the appropriate elements of aerodrome engineering relevant to aerodrome inspection should be an essential requirement.

- iii. **Appropriate mix of Inspectors:** While complying with its regulatory functions effectively, if CAAN requires skilled manpower/experts, not adequately available within the organization, then CAAN will hire adequately qualified inspectors/ experts through outsourcing. The qualification and experience for such term of engagement will be decided based on domain requirement in accordance with CANN HRD Policy 2070.

## 2.4.2 Training of Aerodrome Inspectors

- i. In accordance with HRD Policy 2070 CAAN aims to “develop adequately qualified required human resources through appropriate training for maintaining safe, regular, standard and effective conduct of aviation services such as Flight Operation, Aeronautical Communication, Air Navigation and Air Transportation taking into account the regulatory and service provider functions of CAAN.”
- ii. ASSD AI must be trained both initially and recurrently for their specified role in ASSD. Initial training must include on-the -Job Training (OJT) with appropriate supervision. For inspectors, an observed and assessed inspection must be completed before being cleared to work independently.
- iii. Inspector assessment should include theoretical training before commencement of OJT. The assessment must be performance oriented with a minimum performance expectation. OJT will complement the theoretical training and offer opportunities to reinforce that training.
- iv. All AIs must also be trained in the process and procedures used to coordinate with other functions of the CAAN and agencies within the State structure, particularly at the interface areas.
- v. The syllabus and training content must be defined and developed by ASSD appropriate for the induction, initial, recurrent and specialized training courses. To ensure that AIs maintain their proficiency and keep current with aerodromes facilities, procedures, new aircraft and new developments in their areas of expertise, they must receive periodic recurrent training.
- vi. For AIs to upgrade their knowledge at par with international standards best practices, upcoming changes/introductions and for efficient functioning, ASSD may periodically deploy AIs for special training programmes/schemes in association with international organizations like ICAO, COSCAP, ACI, SAA etc.
- vii. Induction Training: Induction training is provided to all newly entered employees who have completed all the recruitment process. Purpose of the training is to provide a general idea about the organizational traditions and culture, relevant rules, regulation and act, air transportation, aviation security, aviation safety including safety management system. Duration of the training is 7 days


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- viii. **Basic Inspector Training:** Basic Inspector training is provided to the employees involved in the regulatory function. This training is provided to all the Inspectorate employees immediately after entering the job and the duration of the training is normally 15 days.
- ix. **On-the-job Training:** On-the-job training is provided to the newly entered employees after the completion of the induction training and basic inspector's training, it is also those employees who have to work in a new environment including newly transferred employees as necessary.
- x. **Recurrent /Refresher Training:** Recurrent Training is provided to the authorized inspectors and other designated employees in accordance with CAAN training policy to maintain their efficiency up to the standard. The refresher/ recurrent trainings are normally conducted every two years.
- xi. The Training needs for ASSD are based on **CAAN Training Programme 2013** and CAAN Regulatory Employee **Plan 2018-2022. The Plan is attached as Appendix XXX**
- xii. **Training Records:** CAA Nepal has established and implement a system for the maintenance of training records for its Inspectors. The training records are kept in Inspector's personal/ Training file in ASSD. Safety Management Division CAAN maintains the overall records of trainings of all the CAA Nepal Inspectors as a state safety management documentation.

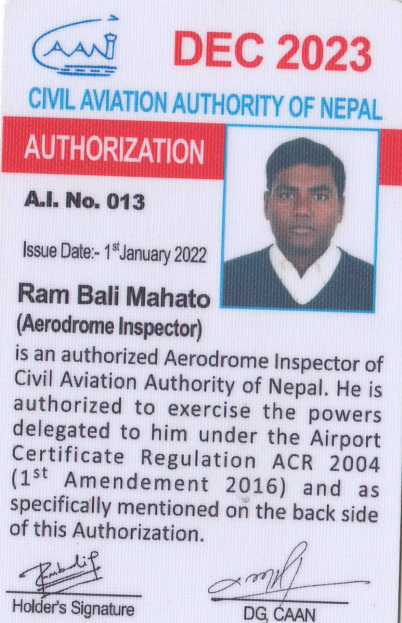
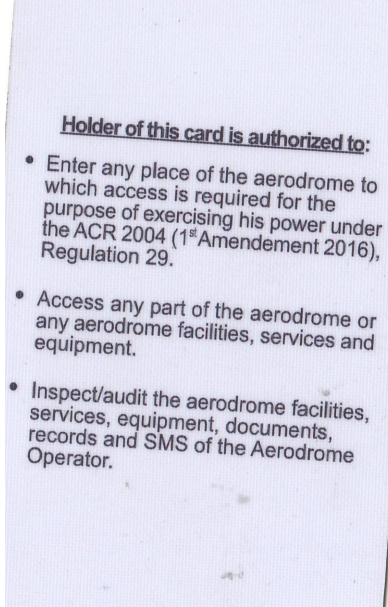
### 2.4.3 Issue of Credentials to Aerodrome Inspectors

- i. The section provides guidance and criteria for issuance, use, and control of CAAN Credentials for Inspectors.
- ii. **Issuing Authority:** DG CAAN issues credentials to qualified aerodrome inspectors under Rules 29 of ACR 2004 for use in performance of official duties and presented when credential identification is requested.
- iii. **Contents of the Credential:** The Credential shall contain the following information:
  - a) Identification number
  - b) Date of issue
  - c) Name and title of Inspector
  - d) Photograph of the inspector
  - e) The validity period of the credential (\*\* month & year)
  - f) The empowering Regulation
  - g) Signature of the issuing Authority & Card holder.


**\*\*** The validity of the credential for aerodrome inspector would be for a period not exceeding two years. In case of contractual, the period of validity shall be limited to the period of the contract but not exceeding two years.

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Sample Credential (Authorization) is shown below:

AUTHORIZATION (FRONT)	AUTHORIZATION (BACK)
 <p>The front of the authorization card features the CAAN logo, the date 'DEC 2023', and the text 'CIVIL AVIATION AUTHORITY OF NEPAL'. It includes a photo of Ram Bali Mahato, his A.I. No. 013, and the issue date of 1st January 2022. Below the photo, it states that he is an authorized Aerodrome Inspector of the Civil Aviation Authority of Nepal, authorized to exercise powers delegated to him under the Airport Certificate Regulation ACR 2004 (1st Amendment 2016). The card also includes the holder's signature and the signature of the DG, CAAN.</p>	 <p>The back of the authorization card lists the holder's authorized activities:</p> <ul style="list-style-type: none"> <li>• <u>Holder of this card is authorized to:</u></li> <li>• Enter any place of the aerodrome to which access is required for the purpose of exercising his power under the ACR 2004 (1<sup>st</sup> Amendment 2016), Regulation 29.</li> <li>• Access any part of the aerodrome or any aerodrome facilities, services and equipment.</li> <li>• Inspect/audit the aerodrome facilities, services, equipment, documents, records and SMS of the Aerodrome Operator.</li> </ul>

- iv. The Credential empowers the AI an unlimited and unrestricted access to any place of the aerodrome, facilities, equipment, services and documents of aerodrome operators where such access is required for the purpose of exercising his powers delegated under the Regulation 29 of ACR 2004, last amended in 2016.
- v. **AI Credentials (Authorization) Issuance and Retention Process.**  
Director ASSD has to approve requests for issue of a credential. As part of the process, the inspector must meet the training requirements before requesting the issuance of the AI credentials.
- vi. **Initial issuance of Credential – Training Requirements.** Inspectors must complete required training consisting of courses offered by any institution recognized by the Authority at least in following area:
  - Safety Oversight Inspectors (Aerodrome) Course or Audit Technique Course (Aviation)
  - Aerodrome Certification Course
  - Safety Management System (SMS) Course or State Safety Programme (SSP) Course
  - At least a week of on-the-job training to include administrative and technical procedures
  - At least two participations in Surveillance inspections/Audit as an observer and
  - a minimum of one Surveillance inspections/Audit supervised by a qualified Aerodrome Inspector
- vii. **Use of Credentials**
  - The credentials shall be used only in the conduct of official business.
  - Holders of credentials are responsible for the safe custody of Aerodrome Inspection /Audit reports

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- Misuse or improper possession of the credential can subject the offender to disciplinary actions.

viii. **Surrender of Credentials.**

The Credential shall be surrendered to the Director ASSD who, in turn, shall forward the card to Credential Issuing Authority for proper disposition. The credentials shall be surrendered under any of the following conditions:

- Termination of employment or contract (in case of outsourced employee)
- Reassignment to a position which does not require an Aerodrome Inspector's credential;
- Issuance of a revised credential;
- AI not meeting the training/ proficiency requirement and
- Upon demand by the issuing authority.

ix. **Loss or Theft.**

- It is the responsibility of the inspector to safeguard and protect the DGCA credentials, to prevent physical loss, theft or damage. Inspectors must use care to protect the integrity of all credentials to prevent physical loss and damage.
- If an inspector loses the credential, the inspector must report the loss or theft within 24 hours Director ASSD and Credential Issuing Authority


x. **Reissuance of Credentials.**

- The issuance of replacement credentials requires the same process required for an original issuance.
- Replacement of lost or stolen credentials requires issuance of a new credential number.
- Credentials will be reissued when any of the following circumstances exist:
  - Mutilation or excessive wear of the credential;
  - Change in holder's personal appearance;
  - Lost or stolen credentials; or
  - Expiry

#### 2.4.4 Duties and Responsibilities of Aerodrome Inspectors (AI)


The typical duties of Aerodrome Inspectors (AI) should include but not be limited to:

- a) Verification of the aerodrome data in the aerodrome manual including details of:
- the location of the aerodrome;
  - the name and address of the aerodrome operator;
  - the movement area;
  - aeronautical ground lighting;
  - the runway declared distances available;

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- ground services;
  - notices of special conditions and procedures, if any;
  - current exemptions, if any
  - Obstacle Limitation Chart (If Available)
  - Aerodrome/Facility Directory
  - Aerodrome Layout Plan file
- b) On-site verification and audits of aerodrome operating procedures including:
- the overall aerodrome safety management system;
  - the aerodrome emergency plan and periodic aerodrome emergency exercises;
  - inspection and maintenance of aeronautical ground lighting;
  - promulgation of changes to published aerodrome information;
  - the prevention of unauthorized entry to the aerodrome, particularly the movement area and protection of the public against jet or propeller blast;
  - the operator's daily inspection of the aerodrome;
  - the planning and carrying out of aerodrome construction and maintenance work including compliance with construction safety requirements;
  - apron management and parking control;
  - the control of vehicles operating on or in the vicinity of the movement area;
  - wildlife hazard management;
  - the monitoring of obstacle limitation surfaces and notification;
  - the removal of disabled aircraft;
  - the protection of radar and navigational aids;
  - low-visibility operations;
  - drivers use proper terminology and possess airside driving permit
  - vehicles are properly marked
  - check traffic and wind direction indicators
  - if construction is in progress, check for the following:
    - adherence to construction safety plan requirements.
    - potentially hazardous conditions to the movement area such as excavations, trenches or stockpiled material or presence of FOD's
    - adequate construction area marking and lighting
    - marking of temporary runway thresholds
    - construction equipment in the movement area
    - observe ground vehicle operations



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c) on-site checking and testing of aerodrome facilities and equipment including:

- aeronautical ground lighting systems including flight check records;
- standby power;
- the dimensions and surface conditions and strengths of run-ways, taxiways, stopways, runway end safety areas, runway and taxiway strips, shoulders and aprons;
- landing direction indicators and wind direction indicators, aerodrome markings and markers;
- guidance signs and warning signs in the movement area;
- aerodrome maintenance equipment;
- disabled aircraft removal plan;
- wildlife control equipment;
- the presence of obstacles in obstacle limitation surfaces;
- runway visual range measuring equipment;
- the presence of dangerous lights;
- runway surface friction measuring equipment;

d) Night Inspection


During this phase of the inspection, the Inspector shall:

- Evaluate runway/taxiway and apron lighting and signs, pavement marking
- Inspect OLS marking & lighting and construction areas on or adjacent to movement areas for adequate marking and lighting

e) Rescue and Firefighting : During this phase of the inspection, the Inspector shall:

- Check for acceptability of the RFFS curriculum and training records
- Randomly question fire-fighters in the subject areas to determine validity of the training program and general knowledge of the job
- Perform a walk-around inspection to determine if the **Aircraft Rescue Fire Fighting** equipment is operational and meets the Category with the required agents
- Make a check of RFFS vehicle maintenance records
- At the RFFS station check the alarm and communication system for serviceability
- Examine proximity suits, other protective clothing and equipment for condition and availability
- Check SOP of ARFFS
- Check of records of live fire drills
- Sufficient RFFS personnel are available to operate the required RFFS vehicles

f) flying assessments and aeronautical studies at aerodromes:

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- in cooperation with the Flight Operations Inspector of the CAAN and other specialists as required, organize flying assessments at aerodromes and assess aeronautical studies conducted by aerodrome operators, if and were permitted by the national regulations, standards and practices;


g) **General Duties:**

All other functions relating to the certification/Inspection of aerodromes including:

- regulatory tasks and functions including development of rules, regulations, guidance material and their periodic/timely amendments.
- receiving and processing of expressions of interest and applications for aerodrome certificates;
- processing requests for the amendment, transfer or surrender of certificates or requests for interim certificates;
- reporting to AIS;
- initiating NOTAMs and determining appropriate enforcement action in the event of non-compliance with the regulations.
- Previous Inspection Records
- Aerodrome File Violation History
- Any previous Legal Enforcement Investigative Reports
- Aerodrome Master plan Record
- Accident/incident history
- Aerodrome Compliance file (Compliance checklist)
- Instrument Approach Procedure Charts
- Aerodrome Improvement Program File
- Ensure proper directives, charts, advisory circulars, and other appropriate information, are available while conducting the inspection
- Determine the status of follow-up actions in correcting all previously listed deficiencies
- Post-Inspection Briefing
- Any other task/ responsibility entrusted by Director ASSD.


#### **2.4.5 Aerodrome Inspector (AI) Powers and Authority**

Aerodrome Inspectors carry formal authorizations, to be produced if required, enabling them to exercise their powers in accordance with the **Rule 29 of CAAN ACR 2004**. These powers include the ability:

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- i. to inspect any part of any aerodrome;
- ii. to investigate and test the effectiveness of aerodrome practices and procedures;
- iii. to require an aerodrome operator, aerodrome manager or occupier of land outside the aerodrome occupied for business purposes in connection with the aerodrome to provide information relevant to inspections, surveys, tests and investigations;
- iv. to enter on any land or in any buildings, access to which is necessary, for the purpose of inspecting an aerodrome; and
- v. to record an operation, procedure or installation in written, photographic or other electronic form.
- vi. Recommend cases for enforcement action to Director ASSD to be executed by DG-CAAN as per Aviation Enforcement Policy and Procedures Manual 2021.

The above powers apply equally to air navigation installations. Furthermore, Aerodrome Inspectors are allowed to take into restricted zones of airports, and use, any equipment necessary to their duties, including cameras, video recorders and tape recorders. These powers may be exercised when CAAN Aerodrome Inspectors are conducting audits, surveys and inspections and investigations.

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## Chapter - 3 Responsibilities of Aerodrome Certificate Holders

### 3.1 Requirement for Aerodrome Operation

The general requirement for some aviation entities and service providers is to develop aerodrome manuals and submit them to the CAAN for formal review and approval as per **Rule 22 of CAAN ACR 2004** along with the application for the certification of aerodromes as per **Rule 5**.

As per **Rule 4 of CAAN ACR 2004** an aerodrome certificate must be obtained:

- a) for the airport that may be used for public purpose as per the national need; and
- b) to operate international public air transportation service at any airport of Nepal.
- c) An application may also be submitted for the airport certificate to operate domestic airport except as referred to in sub-rule (2).

Certified aerodromes must have a current approved aerodrome manual to describe aeronautical data and other information specific to each particular aerodrome.

Aerodrome Certificate Holder must coordinate and follow up to publish the certified status of the aerodrome and details as per the aerodrome manual in the AIP.

### 3.2 Aerodrome Manuals


#### 3.2.1 Submission of Aerodrome Manuals

An aerodrome manual is required to be submitted to CAAN as a component of a formal application for aerodrome certification. Aerodrome manual is defined as the manual that forms part of the application for an aerodrome certificate pursuant to national regulations, including any amendments thereto accepted/approved by the CAA.

#### 3.2.2 Approval of Aerodrome Manuals

Upon receipt of a submitted aerodrome manual, the DG CAAN has authority to approve, reject or require modification to the submitted aerodrome manual. Notification to the aerodrome operator of any disapproval or requirement for modification will be made in writing. Where an aerodrome manual is approved and the other elements of certification have been complied with, an aerodrome certificate will be issued.

An approved aerodrome manual also provides a basis for an on-going surveillance of aerodromes and aerodrome operators by CAAN Aerodrome Inspectors after initial certification has been achieved or subsequently for renewal of aerodrome certificates.

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### **3.2.3 Amendment of Aerodrome Manuals**

Whenever necessary to retain currency or if directed by the CAAN, an aerodrome operator shall amend the aerodrome manual and provide copy of the amendment(s) to CAAN. The DG CAAN has authority to approve, reject or require modification of the submitted aerodrome manual amendment.

Approval will result in an amended aerodrome manual. Notification to the aerodrome certificate holder of that approval, or rejection (or requirement for change to the amendment) as a result of a submitted amendment or adjustment will be made in writing to the operator as soon as is practicably possible, and wherever possible prior to the proposed effective date of implementation of the proposed amendment or adjustment.


## **3.3 Responsibilities of the Aerodrome Operators**

### **3.3.1 Tasks and Responsibilities of the Certificated Aerodrome Operators**

- (a) The aerodrome operator shall arrange for internal audits of the safety management system, including inspections of the aerodrome facilities and equipment.
- (b) The aerodrome operator shall ensure that the internal audit reports, including the report on the aerodrome facilities, services and equipment, are prepared by suitably qualified safety personnel.
- (c) The aerodrome operator shall retain a copy of the report(s) referred to in paragraph (b) above for a period to be agreed with the CAAN. The CAAN may request a copy of the report(s) for its review and reference.
- (d) The report(s) referred to in paragraph (b) above must be prepared and signed by the persons who carried out the audits and inspections.
- e) A procedure for preventive action to ensure that potential causes of problems that have been identified within the system are remedied;
- f) A process to capture staff suggestions for improvement, followed by management review and possible implementation of those suggestions;
- g) An internal quality audit programme to audit the aerodrome certificate holder's organization for conformity with the procedures in its manual and achievement of the goals set out in it.

### **3.3.2 Internal Audit**

Each certified aerodrome operator will incorporate an internal audit process to provide factual information for management to make appropriate decisions in accordance with the aerodrome manual. This internal audit should be able to:

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- a) Determine the compliance or non compliance of the audit elements with specified requirements;
- b) Determine the effectiveness of the implemented standards in meeting the specified objectives; and
- c) Provide the audited organization with the opportunity to improve the operational standard and overall performance.

### **3.3.3 Internal Quality Audit Programme**

The aerodrome operator's audit process will be contained in an internal quality audit programme that shall:

- a) Specify the frequency and the location of the audits taking into account the nature of the activity to be audited;
- b) Ensure audits are carried out by trained auditing personnel who are independent of those having direct responsibility for the activity being audited;
- c) Ensure the results of audits are recorded and reported to the personnel responsible for the activity being audited and the manager responsible for internal audits;
- d) Require preventive or corrective action to be taken by the personnel responsible for the activity being audited if problems are found by the audit; and
- d) Ensure follow up audits to review the effectiveness of any preventive or corrective actions taken are regularly carried out.

### **3.4 External Audit**

All users of the aerodrome, including fixed-base operators, ground handling agencies and other organizations that perform activities independently at the aerodrome in relation to aircraft handling should be complying with the safety requirements laid down by the aerodrome operator.


The certificate holder shall arrange for an external audit and inspection with respect to other such users working independently at the certified aerodrome and keep the records of all such audits/ inspection for scrutiny by CAA Inspector.

### **3.5 Corrective Action**

The procedure for corrective action shall specify how:

- a) to correct an existing problem;
- b) to follow up a corrective action to ensure the action is effective; and
- c) management will measure the effectiveness of any corrective action.

### **3.6 Preventive Action**

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The procedure for preventive action shall specify how:

- a) to correct a potential problem;
- b) to follow up a preventive action to ensure the action is effective;
- c) to amend any operational procedure as a result of a preventive action; and
- d) management will measure the effectiveness of any preventive actions taken.

### **3.7 Management Review**

The procedure for management review shall:

- a) specify the frequency of management reviews of the quality assurance system taking into account the need for the continuing effectiveness of the system;
- b) identify the responsible manager who shall review the operational standards; and
- c) ensure the results of the review are evaluated and recorded.


### **3.8 Tests**

Each aerodrome certificate holder shall test its level of compliance with standards, the objective of which is to determine the effectiveness of both the processes and systems involved and the individual performance of staff members tasked with carrying out those processes in the system.

### **3.9 Records**

Each aerodrome certificate holder shall maintain records to demonstrate the achievement of quality operational standards. Most of the recording will be normal business processes and statistical information, however such records should include:

- a) Training reports and training records of all members of the organization, including management;
- b) Incident and occurrence reports;
- c) Internal audit reports;
- d) External audit reports;
- e) Recurrent testing reports;
- f) Equipment testing and servicing reports;
- g) Proposals for change;
- h) Records of work improvement coordination meetings and outcomes; and
- i) Management review meetings and reports.

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## Chapter - 4 CAAN Safety Oversight of Aerodrome Operators

### 4.1 Aerodrome Safety Oversight


- Aerodrome safety oversight in the broad sense means the total scope of activity conducted by CAAN to assess that aerodrome operations are conducted to a level that is as safe as is reasonably practicable. Aerodrome certification involves, but is not limited to, initial entry (via a permission from CAAN in the form of a certificate), continuing oversight action by way of audits and/or inspections, education activity and, where necessary, enforcement action (ranging from warnings to action to suspend or cancel certificates).
- Aerodrome safety oversight is a CAAN function and is additional to any internal audit conducted by an individual aerodrome operator.
- In this manual the safety oversight activity is limited to inspection and audit processes as they may be applied to certification and surveillance activity by CAAN. Although enforcement is mentioned, staff will be required to undertake specific additional actions when a need for certificate action (suspension or revocation) is determined, such procedure should be contained within the CAAN Aviation Enforcement Policy and Procedure Manual 2021.

#### 4.1.1 Safety Oversight Audit

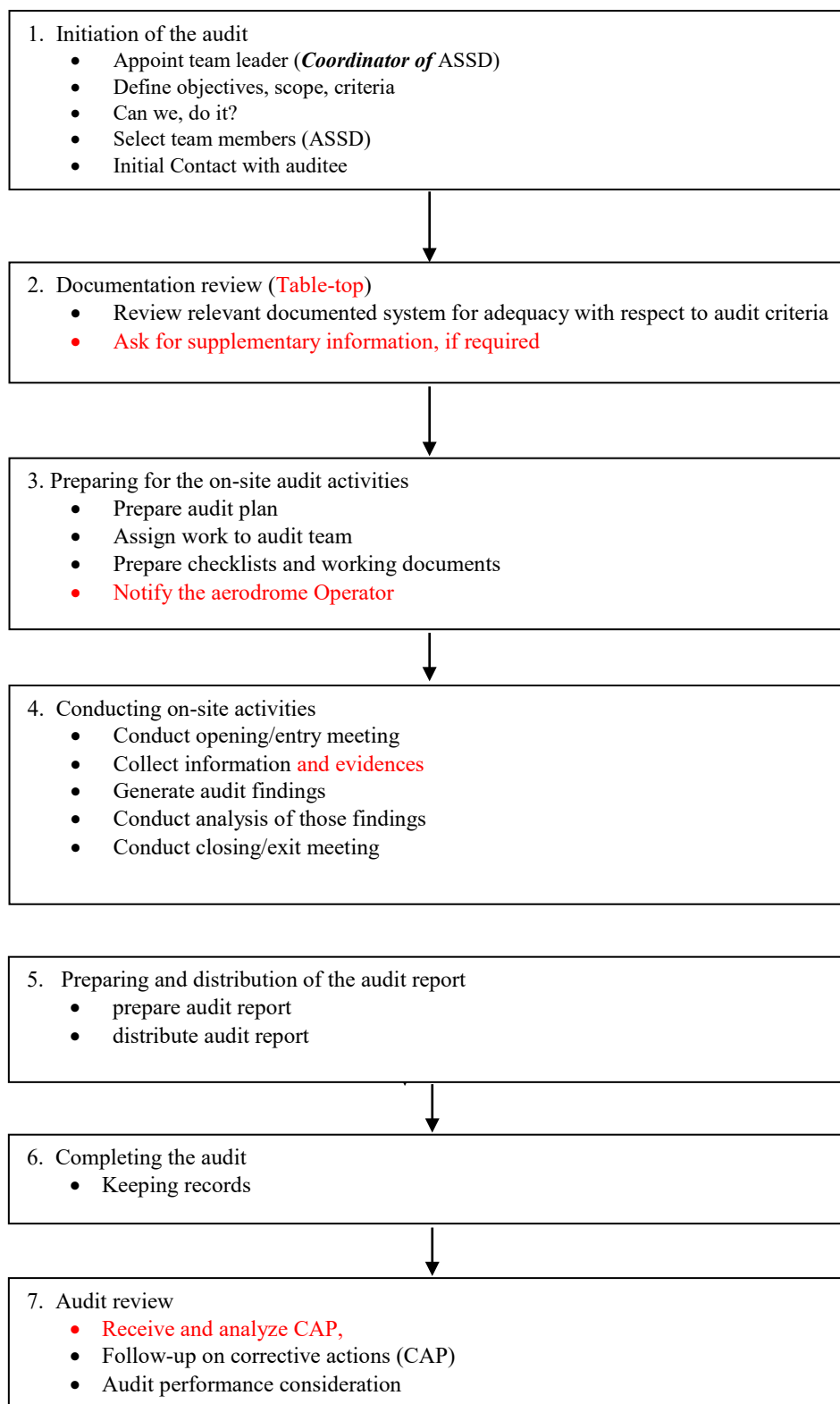
There are distinct differences between the aims and objectives of audits and inspections, and the methodologies used to conduct each of them. An audit is a systematic and independent comparison of the way in which an aerodrome standard is being implemented, against the way in which the published procedures say it should have been implemented. The general guidelines for conducting audit for certification of aerodromes are described in Appendix – 01. Figure 4-1 gives an overview of audit activities. An inspection is basically the act of observing a particular aerodrome operation, action, facility, equipment or document to verify whether the established procedures and requirements are followed, and whether the required standard of performance is achieved.


Audits are more comprehensive and focusing on system issues, and are more complex and time consuming than inspections. Inspections, by comparison, are more specifically focused on specific integral parts of aerodrome operations and are usually of shorter duration. Each of the two types needs to be planned for and a schedule created that allows for the regular conduct of both. Aerodrome safety oversight audits and inspections shall only be carried out by CAAN authorized and certified personnel. These personnel will have undergone audit training and be in possession of competency certificates in the conduct of aerodrome audits issued by CAAN. Staff



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appointed as CAA Aerodrome Inspectors will be required to possess the necessary qualifications and experience to serve as aviation safety lead auditors those without the necessary qualifications or experience may carry out audits and inspections only under the supervision of a person who is appropriately qualified and experienced.



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#### 4.1.2 Scheduling Audits/Inspections

*The ASSD is responsible for scheduling inspections and audits of all aerodrome certificate holders and other aerodrome operators.*

*The selection of the aerodrome and the frequency of the inspections and audits will be at the discretion of the ASSD, subject to the followings:*


- a) In normal circumstances each nominated aerodrome certificate holder will be the subject of audit **at least twice (2) per calendar year**, which will also include the audits as per AC/AD -015 Guidance material on Aerodrome safety inspection on Certified and non-certified aerodrome.
- b) Other aerodromes will be subject to inspection once at two years as determined by the **ASSD** AC/AD -015 Guidance material on Aerodrome safety inspection on Certified and non certified aerodrome;
- c) In the intervening period between scheduled audits, inspections of relevant parts of aerodrome operations may take place, e.g. Inspectors may attend at aerodrome emergency exercises;
- d) In certain situations, or following the occurrence of an accident/incident, or at the discretion of the **Director General**, additional full or partial audits may be scheduled in addition to any other action that may take place.
- e) Special inspection will be carried out on as and when required basis, specifically
  - After an accident or incident as defined in ICAO Annex 13
  - During construction, installation and maintenance of safety concerned facilities and equipment.
  - Any time, when it is believed that it will jeopardize the safety of the aerodrome.

#### 4.1.3 Notifying Audits/Inspections

The ASSD shall notify in writing each selected aerodrome operator that an audit has been planned for that facility or service provider (See Appendix - 02) along with the Audit Programme (see Appendix - 03).

Every notification shall include;

- a. The dates of the intended audit;
- b. Details of the CAAN auditors;
- c. Scope of activities to be covered under the audit;
- d. List of persons to be made available to the audit team for interview;
- e. Deadlines for the submission of the pre-audit questionnaire and CAR-14-part 1 Compliance Checklist (if applicable see **Appendix - 04**); and

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- f. Request for essential documentation, as specified by the CAAN that may be required to be reviewed prior to the actual audit

#### **4.1.4 Role of Auditors**


All auditors (including the audit team leader) are responsible for:

- a. complying with the CAAN aerodrome audit procedures;
- b. clarifying audit requirements if necessary;
- c. planning and preparing for the audit;
- d. carrying out the audit;
- e. documenting observations;
- f. reporting the audit results;
- g. recording findings in the CAAN aerodrome audit database;
- h. ensuring corrective and preventative actions are followed up for effective completion;
- i. safeguarding all documents relating to the audit;
- j. maintaining confidentiality and treating privileged information with discretion; and
- k. cooperating with and supporting the audit team leader/Coordinator of ASSD.

#### **4.1.5 Roles of Audit Team Leader/Coordinator of ASSD**

*In addition to roles of an auditor, the audit team leader has additional responsibility for:*

- a. liaison with the aerodrome certificate holder regarding the date and time of the audit;
- b. ensuring travel and accommodation is booked, if required;
- c. assigning responsibilities to team members;
- d. preparation of the audit timetable;
- e. ensuring team members are adequately prepared;
- f. resolving any issues regarding written programmes and manuals before the audit;
- g. carrying out the opening meeting;
- h. leading and supporting the audit team throughout the audit;
- i. raising and resolving issues with the aerodrome certificate holder during the audit;
- j. ensuring findings are soundly based, and properly recorded;
- k. coordinating preparation of the audit report;
- l. writing the draft and final audit/inspection report;
- m. ensuring adequate preparation for the exit meeting;
- n. carrying out the exit meeting; and
- o. presenting findings, identifying causal factors, and negotiating corrective and preventive actions.

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## 4.2 Aerodrome Safety System Audit

### 4.2.1 System Safety Audit Process

There are four (4) stages to an audit:

- Preparation for the audit;
- Conduct of the audit on-site; and
- Recording of findings, reporting and follow-up.
- Resolution/ closure of findings

### 4.2.2 Preparation for Audit/Inspection

As mentioned in paragraph 4.1.1, there are distinct differences between audits and inspections. However, many of the processes for the two remain essentially the same, albeit that an audit is far more detailed.


There are four (4) phases to the preparation for an audit or inspection, namely:

- Identification and review of all pertinent documentation, including receipt and review of pre-audit questionnaire;
- Development of checklists;
- Preparation of audit timetable.
- Confirmation of audit arrangements with the aerodrome certificate holder being audited.

### 4.2.3 Review of Documentation

With regard to the essential documentation that needs to be reviewed, this depends on the aerodrome certificate holder being audited and the scope of their operations. Generally speaking, the following documents need to be reviewed before each audit is carried out;

- a. The aerodrome documents for the entity being audited; e.g aeronautical data, aerodrome operations procedures, AEP manual, SMS manual;
- b. Appropriate regulatory and other legislative texts; e.g. CAAN ACR 2004, CAR - 14, Part - 1;
- c. Operating manuals and/or standard operating procedures;
- d. Site plans and descriptions of the aerodrome certificate holders operations;
- e. Logbooks on facilities and equipment;
- f. Flight schedules;
- g. Previous audit or inspection reports; and

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- h. Information contained in the pre-audit questionnaire.
- i. Information contained in the CAR-14 Part 1

The purpose of this review is to determine the status of the documentation as it relates to the entity being audited, and to identify key areas that need to be observed and analyzed during the actual audit. Particular attention should be paid to previously identified items of non-compliance from previous reports. This review will also assist in the preparation of checklists to be used by the audit team during the actual conduct of the audit.

The pre-audit questionnaire may provide an opportunity to gather useful information about the entity being audited. This questionnaire shall be developed by the audit team leader and transmitted to the aerodrome certificate holder in accordance with the requirements of this handbook. See **Appendix – 04** for a pre-audit questionnaire for an aerodrome operator.

#### 4.2.4 Preparation of Checklists

The use of checklists is to provide a structure to the audit that allows for consistent and standardized conduct of audits. Standardizing the conduct of audits guarantees objectivity, impartiality and credibility. In addition, this will also provide a degree of transparency for all stakeholders subject to audit.


For certification of aerodrome, the aerodrome operator is required to submit a completed Checklist of CAR-14 Part I along with application and Aerodrome Manual.

The CAR Compliance Checklist shall be prepared by the certificate seeker depending upon nature of operations intended.

The Audit team shall use the same completed CAR Compliance checklist to verify compliance with CAR 14 Part I requirements. This initial CAR Compliance Checklist becomes basis for all future audits/ inspection. The Sample CAR Compliance Checklist is included as **Appendix-04**

For other areas, checklists will be prepared by Audit Team Leader and distributed to the members of the audit team in advance of the audit in order that they are fully prepared.

Generic checklist has been developed for assessment of Aerodrome Manuals and subsequent inspections/ audits, it is included in this handbook (see **Appendix – 06**), and they are applicable to each category of aerodrome. However, the operational details may vary from one aerodrome to any other, so checklists specific to that aerodrome operator need to be customized prior to the audit.

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#### 4.2.5 Preparation of Audit Timetable

An integral part of the preparation phase of an audit is the development of the audit timetable. This is done by the audit team leader once the notification process has been completed and all necessary documentation has been received and reviewed. The generic audit timetable is included in this handbook in **Appendix – 03**.

When determining the audit timetable, the audit team leader will take into consideration the following elements:

- a) Determine the principal persons needed to be interviewed (e.g. ARFFS chief, apron operation supervisor, SMS Manager);
- b) Determine the sequence of the audit, including meetings, interviews, document/ record review, observations of facilities and operations, and discussions with operational staff;
- c) Estimate the time needed to complete each anticipated activity;
- d) Make allowances for travelling between areas being audited (if necessary);
- e) Schedule entry and exit meetings;
- f) Make allowances for peak, off peak, and out of normal hours observations of activities, facilities and equipment.
- g) Allow for review of operational documentation not received prior to the audit; and
- h) Allow time for delays and unforeseen circumstances/occurrences.

#### 4.2.6 Confirmation of Audit Arrangements

Prior to the scheduled date of the audit, the audit team leader should confirm to the aerodrome certificate holder the date(s) and location of the audit, and the availability of senior management and key staff identified in the preparation of the timetable. It is highly desirable to forward the audit timetable to the aerodrome operator, well in advance, to assist in their preparation for the audit.


#### 4.2.7 On-site Conduct of Audits and Inspections

The purpose of the conduct phase of the audit is to gather information and then compare that gathered information to the information contained within the approved documentation which establishes the standards for operation of the entity being audited. In this case:

- a) National Regulations governing Aerodromes (**CAAN ACR 2004**);
- b) CAR - 14, Part - I, to which the aerodrome certificate holder is subject; and
- c) The aerodrome manual and other documents of the entity being audited.

Information can be gathered by;

- a) Observations;
- b) Review of documentation; and

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- c) Formal and informal interviews.

#### **4.2.8 Entry/Opening Meeting**

The first action taken when commencing an audit is the conduct of an entry meeting. The purpose of the entry meeting is to;

- a) Establish communication between the audit team and representatives of the aerodrome certificate holder;
- b) Ensure there is clear understanding of the purpose of the audit;
- c) Explain how the audit will be carried out;
- d) Brief the audit about expectations for support for the audit team;
- e) Clarify and confirm the audit timetable; and
- f) Resolve any other matters of concern.

A sample of the typical agenda items for an opening meeting can be found in **Appendix - 05**.

#### **4.2.9 Evidence of Conformity**


Observations of operational equipment, activities and procedures form the main source of evidence that the aerodrome is conforming to regulatory requirements or otherwise. Verifiable evidence is necessary to provide the true measure of compliance or non-compliance with required standards and procedures. Checklists for the inspectors' guidance can be found in **Appendix - 06**. Evidence provides the verification that written procedures are in fact implemented.

Additionally, evidence by assessment of each facility, equipment or procedure through observations and discussions to determine compliance with requirements and documentation plus implementation assists to establish compliance with mandatory obligations.

If non conformities are found, look for facts to establish proof and make a formal record (copy of relevant documents, checklist, notes, photos etc).

Exercise discretion when making observations in the workplace. The presence of an auditor (often accompanied by a senior person within the organization) can have a disrupting impact on the workflow in what may be a potentially hazardous environment. Take care to ensure the presence of the auditor does not create an abnormal situation that could lead to errors or omissions being made by those being observed. Do not do anything that could disrupt the workflow, or refocus staff away from their primary tasks.

Where appropriate, watch as technical processes are performed, and observe the work practices of those involved. Observe the facilities and equipment that are being used, the work instructions provided, and the working environment. Talk to the people in the workplace.

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Establish how many people are involved, and if they have duties other than those they perform in support of aerodrome operations.

Identify reporting actions for identified or perceived problems. Also identify what the actual documentation process is and whether it conforms to the required process. If deficiencies are seen, discuss them with the management representatives away from the workplace.

Make use of the checklists developed for the audit to structure and record the observations.

#### **4.2.10 Interviewing**


Another principal element of the audit is the interview of selected staff members from the aerodrome certificate holder. The position and job function of the interviewee will determine the type and scope of questions to be put to the interviewee. It is always best to interview the most senior representative available first, and follow this with interviews of other managers and key personnel identified in the audit plan. This can extend to individual staff members if necessary, but normally an informal conversation at their workplace would achieve the same result.

Establish how the senior person expects the aerodrome certificate holder to operate from an aerodrome operation perspective. Identify any changes that have been made, or are being planned. Gain knowledge of other issues that may be affecting the organization, for example, changes in the scope of work carried out, industrial relations etc. Establish how the senior person satisfies him or herself that the entity is in compliance with the approved aerodrome documents. Determine how identified or perceived problems are recorded and handled.

Ask open questions based on the checklists. If necessary, and depending on the information received, adjust the depth of examination. Try to avoid asking questions that can be answered with a simple ‘yes’ or ‘no’. Try to focus on what is occurring now, not what might occur in the future (as the audit relies on verifiable evidence).

Formal interviews need to be carefully structured. The objective of the formal interview is to meet the main representatives of the aerodrome certificate holder and discuss existing measures. Interviews are usually preceded by on-site observations so the auditor is already aware of the situation and has perhaps already noticed discrepancies or exceptional performance. Any discrepancy must be mentioned to the audited party during subsequent interviews. The location of the interview is important. The selection of the person’s office is usually the best option, as interviewing him/her in his/her natural environment might make it easier to establish a climate of trust and reduce possible tension. The auditor is the one who, as a rule, travels to meet the interviewee. This is preferable to having individuals meet in the auditor’s office and helps avoid the impression of an interrogation.



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#### 4.2.11 Recording of Audit Findings

Findings are the result of an observed action once it has been compared to the required approved documentation. An observation of a documented requirement or an implemented requirement will indicate whether compliance with required procedures is achieved or not. A non compliance is classified as a finding, and it should be accompanied by a request for corrective action. Findings are not opinion, but statements of facts as observed by the auditor. As such they must be backed up by proof, or other evidence of non compliance, such as a photograph or the completed checklist, explanation of deficiency, or a statement of findings by the auditor.

Audit findings shall be classified into different categories, as follows;

- a) “Non Compliance Level 1” finding, defined as a finding with the regulation, requirements, standards, aerodrome procedures and manual, the term of approval or certificate which lower standard or has the potential to result in loss of life, serious injury or damage to facilities and require immediate corrective action. The risk shall be assessed in accordance with CAR-14 Part-1. Risk associated with level 1 finding is considered as on acceptable.
- b) “Non-Compliance Level 2” finding, defined as finding with the regulation, requirements, standards, aerodrome procedures and manual, the term of approval or certificate which lower standard or has the potential to cause significant safety problems. And which require corrective action completed within an agreed time frame. The risk shall be assessed in accordance with CAR-14 Part-1. Risks associated with level 2 finding are considered tolerable but requires mitigations to become acceptable.
- c) Not Applicable (NA), being an element or item on a checklist that does not apply to the entity being audited although a standard may exist, (eg de-icing facility)
- d) Not Confirmed (NC), being an element whose compliance with required documentation could not be verified during the audit for whatever reason, (e.g. lack of time, absence of key personnel.)
- e) Observations are comments intended to identify possible improvement or trends towards non-compliance. Comments are not binding on the auditee and are made for consideration.

It is important that the senior management of organization being audited are made aware of the results of the audit, including the specific findings. Obviously, Category A findings need to have priority. Therefore, it is necessary to conduct a post audit or exit meeting where these findings can be communicated. It may not be necessary to inform the aerodrome certificate

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holder of everything that may be included in the final written report, as the audit team may need time to reflect upon their observations before concluding a finding, so the onus is on providing the aerodrome operator with an initial explanation of the major findings. Additionally, all issues of concern may be communicated to the auditee's staff during the audit as they arise.

#### **4.2.12 Exit/Closing Meeting**

The objectives and activities of the post audit, or exit, meeting are to:

- a) Review the purpose of the audit and how it was carried out;
- b) Record attendance at the meeting;
- c) Present the major audit findings;
- d) Request comments or explanations on any of the findings;
- e) Corrective actions (if possible) and agree time frames for their implementation;
- f) Advise what to expect in the final audit report together with time frame for delivery;  
and
- g) Identify, and where possible resolve, any other issues of critical safety concerns.

#### **4.2.13 Audit/Inspection Reports**


The audit report formally documents the compliance performance of the aerodrome operator by recording matters of non-compliance with mandatory regulatory standards and other safety-related obligations. The report must accurately record all that took place during the audit, should reflect the tone of the audit and contain no surprises.

It is the responsibility of the team leader to coordinate the development of the audit report. The team leader and all other auditors/members must sign the report.

While each report will contain factually varying information, it is important that the reports should be similarly structured and formatted to allow for comparison and analysis and to ensure that each audit completed conforms to a consistent standard. A standardized report format is contained in **Appendix - 07**.

Audit reports generally will not include recommendations to address findings. The responsibility for proposing and implementing appropriate remedial activities rests with the aerodrome operator.

The audit or inspection report shall also specify a time frame for the organization being audited or inspected to respond to the findings made in the report.

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It is the responsibility of the team leader to ensure that the completed audit or inspection report is sent/delivered to the aerodrome operator within three (3) weeks from the on-site audit or inspection exit meeting.

#### **4.2.14 Corrective Actions**

On receipt of an audit or inspection report, the organization concerned is required to submit a Corrective Action Plan (CAP) within an agreed period.

The CAP is a written confirmation by the aerodrome certificate holder detailing the measures they intend to implement, to address all of the findings of non-compliance. The CAP must incorporate actions that at least will remedy the deficiency in the short term and prevent a future re-occurrence.


Failure to compile a CAP or failure to comply with the deadline for submission of the CAP or failure to implement the measures outlined in the CAP may result in enforcement action, including possible sanctions against an aerodrome certificate.

Every CAP generated as a result of findings communicated to an aerodrome certificate holder, following an inspection or audit, must contain, as a minimum:

- a) The recommendations/elements in need of improvement;
- b) Planned corrective action;
- c) Identification of the person(s) responsible for implementing and finalizing the corrective action; and
- d) Time frame for completion.

Where the CAAN has not received advice that corrective action has been taken by the due date, the aerodrome operator is to be advised that it is overdue, and that the CAAN expects the matter to be resolved within ten (10) days. If a formal notice has not been received with satisfactory closing action, within the ten (10) day period, the aerodrome certificate holder should be advised in writing by the audit team leader that unless immediate action is taken to close the findings then action may be taken against the aerodrome certificate holder in accordance with regulatory provisions.

In cases where the aerodrome certificate holder being audited or inspected does not implement corrective action regarding the findings made by the audit team because it disagrees with any of them, it should direct a formal written notice of disagreement to CAAN with 30 days after receiving the audit report, laying down the reasons for the disagreement. CAAN may review this and determine subsequent action in accordance with the regulatory requirements and the best interests of safety for the industry within Nepal.

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The team leader is responsible to ensure that a follow-up audit or inspection takes place as necessary after the actions mentioned in the CAP have been advised as completed, in order to ensure that the stated corrective action has taken place within the agreed time frame, and that the corrective action has been successful in ensuring compliance with the aerodrome standards and/or other regulatory obligation.


The ASSD is responsible for maintaining a database of audit and inspection findings. Each team leader is to enter their respective results onto this database, and review the contents on a regular basis to ensure that timeframes are being respected and overdue actions are identified.

#### **4.2.15 Audit Records**

All documents relevant to the audit or inspection should be retained and placed on the aerodrome certificate holder's file (aerodrome file) after completion of the audit. These should include, where applicable, the following:

- a) A copy of the initial notification of the audit;
- b) The audit timetable;
- c) Completed checklists;
- d) All notes made during the audit by the audit team;
- e) Records of any interviews;
- f) Records of entry and exit meetings;
- g) A copy of the Corrective Action Plan (CAP);
- h) Results of follow-up activities to ascertain compliance;
- i) Post Audit feedback form from operator (see **Appendix - 08**).

It is the responsibility of the ASSD to establish and maintain an audit database that will contain all the findings gained from the audits and inspections of all aerodrome certificate holders. The DG CAAN is overall responsible and ASSD in particular will coordinate and follow up to publish the certified status of the aerodrome and details as per the aerodrome manual in the AIP. This database will be utilized by CAAN to monitor the constant surveillance on all aerodrome certificate holders, and in the development of audit and inspection schedules and timetables.

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## Chapter - 5 Regulatory Enforcement

### 5.1 General

Enforcement action can be in one or more forms but the more extreme forms of enforcement should be considered as final options. The goal of the CAAN regulatory oversight program as a component of the safety programme, is to encourage service providers to exceed the minimum regulatory requirements and voluntarily improve safety to the highest possible level. The enforcement action is based on Aviation enforcement policy and procedure manual 2021.

### 5.2 Enforcement Options


There are several enforcement options available to CAAN as a result of findings following an audit or an aerodrome inspection. These options include, but may not be limited to:

- a) Written notification of corrective action required together with follow-up inspections as necessary;
- b) Provision of education and/or guidance as to how compliance may be achieved;
- c) Requirement for re-training or re-certification of facilities, personnel and equipment;
- d) Formal warnings;
- e) Suspension of an aerodrome certificate pending rectification of deficiencies; and
- f) Revocation of an aerodrome certificate.

### 5.3 Selection of Enforcement Action

The selection of, which enforcement action to be taken with aerodrome certificate holders, following the identification of findings, will be dictated by the prevailing circumstances. Actions taken up to 5.2 d) may be initiated by the ASSD, and are to be reported to the DG, CAAN.

No action to initiate the actions mentioned in 5.2 e) and f) will be taken without the prior approval of the Director General and after consideration of CAAN legal advice.

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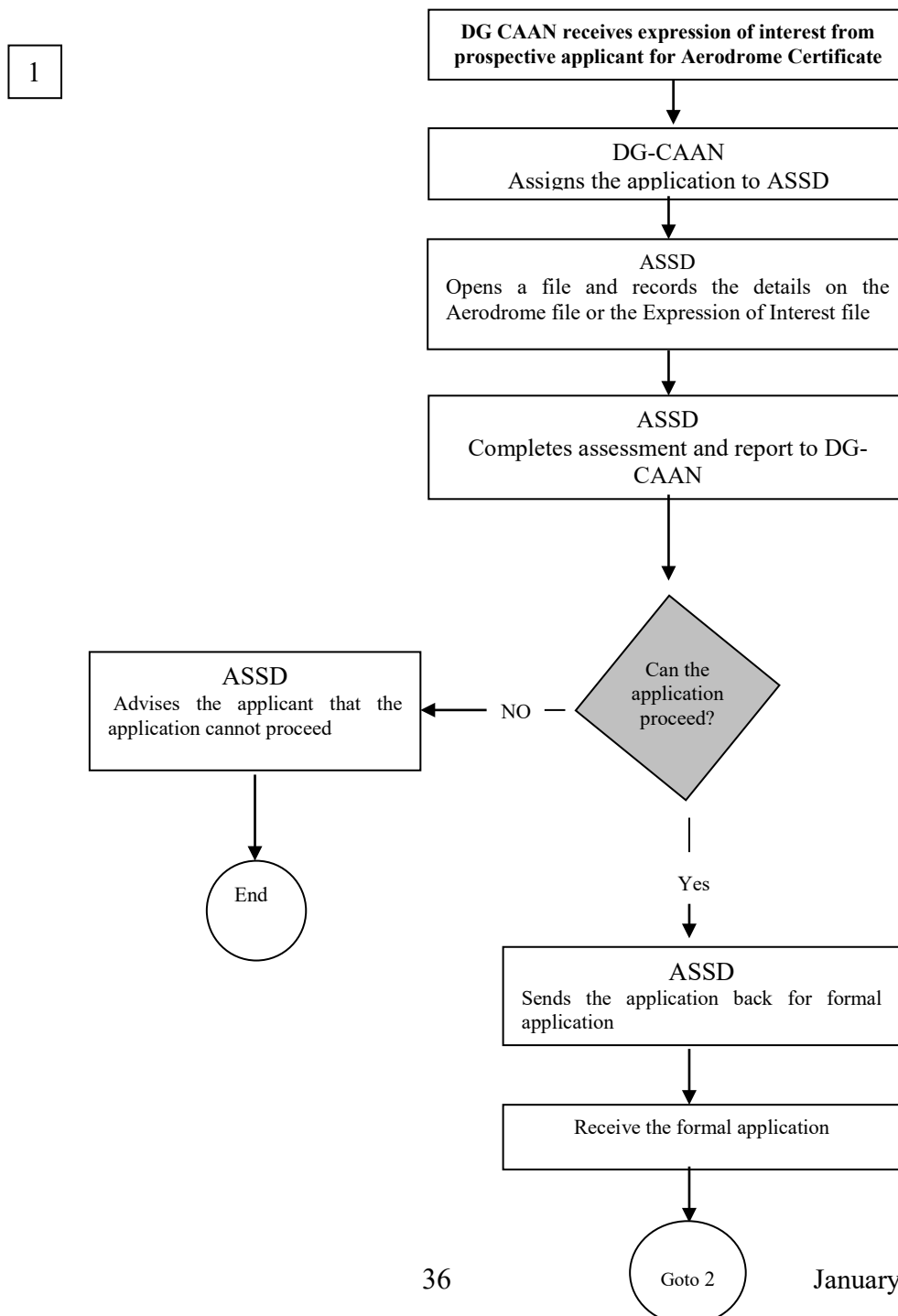
## Chapter - 6 Aerodrome Certification Process & Procedures

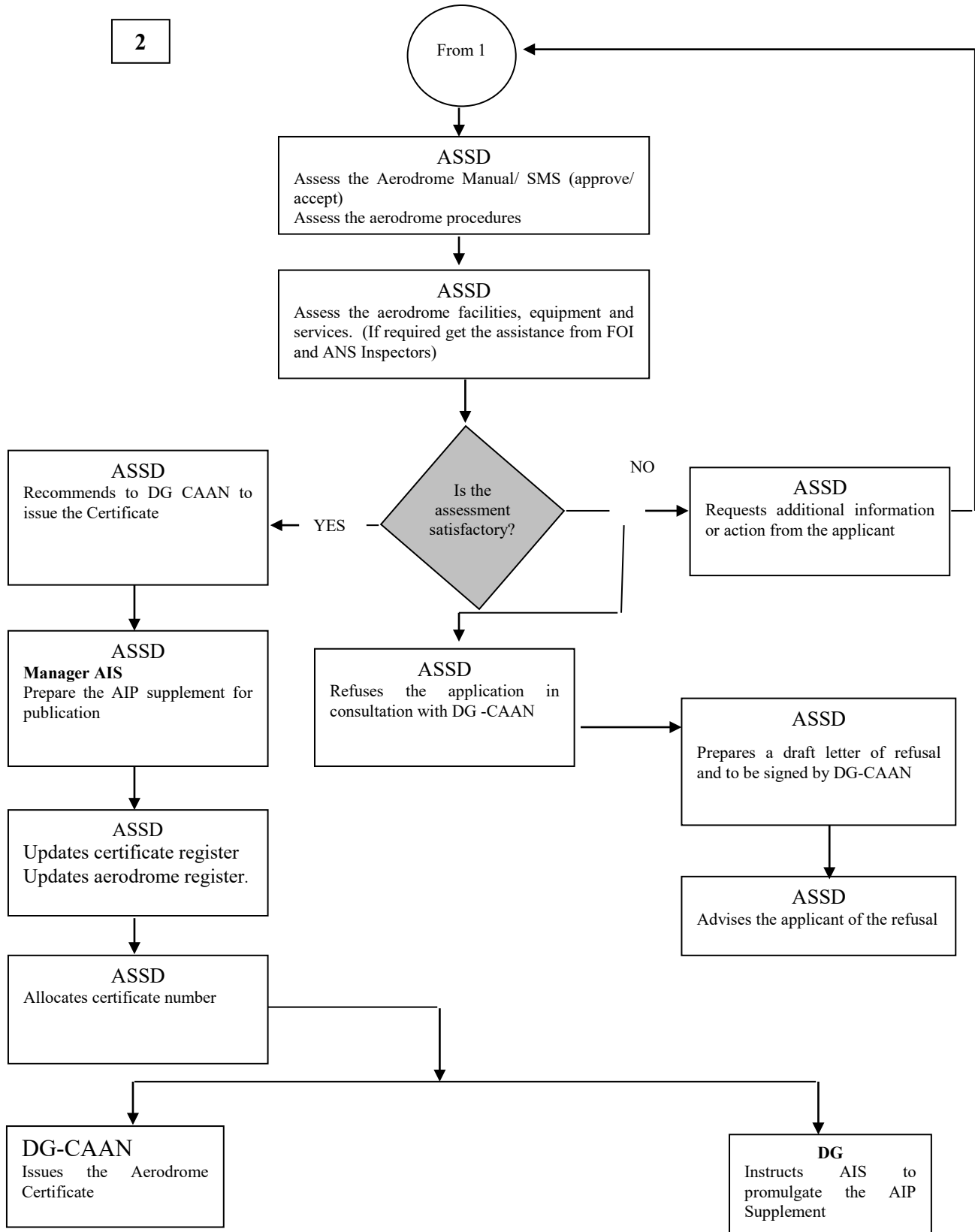
The detailed procedures for the various aerodrome certification processes are given in Manual of Aerodrome Certification Procedures, **3<sup>rd</sup> Edition 2022**. The MACP document is a Guidance Material prepared by CAAN for providing guidance to Aerodrome Operators as well as Aerodrome Inspectors.

Only the procedural flow charts for various activities are included in this handbook for ready guidance to Aerodrome Inspectors. For detailed understanding, an Aerodrome Inspector is encouraged to refer to current and updated version/ edition of MACP.


### 6.1 Issuing an Aerodrome Certificate

#### 6.1.1 Flowchart – Approval Procedure for Aerodrome Certification





**Fig. 6.1: Work Flow Process for the Approval of the Application for Certification**


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### 6.1.2 Aerodrome Certificate Issue Checklist

The ASSD must complete the Aerodrome Certificate Issue Checklist, as shown below, to:

- a.** ensure that each step of the aerodrome certification procedure is completed.
- b.** Tick each box to indicate the satisfactory completion of the task. Note the date against each box.
- c.** Sign and date this form and file it on the aerodrome file when the process is completed




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### **Aerodrome Certificate Issue Checklist**

	√	<u>Date</u>
1. Aerodrome file raised (Put file number: _____)		<input type="checkbox"/>
2. Application checked for completeness		<input type="checkbox"/>
3. Copy of Aerodrome Manual provided by the applicant		<input type="checkbox"/>
4. Operational safety considerations discussed with FOI (if required)		<input type="checkbox"/>
5. Applicant advised of any operational restrictions		<input type="checkbox"/>
6. Applicant advised of applicable fee for certification		<input type="checkbox"/>
7. Manual assessed		<input type="checkbox"/>
8. Applicant assessed as able to operate the aerodrome		<input type="checkbox"/>
9. Facilities assessed as acceptable by CAAN		<input type="checkbox"/>
10. Applicant advised of any deficiencies if any		<input type="checkbox"/>
11. Action taken report on significant deficiencies received and acceptable to CAAN		<input type="checkbox"/>
12. CAAN decision made to grant or refuse the Certificate		<input type="checkbox"/>
13. Applicant advised of refusal to grant certificate with reasons for refusal		<input type="checkbox"/>
14. Applicant advised of grant and conditions if any		<input type="checkbox"/>
15. Receipt of applicable fee		<input type="checkbox"/>
16. Certificate issued		<input type="checkbox"/>
17. Manual endorsed and returned to the aerodrome Operator		<input type="checkbox"/>
18. Internal CAAN notification completed		<input type="checkbox"/>
19. Notified AIS		<input type="checkbox"/>

Signature: .....Date:...../...../.....

Name: .....( ASSD)

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### 6.1.3 Aerodrome Operator's Application Form for Aerodrome Certification

#### Application for an Aerodrome Certificate

##### 1. Particulars of the Applicant

Full Name: .....

Address: .....

.....

Designation: .....

Phone: ..... Fax: .....

##### 2. Particulars of Aerodrome Site

Aerodrome Name: .....

Description of the Property: .....

.....

Geographical Coordinates of the ARP: .....

Bearing and Distance from Nearest Town or Populous Area: .....

.....

##### 3. Is the Applicant the Owner of the Aerodrome Site?

☐ Yes ☐ No

If No, provide:

- Details of rights held in relation to the site and
- Name and address of the owner of the site and written evidence to show that permission has been obtained for the site to be used by the applicant as an aerodrome.

##### 4. Indicate the Largest Type of Aircraft Expected to Use the Aerodrome

.....

.....

##### 5. Is the Aerodrome to be used for Public Air Transport Operations?

☐ Yes ☐ No

##### 6. Details to be shown on the Aerodrome Certificate

Aerodrome Name: .....


Aerodrome Operator: .....

On behalf of the Aerodrome Operator shown above, I hereby apply for a certificate to operate the aerodrome.

Signed: .....

My authority to act on behalf of the Aerodrome Operator is:

.....


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.....  
 .....

Name of person  
 making the  
 declaration: .....  
 Date: ...../ ...../ .....

**Information:**

1. A copy of the Aerodrome Manual, prepared in accordance with the regulations and commensurate with the aircraft activities expected at the aerodrome, are required as part of the application.
2. A CAR Compliance Checklist for CAR 14 Part I, completed in all respect for applicable standards should be submitted along with.
3. The application should be submitted to the Director General of Civil Aviation.
4. Documentary evidence in support of all matters in this application may be requested.

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#### 6.1.4 Sample Letters

##### A. Sample Letter for Grant of an Aerodrome Certificate

*{File reference}*

Date:

*{Applicant's name}*

*{Aerodrome name}*

*{Aerodrome address}*

Dear *{Sir/Madam}*,

#### **ISSUE OF CERTIFICATE TO OPERATE (*Name of aerodrome*)**

This has reference to your letter *{number}* dated *{dd/mm/yy}* and your application for a certificate to operate *{name of aerodrome}*. Your application for certification of aerodrome has been approved and the Aerodrome Certificate is ready for collection.

Your aerodrome will *{now/continue to}* be subject to regular routine surveillance/inspection by this Authority under the Rule 29 of CAAN Airport Certification Regulations 2061 (2004).

If you have any queries regarding this certificate or any other aerodrome-related matters please contact this Authority.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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## B. Sample Letter for Refusal to Grant an Aerodrome Certificate

*{File reference}*

Date:

### **Grant Certificate**

*{Applicant's name}*

*{Aerodrome name}*

*{Aerodrome address}*

Dear *{Sir/Madam}*,

### **REFUSAL OF APPLICATION FOR AERODROME CERTIFICATE**

This has reference to your letter *{number}* dated *{dd/mm/yy}* and your application for a certificate to operate *{name of aerodrome}*. Your application has been assessed in accordance with the Rule 6 (2) and refused in accordance with the Rule 7 of CAAN Airport Certification Regulations 2061 (2004) due to the following reason(s):

#### ***{Delete whichever is not applicable}***

- Following an inspection of the aerodrome facilities and equipment, this office has found that they do not meet the required standards specified for a certified aerodrome.
- Following an assessment of the aerodrome's operating procedures this office has found that they do not make satisfactory provision for the safety of aircraft.
- Following an assessment of the Aerodrome Manual we have found that it does not contain the particulars set out in Rule 20 of CAAN Airport Certification Regulations 2061 (2004).
- Due to above fact(s) and the other factors listed below, I wish to regrettably inform you that this office is not satisfied with your ability to operate and maintain the aerodrome as required by Rule 6 of CAAN Airport Certification Regulations 2061 (2004).

#### ***{Give details of each deficiency}***

You were advised of the above deficiencies on *{dd/mm/yy}* and your response has led us to the conclusion that you are unable to comply with the Rule 6 of CAAN Airport Certification Regulations 2061 (2004) for the issuance of an aerodrome certificate. Therefore, your application has been refused.

### **Procedures**

If you have any queries relating to this matter, please contact the undersigned.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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### C. Sample Aerodrome Certificate



## ***Aerodrome Certificate***

**Certificate Number:** *NNN*

This certificate authorizes

*{Certificate Holder's Name}*

to operate

*{Aerodrome Name}*


*{Latitude:  
Longitude: of ARP}*

*This certificate is issued under the provisions of Rule 6 of Civil Aviation Authority of Nepal (CAAN) Airport Certificate Regulation 2061 (2004) (First amendment 2016) under the Authority of CAAN Act 2053 (1996). The operation and use of the aerodrome is subject to the Rule 4 of CAAN Airport Certificate Regulation 2061 (2004) (First amendment 2016), and any relevant directions issued including any conditions endorsed by the Director General of Civil Aviation Authority of Nepal.*

*This certificate is valid for ... years until surrendered, suspended or cancelled.*

Date: *Day/Month/Year*


**Director General**  
Civil Aviation Authority of Nepal

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## VALIDITY OF THE AERODROME CERTIFICATE

**XXX International Airport, Name of City**


FROM	TO	SIGNATURE

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### **GENERAL CONDITIONS**


1. The Aerodrome Certificate holder shall ensure that aerodrome facilities, equipment, services and procedures are operated and / or maintained properly and efficiently in accordance with the Aerodrome Manual submitted to the DG, CAAN. The applicable standards set out in the Civil Aviation Requirements for Aerodromes (CAR - 14, PART - I) and conditions of the certificate are specified hereunder.
2. The Aerodrome Certificate holder shall ensure that the copies of the Aerodrome Manual approved by the DG, CAAN are always kept complete and current. The Aerodrome Certificate holder shall ensure that each member of the aerodrome operating staff is aware of the contents of the every part of the aerodrome manual, relevant to his duties and undertakes his duties in conformity with the relevant provisions of these manuals.
3. The Aerodrome Certificate holder shall ensure that an adequate number of qualified and skilled personnel are employed to perform all critical activities for the operation and maintenance of its aerodrome, and that a programme to upgrade the competency for the personnel is in place.
4. The Aerodrome Certificate holder shall notify the agency responsible for Aeronautical Information Services and the air traffic control unit immediately of any obstacles, obstructions or hazards, change in level of service at the aerodrome as set out in any publication by the aeronautical information services or variation from the Standards; closure of the movement area of the aerodrome; significant change in aerodrome facility or the physical layout of the aerodrome; and any other condition that could affect aviation safety at the aerodrome and against which precautions are warranted.
5. The Aerodrome Certificate holder shall notify the DG-CAAN and agency responsible for Aeronautical Information Services of any change to any aerodrome facility or equipment or level of service at the aerodrome which has been planned in advance and which is likely to affect the accuracy of the information contained in any publication by the agency before effecting the change.
6. The Aerodrome Certificate holder shall be responsible to ensure that all security and anti-hijacking arrangements stipulated from time to time by the Concerned Authority for the aerodrome are complied with.
7. When so demanded by an officer duly authorized under the CAAN Airport Certificate Regulations 2004, this certificate and any other relevant documents shall be produced for inspection.
8. Aerodrome Certificate holder shall maintain record of all aircraft landing at and taking-off from the aerodrome.
9. The Aerodrome Certificate holder shall have legally tenable agreement with CNS and ATM service provider(s) to ensure continuity and reliability of CNS and ATM to ensure the safety of aircraft in the airspace associated with aerodrome, and that proper coordination with the agencies responsible



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for aeronautical information services, meteorological services, security and other areas related to safety are established.

10. The aerodrome shall at all reasonable times be open to use by any aircraft in the service of the Government of Nepal.
11. The Aerodrome Certificate holder shall ensure that during the validity of the certificate the capability of the services/facilities, etc. is not degraded below the notified level.
12. The Aerodrome Certificate holder is to submit the application for renewal along with relevant enclosures at least 3 months before expiry of certificate to the DG, CAAN. The certificate may be renewed if the DG, CAAN is satisfied that all requirements have been fulfilled.
13. Other requirements of the Government of Nepal and the Civil Aviation Authority of Nepal as applicable shall be complied with.
14. The aerodrome is certified for use in IFR (all weather) conditions.
15. The Critical aircraft for the aerodrome is\_\_\_\_\_ and Aerodrome Reference Code is \_\_\_\_\_
16. The RFF Category of the Aerodrome is\_\_ - \_\_\_\_\_
17. The Operational Restrictions at the aerodrome are \_\_\_\_\_
18. The authorized deviation/ exemption is listed below;

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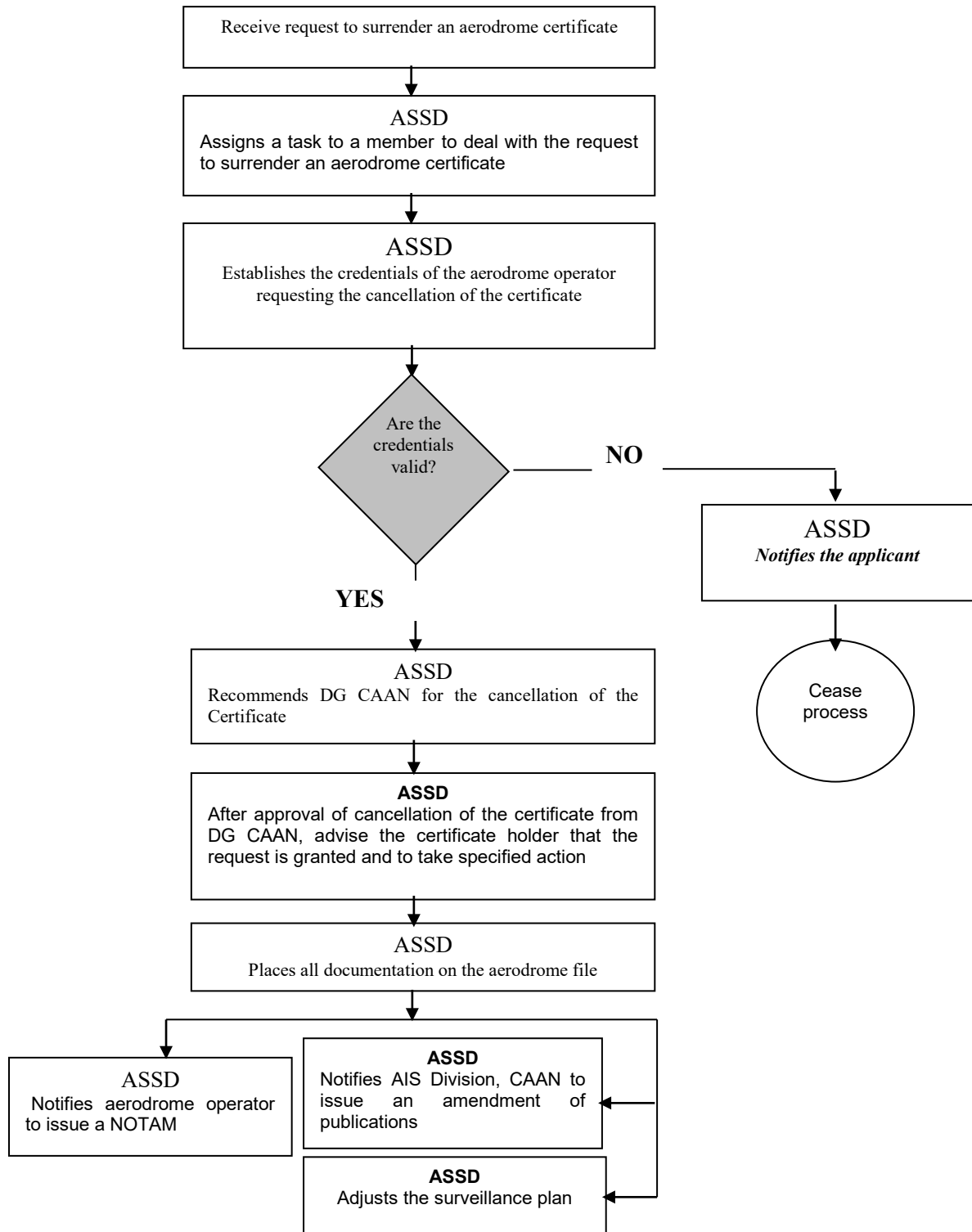
## SPECIAL CONDITIONS


1. *Describe the special condition.*
2. *Describe the special condition.*

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## 6.2 Surrender of an Aerodrome Certificate

### 6.2.1 Surrender Process Flowchart




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### 6.2.2 Aerodrome Certificate Surrender Checklist

1. The aerodrome operator must provide CAAN with written notification of the request to surrender the aerodrome certificate. The ASSD who assesses the request may be required to investigate the application further to establish the relevant information.
  - ☐ The cancellation date specified by the aerodrome operator.
  - ☐ Authority verified — that is, the notification is from the certificate holder and signed.
  - ☐ Are air transport operations being conducted at the aerodrome?
  - ☐ Is the aerodrome to be closed?
  - ☐ Is it necessary for CAAN to recommend any action to be taken by the aerodrome operator to ensure safety of future aircraft operations?
2. **The written notification is accepted by CAAN and the certificate is cancelled**
  - ☐ Confirm that the details specified in section 1 of this checklist have been addressed.
  - ☐ Endorse the original certificate document or a copy attached in the aerodrome file as “**Cancelled**”.
  - ☐ Sign the endorsed original certificate document or a copy.
  - ☐ Place endorsed original certificate document or copy on the appropriate aerodrome file.
3. **Advise the following of the details of the cancellation**
  - ☐ Aerodrome Operator in writing the date of cancellation.
  - ☐ AIS for issuing NOTAM and any changes to the details of the reporting officer.
  - ☐ AIS for amendment to publications.
  - ☐ **DG**
2. **Surveillance Update**
  - ☐ Aerodrome Certificate Register update
  - ☐ Surveillance Plan amendment

.....  
ASSD

..... / ..... / .....  
Date

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### 6.2.3 Sample Letter for Cancellation by Surrender

*{file reference}*

*Date:*

*{Certificate holder's name}*

*{Address}*

Dear *{Sir/ Madam}*

#### **SURRENDER OF THE CERTIFICATE TO OPERATE {Name of aerodrome}**

This has reference to your letter *{number}* dated *{dd/mm/yy}* requesting cancellation of your airport certificate for *{name of aerodrome}*. Your Aerodrome Certificate bearing the number *{xxxx}* *{has been/will be}* cancelled on *{dd/mm/yy}*. We have arranged for a NOTAM to be issued advising cancellation of the certificate.

#### ***{Insert the relevant paragraph below.}***

As there *{are/are no}* regular public transport operations at your aerodrome after the date of cancellation, it *{will/will not}* be subject to continued regular surveillance from this Authority.

As the aerodrome *{is to be/has been}* closed to all aircraft operations, you are advised to take the following steps.

Remove the windsock and boundary markers.

Advise any known local operators.

Display appropriate un-serviceability markers.

If you have any queries regarding the cancellation of the certificate or the legislative Rules for the continuing use of your aerodrome, please contact this office.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

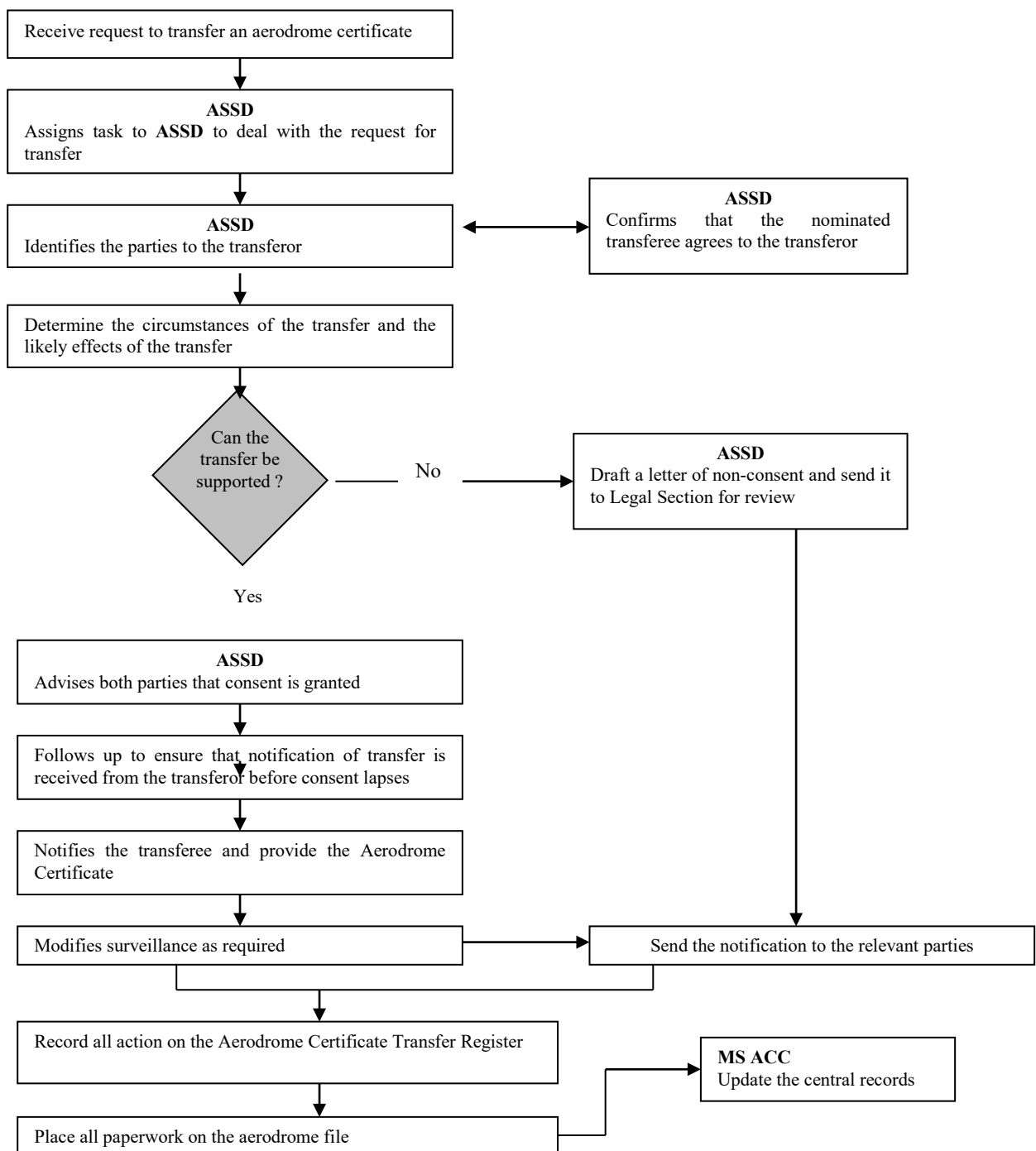
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### 6.3 Transferring an Aerodrome Certificate

(Note: The Transfer of certificate needs review, The DG CAAN/ASSD has to be satisfied that incoming operator has competency/ experience to operate the aerodrome. It also means a fresh application, renewed Aerodrome Manual, SMS, etc. Secondly in the current flow diagram or procedure there is no role shown for DG, suggesting that Director ASSD is empowered to transfer a certificate)

#### 6.3.1 Transfer Process Flowchart



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### 6.3.2 Processing Transfer of an Aerodrome Certificate

This section provides for the transfer of an aerodrome certificate at the request of an aerodrome operator as per **Rule 11 of CAAN ACR 2004**.

#### ***Key functions***

The **ASSD** is responsible for initiating the process for the transfer of the aerodrome certificate on the request of the Aerodrome Operator.

The application for the transfer of the aerodrome certificate submitted to **DG CAAN** shall be forwarded to the **ASSD** for necessary action. The workflow process shall be coordinated through **ASSD** to track the progress of the application.

#### ***Procedure***

ASSD in consultation with the **Members** shall:

**1. *Check whether a request for a transfer of Airport Certificate is made by the aerodrome operator.***

The aerodrome operator (transferor/transferee) must make requests in writing for CAAN's consent to transfer an airport certificate prior to 60 days of expiry of the airport certificate.


**2. *Assess reasons for a transfer of an Airport Certificate.***

An aerodrome operator may request CAAN's consent to transfer of the certificate in following circumstances:

- (a) If a person having the Aerodrome Certificate gives a notice in writing to the DG, CAAN about the person or agency interested to obtain the said Certificate after having transferred the entitlement of the same,
- (b) If a person interested to obtain the Certificate from the person currently having Aerodrome Certificate by having transferred the entitlement of the same submits an application to the DG, CAAN prior to 60 (sixty) days of the date of expiry of the Certificate for permission to obtain the Certificate by having transferred the entitlement of same, and
- (c) If the process of transfer of the entitlement of the Aerodrome Certificate is completed pursuant to sub-rule (2) of Rule 4 of CAAN ACR 2004.

**3. *Check the criteria for a transfer of an Airport Certificate.***

- (a) Consent to a transfer may be given **only** if CAAN is satisfied that the person to whom the certificate will be transferred is able to properly operate and maintain the aerodrome.

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- (b) Requests for consent to transfer of an aerodrome certificate must be tested to determine whether:
  - The change should be handled as a genuine transfer; or
  - A situation exists which requires the certificate to be surrendered and a new certificate issued to a different entity.
- (c) A transfer is appropriate when no significant variation will occur in the day-to-day operations of the aerodrome — that is, when:
  - Aerodrome Manual procedures remain substantially unaltered (minor amendments — such as contact phone numbers etc — are acceptable)
  - Aerodrome facilities remain substantially unaltered
  - Key aerodrome operational personnel — such as Reporting Officers, Safety Manager/ Officers and the like — remain in their positions or are replaced with staff of equivalent qualification, experience or skill levels.

**4. Check the criteria for non-consent to transfer An Aerodrome Certificate.**


- (a) Consent to transfer **must** be refused if CAAN is not satisfied that the person to whom the certificate is proposed to be transferred is able to properly operate and maintain the aerodrome.
- (b) Generally, CAAN’s policy is that consent to transfer should be refused when significant changes to operational aspects of the aerodrome will be made — for example:
  - If the certificate document is conditionally endorsed or the transfer would require conditions to be endorsed on the certificate document
  - Reduction of runway, taxiway or apron facilities
  - If the ASSD believes:
    - Significant revision to the Aerodrome Manual will be necessary as a result of the transfer.
    - The proposed staffing arrangements are not adequate or appropriate.

**Note:** *If consent is not granted, the ASSD should take steps to confirm that the current aerodrome operator can meet the obligations of the certificate. It is possible that a transfer of the certificate should be followed up by the CAAN’s surveillance.*

**5. Check for any reviewable Decision**

- (a) A refusal to consent to a transfer may be reviewable.



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- (b) CAAN's Legal Section should review any statement of reasons contained in a notice to the applicant before the notice is sent to the applicant.


After completion of the transfer, the ASSD shall:

- put copies of the documentation relating to the transfer in the aerodrome file;
- notify AIS for issuing NOTAM and any changes to the details of the reporting officer and for amendment to publications;
- update the Aerodrome Certificate Register; and
- amend the Surveillance Plan.

ASSD shall use the Aerodrome Certificate Transfer Checklist to monitor and record all actions to process the certificate transfer.

### 6.3.3 Aerodrome Certificate Transfer Checklist

1. **The aerodrome operator must provide CAAN with written notification of the request to transfer the aerodrome certificate. The ASSD, CAAN who assesses the request may be required to investigate the application further to establish the relevant information.**
  - ☐ Transfer date (at least 60 days prior to expiry of the aerodrome certificate) specified by the aerodrome operator.
  - ☐ Authority verified — that is, the notification is from the certificate holder or from the transferee and signed.
  - ☐ Are air transport operations being conducted at the aerodrome?
  - ☐ Is the aerodrome to be closed?
  - ☐ Is it necessary for CAAN to recommend any action to be taken by the aerodrome operator to ensure safety of future aircraft operations?
2. **The written notification is accepted by CAAN and the CAAN's consent to transfer the certificate is not granted**
  - ☐ Confirm that the details specified in section 1 of this checklist have been addressed.
  - ☐ Reasons for not granting consent to transfer the aerodrome certificate are enclosed.
  - ☐ CAAN confirmation not to transfer the aerodrome certificate to transferor/transferee issued.
3. **The written notification is accepted by CAAN and the CAAN's consent to transfer the certificate is granted**
  - ☐ Confirm that the details specified in section 1 of this checklist have been addressed.

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- ☐ CAAN consent to transfer the aerodrome certificate issued to transferor/transferee.
- ☐ CAAN confirmation to transfer the aerodrome certificate to transferee issued.
- ☐ Endorse the original certificate document or a copy attached in the aerodrome file as **“Transferred”**.
- ☐ Sign the original transferred certificate document or a copy.
- ☐ Place the original transferred certificate document or copy in the appropriate aerodrome file.

**4. Advise the following details of the transfer of airport certificate**

- ☐ Aerodrome Operator in writing the date of transfer of aerodrome certificate.
- ☐ AIS for issuing NOTAM and any changes to the details of the reporting officer.
- ☐ AIS for amendment to publications.
- ☐ ASSD, an amendment of the aerodrome certificate register.

**4. Surveillance Update**


- ☐ Aerodrome Profile Sheet update
- ☐ Surveillance Plan amendment

.....

..... / ..... / .....

ASSD

Date

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### 6.3.4 Sample Letters

#### A. Sample Letter for Consent to Transfer an Aerodrome Certificate Letter of Consent to Transfer of Aerodrome Certificate

{File reference}

Date:

{Aerodrome Operator}

{Aerodrome name}

{Address}

Dear {Sir/Madam},

#### **TRANSFER OF AN CERTIFICATE TO OPERATE {Name of aerodrome}**

This has reference to your letter {number} dated {dd/mm/yy} requesting transfer of your aerodrome certificate for {name of aerodrome} from {transferor} to {transferee}.

Civil Aviation Authority of Nepal consents to this transfer, provided the transfer is executed on or prior to {date/time} or before the expiry of the aerodrome certificate.

Three transfer notification forms are enclosed with this letter. Please complete all three with original signatures and then ensure:

- One copy of the signed transfer notification is retained for your records;
- Another copy of the signed transfer notification is retained by the transferee; and
- The remaining signed transfer notification is returned to this office.

Additionally, would you please ensure the original aerodrome certificate document is passed to the transferee.

Your cooperation in formalizing the transfer of this aerodrome certificate in the above manner is appreciated, as, at a future time, it may be important for CAAN to be able to provide evidence of the chain of title.


Yours faithfully,

{Signature}

{Name}

Director General

Civil Aviation Authority of Nepal

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## B. Sample Letter for Transfer Confirmation of an Aerodrome Certificate

*{File reference}*

*Date:*

*{New aerodrome operator}*

*{Aerodrome name}*

*{Address}*

Dear *{Sir/Madam}*,

### **TRANSFER CONFIRMATION OF AN AERODROME CERTIFICATE TO OPERATE {Name of aerodrome}**

This has reference to the transfer of *{aerodrome name}* aerodrome from *{transferor}* to yourself which took effect from *{date}*.

Please find enclosed a Transferred Aerodrome Certificate. The Transferred Aerodrome Certificate is provided, should you wish to display publicly that you are now the operator of *{aerodrome name}* aerodrome.

The original aerodrome certificate document, with the letter of consent previously copied to you, establishes the legal basis on which you are certified as the operator of *{aerodrome name}* aerodrome and, additionally, provides evidence of the chain of title for this aerodrome certificate.

Please ensure any requirements relating to published information or aerodrome manual data variations associated with the transferred certificate are actioned by NOTAM and/or amendment issue, as appropriate.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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### C. Sample Letter for Non-consent to Transfer of Aerodrome Certificate

*{File reference}*

*Date:*

*{Certificate holder's name}*

*{Aerodrome name}*

*{Address}*

Dear *{Name}*

This has reference to your request for the Civil Aviation Authority of Nepal to consent the transfer of aerodrome certificate number *{XXnnn}* for *{aerodrome name}* aerodrome from you to *{name of the proposed new certificate holder}*.

The CAAN has decided not to consent to the proposed transfer of the aerodrome certificate. The CAAN decision is made because

*{Insert statement of reasons. The statement of reasons should refer to your understanding of the relevant law, any findings of fact on which a conclusion depends and your reasoning process. Explanations should be stated clearly, using unambiguous language and should not use vague or legalistic terms. All statements of reasons are to be cleared with legal section before the letter is issued.}*

*Examples of reasons may be that the transfer will involve significant variation to operational procedures, substantial variation to the facilities or to the key personnel.}*

You are hereby advised that, subject to the current appeal process you or any person whose interests are affected by this decision may apply to *(as required)* for a review of the CAAN decision within 35 days from the date of this letter.

You are reminded that you retain all the obligations of aerodrome operator under the current certificate. If you are unable or not prepared to continue to meet these obligations, please advise the concerned official of CAAN of your intentions.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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#### D. Sample Aerodrome Certificate for Transfer



### *Aerodrome Certificate*

*Number: nnn*

#### Certificate of Transfer

This certifies that the Civil Aviation Authority of Nepal, in accordance with the provisions of regulation 11 of the CAAN Airport Certification Regulations 2061 (2004) has consented to the transfer of the

*{Transferee's Name}*


to operate

*{Aerodrome Name}*

The operation and use of the aerodrome is subject to the Civil Aviation Authority Act 1996, the CAAN Airport Certification Regulations 2061 (2004), and any relevant directions issued including any conditions endorsed by the Civil Aviation Authority of Nepal. This certificate remains in force until surrendered, suspended or cancelled and transferred.

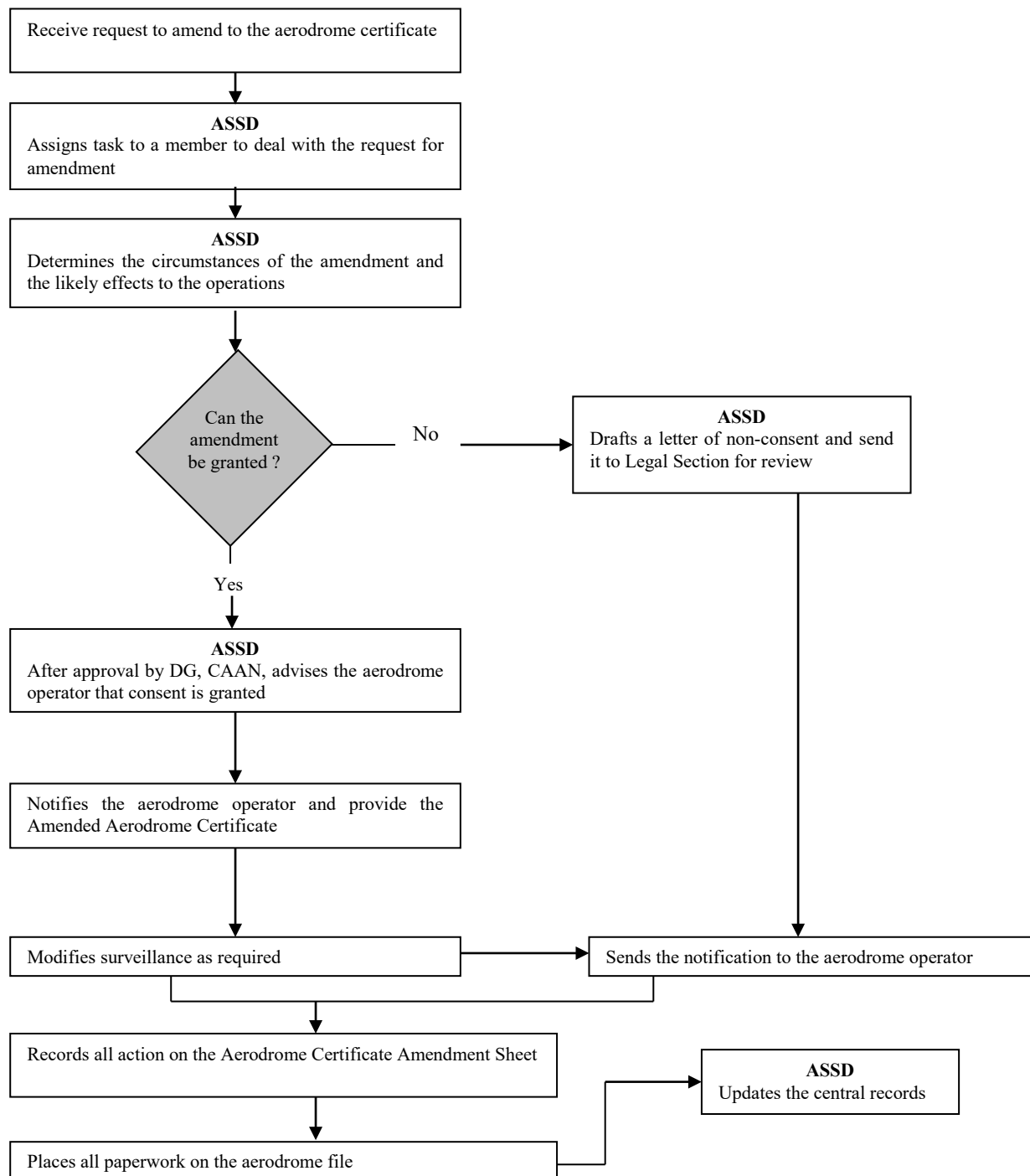
Date: Day/Month/Year


**Director General**  
Civil Aviation Authority of Nepal

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## 6.4 Amendment to the Aerodrome Certificate

### 6.4.1 Amendment Process Flowchart



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#### 6.4.2 Aerodrome Certificate Amendment Checklist

- The aerodrome operator must provide CAAN with written notification of the request to amend the aerodrome certificate. The ASSD, CAAN who assesses the request may be required to investigate the application further to establish the relevant information.**

- ☐ Amendment date specified by the aerodrome operator.
- ☐ Authority verified — that is, the notification is from the certificate holder and signed.
- ☐ Are air transport operations being conducted at the aerodrome?
- ☐ Is the aerodrome to be closed?
- ☐ Is it necessary for CAAN to recommend any action to be taken by the aerodrome operator to ensure safety of future aircraft operations?

- The written notification is accepted by CAAN and the CAAN's consent to amend the certificate is not granted**

- ☐ Confirm that the details specified in section 1 of this checklist have been addressed.
- ☐ Reasons for not granting consent to amend the aerodrome certificate are enclosed.
- ☐ CAAN confirmation not to amend the aerodrome certificate issued.

- The written notification is accepted by CAAN and the CAAN's consent to amend the certificate is granted**

- ☐ Confirm that the details specified in section 1 of this checklist have been addressed.
- ☐ CAAN confirmation to amend the airport certificate issued.
- ☐ Endorse the original certificate document or a copy attached in the aerodrome file as “Amended”.
- ☐ Sign the amended certificate document.
- ☐ Place the copy of the amended certificate document in the appropriate aerodrome file.

- Advise the following details of the amendment of aerodrome certificate**

- ☐ Aerodrome Operator in writing the date of amendment of aerodrome certificate.
- ☐ AIS for issuing NOTAM and any changes to the details of the reporting officer.
- ☐ AIS for amendment to publications.
- ☐ ASSD, an amendment of the aerodrome certificate register.


- Surveillance Update**

- ☐ Aerodrome Profile Sheet update
- ☐ Surveillance Plan amendment

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ASSD

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Date:



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### 6.4.3 Sample Letters

#### A. Sample Letter for Amendment of an Aerodrome Certificate

*{File reference}*

*Date:*

*{New aerodrome operator}*

*{Aerodrome name}*

*{Address}*

Dear *{Sir/Madam}*,

**AMENDMENT OF AN AERODROME CERTIFICATE TO OPERATE *{Name of aerodrome}***

This has reference to your request for the Civil Aviation Authority of Nepal to amend the aerodrome certificate number *{XXnnn}* for *{aerodrome name}* aerodrome.

The CAAN has decided to consent to amend the aerodrome certificate.

Please find enclosed an amended Aerodrome Certificate. The previous aerodrome certificate document, establishes the legal basis on which you are certified as the operator of *{aerodrome name}* aerodrome and, additionally, provides evidence of the chain of title for this aerodrome certificate.

Please ensure any requirements relating to published information or aerodrome manual data variations associated with the amended certificate are actioned by NOTAM and/or amendment issue, as appropriate.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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## B. Non-consent to Amend an Aerodrome Certificate

{File reference}

Date:

{Certificate holder's name}

{Aerodrome name}

{Address}

Dear {Name}

This has reference to your request for the Civil Aviation Authority of Nepal to consent an amendment of aerodrome certificate number {XXnnn} for {aerodrome name} aerodrome.

The CAAN has decided not to consent to the proposed amendment of the aerodrome certificate. The CAAN decision is made because:

*{Insert statement of reasons. The statement of reasons should refer to your understanding of the relevant law, any findings of fact on which a conclusion depends and your reasoning process. Explanations should be stated clearly, using unambiguous language and should not use vague or legalistic terms. All statements of reasons are to be cleared with legal section before the letter is issued.}*

*Examples of reasons may be that the amendment of the certificate will involve significant variation to operational procedures, substantial variation to the facilities or to the key personnel.}*

You are hereby advised that, subject to the current *appeal process* you or any person whose interests are affected by this decision may apply to *(as required)* for a review of the CAAN decision within 35 days from the date of this letter.

You are reminded that you retain all the obligations of aerodrome operator under the current certificate. If you are unable or not prepared to continue to meet these obligations, please advise the concerned official of CAAN of your intentions.


Yours faithfully,

{Signature}

{Name}

Director General

Civil Aviation Authority of Nepal

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## 6.5 Compliance and Enforcement

### 6.5.1 Cancelling or Suspending an Aerodrome Certificate

**Rule 16 of CAAN ACR 2004** empowers the CAAN to suspend or cancel an aerodrome certificate if CAAN is satisfied that certain grounds exist.

#### *Key functions*

The ASSD is responsible for initiating the process for the cancellation of the aerodrome certificate if the certificate holder:

- Has breached a condition to which the Certificate was subjected; or
- Fails to satisfy the standards required for the aerodrome facilities, operations or maintenance.


#### *Procedure*

1. Using the Aerodrome Certificate Suspension or Cancellation Check sheet ASSD shall:
  - a. Check that the Aerodrome Operator has been given a period of 21 days to rectify all deficiencies identified by the **Member(s)** during inspection before issuing warning letter to suspend the certificate.
  - b. Check that the Aerodrome Operator has been given a period of 14 days warning notice before suspension of the Certificate.
  - c. Check that the aerodrome operator's certificate has been suspended for the period as specified by the **DG CAAN**.
  - d. Check that the deficiencies are not rectified within the period of suspension of the certificate then action should be taken to cancel the certificate.

#### **Note the Rule 16 (2) of CAAN ACR 2004:**

“If there is any solid and reasonable ground which does not allow to suspend or cancel the Airport Certificate, the Director General may give time not exceeding 35 days to the person having Airport Certificate to submit justification in writing including the ground; and the justification shall be seriously taken into consideration prior to deciding to suspend or cancel the Airport certificate. The written information of suspension or cancellation of the Airport Certificate must be given to the person having Airport Certificate through prompt means”.

2. If CAAN makes a decision to suspend or cancel the certificate, prepare a letter of notification to the aerodrome operator:
  - a. Notifying the suspension or cancellation of the certificate
  - b. In case of cancellation of the certificate, instruct the aerodrome operator to return the original certificate document to the CAAN.

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- c. Advising aerodrome operator to carry out any actions necessary in the interests of aviation safety.
3. Prepare and forward the letter for **DG CAAN** signature. Place a copy of the letter in the appropriate aerodrome file.
4. Send a letter of notification to the aerodrome operator before the date of cancellation of the Certificate — refer to 6.5.3.3 for the sample Letter of Cancellation by CAAN.
5. When you have the original certificate:
  - a. Mark it as cancelled by completing the following actions using ink:
    - Draw a line through the Certificate.
    - Write “Cancelled” and the date of the cancellation on the Certificate.
    - Sign the Certificate.
  - b. Place the original certificate in the appropriate aerodrome file.
6. Notify the Aeronautical Information Service (AIS) to issue a NOTAM of canceling the certified status of the aerodrome and amend the AIP.
7. Update the Aerodrome Certificate Register.
8. Amend aerodrome file and surveillance records.


***Check for any reviewable decision***

A refusal to consent to an amendment may be reviewable.

CAAN’s Legal Section should review any statement of reasons contained in a notice to the applicant before the notice is sent to the applicant.

## 6.5.2 Aerodrome Certificate Suspension or Cancellation Checklist

1. **Before issuing a Letter of Warning Notice to the Aerodrome Operator**
  - ☐ Ensure that the Aerodrome Operator is given 21 days period to rectify all deficiencies identified during inspection of the aerodrome by ASSD.
  - ☐ Confirm that the Aerodrome Operator has not rectified the deficiencies within 35 days.
  - ☐ Issue a Letter of Warning Notice.
  - ☐ Place a copy of the letter in the appropriate aerodrome file.
2. **Before issuing a Letter of Suspension of the Certificate to the Aerodrome Operator**
  - ☐ Ensure that the Aerodrome Operator has been issued a Letter of 14 days Warning Notice
  - ☐ Confirm that the Aerodrome Operator has not rectified the deficiencies within 14 days of the issue of the Letter of Warning Notice.
  - ☐ Issue a Letter of Suspension of the Certificate.
  - ☐ Place a copy of the letter in the appropriate aerodrome file.

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**3. Before issuing a Letter of Cancellation of the Certificate to the Aerodrome Operator**

- ☐ Ensure that the Aerodrome Operator has been issued a Letter of Suspension of the Certificate for a period specified by DG CAAN.
- ☐ Confirm that the Aerodrome Operator has not rectified the deficiencies within the period of the suspension of the Certificate (period specified by DG CAAN) to the satisfaction of the DG CAAN.
- ☐ Action shall be taken to cancel the Certificate

**4. If CAAN makes a decision to cancel the Certificate**

- ☐ Prepare and forward the Letter of Cancellation of the Certificate for DG CAAN signature.
- ☐ Ensure that the Aerodrome Operator has been issued a Letter of Cancellation of the Certificate.
- ☐ Place a copy of the letter in the appropriate aerodrome file.
- ☐ Confirm that the aerodrome operator has been instructed to return the original certificate document to the CAAN to enable cancellation of the Certificate
- ☐ Confirm that the aerodrome operator has been advised to carry out any actions necessary in the interests of aviation safety.
- ☐ Advise AIS through for issuing NOTAM of the cancellation of the Certificate and any changes to the details of the reporting officer.
- ☐ Advise AIS for amendment to publications.
- ☐ Advise DG

**5. When the Aerodrome Certificate has been cancelled and the Certificate returned to CAAN**

- ☐ Endorse the original certificate document or a copy attached in the aerodrome file as **Cancelled**.
- ☐ Sign the endorsed original certificate document or a copy.
- ☐ Place endorsed original certificate document or copy in the appropriate aerodrome file.

**6. Surveillance Update**


- ☐ Aerodrome Profile Sheet updated
- ☐ Surveillance Plan amended

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ASSD

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Date

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### 6.5.3 Sample Letters

#### A. Sample Warning Notification

*{file reference}*

*Date:*

*{Certificate holder's name}*

*{Address}*

Dear *{Sir/ Madam}*

#### **WARNING NOTICE FOR THE SUSPENSION OF AN AERODROME CERTIFICATE {name of aerodrome}**

This has reference to our letter *{Number}* dated *{dd/mm/yy}*.

As you have failed to rectify the findings mentioned in the above letter within the period stated, this Authority will suspend your Aerodrome Certificate effective from *{dd/mm/yy}*.

*( Note: The date should be 35 days from the date of issue of this letter)*

If you have any queries regarding above, please contact this Authority.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

Civil Aviation Authority of Nepal

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## B. Sample Letter for Suspension of an Aerodrome Certificate

*{file reference}*

*Date:*

*{Certificate holder's name}*

*{Address}*

Dear *{Sir/ Madam}*

### **SUSPENSION OF AN AERODROME CERTIFICATE *{name of aerodrome}***

This has reference to our letter *{Number}* dated *{dd/mm/yy}*.

As you have failed to rectify the findings mentioned in the above letter within the period stated, this Authority has decided to suspend your Aerodrome Certificate effective from *{dd/mm/yy}* for the period specified by the DG CAAN.

If you fail to rectify the findings within this period, your certificate will be cancelled by this Authority.

If you have any queries regarding above, please contact this Authority.


Yours faithfully,

*{Signature}*

*{Name}*

Director General

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### C. Cancellation of an Aerodrome Certificate

*{file reference}*

*Date:*

*{Certificate holder's name}*

*{Address}*

Dear *{Sir/ Madam}*

#### **CANCELLATION OF AN AERODROME CERTIFICATE *{name of aerodrome}***

This has reference to our letter *{Number}* dated *{dd/mm/yy}*.

As you have failed to rectify the findings mentioned in the letter *{Number}* dated *{dd/mm/yy}* within the period stated in the letters reference *{Numbers and dates}* this Authority has decided to cancel your Aerodrome Certificate effective from *{dd/mm/yy}*. We have arranged for a NOTAM to be issued in this regard.

*{Insert the relevant paragraph below}*

As there *{are/are no}* regular public transport operations at your aerodrome after the date of cancellation, it *{will/will not}* be subject to continued regular surveillance from this Authority. As the aerodrome *{is to be/has been}* closed to all aircraft operations, you are advised to take the following steps.

Remove the windsock and boundary markers.

Advise any known local operators.

Display appropriate unserviceability markers.

If you have any queries regarding the cancellation of certificate or the legislative rules for the continuing use of your aerodrome, please contact this office.

Yours faithfully,

*{Signature}*


*{Name}*

Director General

Civil Aviation Authority of Nepal





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## Aerodrome Certification Audit

..... **AIRPORT**

### 1. DEFINITIONS AND AUDIT TERMINOLOGY

When the following terms are used in aerodrome certification audit activities, they have the meanings indicated.

**Adequate.** Fulfilling minimal requirements; satisfactory; acceptable; sufficient.

**Assessment.** An appraisal of procedures or operations based largely on experience and professional judgment.

**Audit.** A systematic and objective review of an aerodrome operator's compliance with the provisions of national regulations, conformance with or adherence to SARPs, procedures and good aviation safety practices.

**Audit activities.** Those activities and procedures by which information is obtained to verify that the audited aerodrome operator is in conformance with, or adherence to, applicable SARPs, procedures and good aviation safety practices. Such activities may include, but are not limited to, interviews, observations, inspections and the review of files and documents.

**Audit finding.** The determination with respect to the compliance with the provisions of the national regulations, conformance with or adherence to SARPs, procedures and good aviation safety practices.


**Audit follow-up.** An audit of an aerodrome operator to determine progress in implementing recommendations or the corrective action plan which resulted from certification or safety audit, and to include supplementary findings and recommendations if made incidental to the audit follow-up.

**Audit preparation briefing for team members.** A pre-audit briefing provided to team members by the audit team leader, the purpose of which is to provide information and instructions, as appropriate, directly related to the specific audit to be conducted.

**Audit report.** A standardized means of reporting the audit findings to the aerodrome operator.

**Audit team leader/Coordinator ASSD.** The individual designated by the Director General, Civil Aviation Authority of Nepal, to be responsible for the conduct of an audit, including the consolidation and completion of the audit report.

**Certification.** The process of determining competence, qualification, or quality on which an aviation document is based.

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**Conformance.** The state of meeting the requirements of an ICAO Standard.

**Corrective action plan.** An action plan submitted to DG, CAAN, by an audited aerodrome operator, detailing the action(s) proposed to be taken, on the basis of findings made by an audit team. Implementation of the corrective action plan should bring the audited aerodrome operator into full compliance with the provisions of the national regulations, conformance with or adherence to SARPs, procedures and good aviation safety practices.

**Inspection.** The basic activity of an audit, which involves examination of the specific characteristics of the safety related activities of the aerodrome operator.

**Non-adherence.** A deficiency in characteristic, documentation or procedure with respect to a recommended practice, procedure, guideline or good aviation safety practice.

**Non-compliance.** A deficiency in characteristic, documentation or procedure with respect to provisions of a national regulation.

**Non-conformance.** A deficiency in characteristic, documentation or procedure with respect to an ICAO Standard.

**Objective evidence.** Information which can be proved to be true, based on facts obtained through independent observation, measurement, test or other means.

**Observation.** Information provided to an operator as an alert regarding conformance of an existing condition compared to a potential new standard about which CAA has knowledge.


**Post-audit meeting.** A meeting of the CAAN audit team and the representatives of the audited aerodrome operator at the end of the audit, the purpose of which is to provide the operator authorities with a brief on audit findings and to enable the operator to start working on its corrective action plan.

**Pre-audit meeting.** A meeting of the CAAN audit team and the representatives of the aerodrome operator to be audited before the commencement of the audit, the purpose of which is to provide the operator with information on the audit process and the scope of the audit.

**Procedure or process.** A series of steps followed in a methodical manner to complete an activity (what shall be done and by whom; when, where and how it shall be completed; what materials, equipment, and documentation shall be used, and how it shall be controlled).

**Safety.** Safety is the state in which the risk of harm to persons or property damage is reduced to, and maintained at or below, an acceptable level through a continuing process of hazard identification and risk management.

**Standard auditing procedures.** Established criteria governing the conduct of an audit, aimed at measuring an operator's level of compliance, conformance or adherence.

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**Verification.** The independent review, inspection, examination, measurement, testing, checking, observation and monitoring to establish and document that products, processes, practices, services and documents conform to specified standards. This includes evaluating the effectiveness of management systems.

## 2. AUDIT PERSONNEL

Audit personnel must satisfy certain qualification and experience criteria. Examples of such criteria are that personnel must:

- a) have extensive knowledge of Civil Aviation Authority Act 1996, CAAN Airport Certification Regulation 2004 and the Manual of Airport Certification Procedures, CAAN;
- b) have adequate knowledge of Civil Aviation Requirements for Aerodromes, ICAO Annex 14 Volume I and other guidance materials;
- c) demonstrate motivation and the ability to write clearly and concisely;
- d) have initiative, judgment, tact and the ability to maintain harmonious working relationships in a multidisciplinary environment; and
- e) have command of both Nepalese and English languages.

## 3. OBSERVERS

Observers of CAAN airport certification audits may be permitted with the approval of DG CAAN. Personnel may also be allowed to participate as observers if, in the opinion of DG CAAN, their participation will benefit the overall safety objective of the audit.

Observers may also be assigned for on-the-job training. Such observers of an audit are personnel other than Members of the ASSD assigned to participate in the audit for training or familiarization purposes.


Participation of observers shall be made known to the audited aerodrome operator in the same manner the audit team members are made known and they shall also be included in the list of team members.

## 4. DEPARTMENT of AERODROME SAFETY and STANDARD (ASSD)

### 4.2 Coordinator of ASSD

DG CAAN will appoint an audit team leader for each audit, who is usually the Coordinator of ASSD. The audit team leader/Coordinator ASSD assumes responsibility for the conduct and reporting of the audit in accordance with guidance and instructions provided by DG CAAN, including those found in this document.

DG CAAN will take into consideration qualifications, experience and relations with other team members when choosing an audit team leader.

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In addition to specific tasks assigned by DG CAAN, an audit team leader's/Coordinator's responsibility may include:

- a) preparation of the aerodrome specific audit plan;
- b) coordinating with the aerodrome operator in matters related to the conduct of the audit;
- c) holding an audit preparation briefing for team members prior to the conduct of the audit;
- d) conducting pre- and post-audit meetings with the operator;
- e) providing leadership and guidance, as necessary, to audit team members; and
- f) coordinating the development of the audit report and submitting it to DG CAAN.

#### 4.3 Members of ASSD

Members of **ASSD** are assigned to specific audits by DG CAAN and are accountable to the Coordinator of **ASSD**.

Members of **ASSD** are required to be free from bias and influences that could affect their objectivity as aviation safety audit team members. Members of **ASSD** must maintain independence from the audited aerodrome operator. They must always remain within the scope of the audit, display integrity, exercise objectivity and remain alert to any indication of evidence that may influence the audit result.


In addition to the specific tasks assigned by DG CAAN or the Coordinator of **ASSD**, the Members' responsibilities may include:

- a) communicating and clarifying audit requirements;
- b) planning and carrying out assigned responsibilities effectively and efficiently;
- c) documenting all findings and observations;
- d) developing a report of findings and recommendations;
- e) assessing the effectiveness of the corrective action plan submitted by an audited aerodrome operator; and
- f) cooperating with and assisting the Coordinator of **ASSD** at all times during the preparation, conduct and completion of the audit process.

#### 4.4 Aerodrome Inspectors (Members of ASSD) Code of Conduct

As a Coordinator of or as a Member in a **ASSD**, each individual is required to comply with a code of conduct that directs his/her actions during the entire process of the audit. These rules of conduct for each individual Coordinator/Member of **ASSD** are as follows;

- a. To exercise in all loyalty, discretion and conscience the functions entrusted to them as a Coordinator/Member of the **ASSD** (aerodrome safety oversight audit team);
- b. To discharge these functions to the best of their ability;

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- c. To conduct themselves with integrity, impartiality and honesty;
- d. To abide by the rules, procedures and guidance prescribed in this handbook;
- e. Not to misuse their official position as part of the CAAN aerodrome safety oversight audit team;
- f. Not to receive benefits of any kind from a third party which might reasonably be seen to compromise their personal judgment or integrity;
- g. To avoid giving cause for resentment and abstain from conduct which would reflect adversely on the CAAN; and
- h. Not to disclose any information of a confidential nature related to the findings of the audit to any other party other than those identified in this handbook.

## **5. AUDIT FINDINGS**

### **5.1 Non-compliance, Non-conformance and Non-adherence**

An audit finding that identifies lack of compliance with legislation or a regulation promulgated by the Government of Nepal will be recorded as a non-compliance.

An audit finding that identifies lack of conformance with or implementation of an ICAO Standard will be recorded as a non-conformance.

An audit finding that identifies lack of adherence to an ICAO Recommended Practices, procedure, safety-related guidance material or recognized aviation safety practices will be recorded as a non-adherence.


The finding record will describe the relevant standard auditing procedure and reasons for the finding. If applicable, the record will include recommendations for corrective action. However, operators will generally be expected to provide corrective actions based on their own knowledge, skills and environmental considerations for assessment by the CAAN as appropriate or otherwise.

### **5.2 Observations**

An audit finding, that is not in accordance with a future requirement, of which CAAN ASSD aware will be alerted to the aerodrome operator as an observation. Operators are advised that observations are not required to be addressed with a corrective action.

### **5.3 Communication of Audit Findings**

CAAN ASSD will informally advise the operator's staff of audit findings as the audit proceeds. The complete list of confirmed findings (including any confirmed remedial action) will be presented to the aerodrome operator at the exit meeting, and confirmed in the formal report provided by ASSD subsequent to the audit conclusion and exit meeting.

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## 6. **CORRECTIVE ACTION PLAN**

At the completion of an audit, the operator has the responsibility to develop a corrective action plan defining action planned to be taken to resolve unfavorable findings within the period determined and agreed upon for this purpose.

Corrective actions and deadlines, as necessary, should be established for each of the audit findings. Together, the corrective actions form the operator's corrective action plan.

The operator's corrective action plan must be submitted within 45 calendar days after receiving the audit report, which is to be submitted to the operator within 35 calendar days following the post-audit meeting.

If deemed necessary, DG CAAN will establish contact with the audited aerodrome operator within approximately 35 days after the CAAN has accepted a corrective action plan, in order to assess progress made in implementing the accepted corrective action plan. The contact may be effected through a visit to the aerodrome or through written or oral communication.

If the operator has not submitted a corrective action plan within the agreed-upon period, the **ASSD** will indicate that the aerodrome operator has failed to provide a corrective action plan within the prescribed period.

## 7. **AUDIT REPORTS**

The products of each certification audit are the briefs and reports prepared and submitted as appropriate. Each audit will conclude with the preparation and submission of an audit report.

All briefs and reports will be prepared on the basis of guidance included in this document.

All materials, notes and reports obtained or made during the audit will be considered confidential by CAAN.


## 8. **FOLLOW-UP ACTION**

If findings of non-compliance with CAAN Airport Certification Regulations 2004 and SARPs of Civil Aviation Requirements for Aerodromes are revealed during the audit, an audited aerodrome operator will be required to resolve such identified differences.

If the operator fails to do so and differences still remain during the preparation of the audit report, the differences will be included in the audit report.

Follow-up action will be effected through monitoring the status of implementation of accepted aerodrome operator's corrective action plans and completion of audit follow-ups.


The CAAN will maintain a status of implementation record of accepted corrective actions. Aerodrome operators are required to provide update information as corrective actions are completed, so that the status report can be kept current and an audit follow-up mission planned.

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9. **ASSD FEEDBACK**

- 9.1 Following the conclusion of an audit and the compilation of the audit report, each individual Coordinator/Member **ASSD** is required to complete and submit an “Auditor Feedback Form” (see **Attachment - E**) providing his/her observations on the conduct of the audit. These forms will be utilised to provide a qualitative assessment on the audit process so as to identify areas of improvement for future audits. The assessment will be carried out by the **ASSD**.
- 9.2 If an individual auditor or group of auditors (***Coordinator/Members of ASSD***) has reason to believe that they are under any pressure to act illegally, improperly or in an unethical manner, or are asked to take any action that is in contravention of the procedures laid out in this handbook, they are to report this matter in writing to the Director General CAAN.



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	<b>Appendix 02 – Audit Notification Letter to Aerodrome Operator</b>	

## Appendix – 02: Audit Notification Letter to Aerodrome Operator

*{file reference}*

*Date:*

*{Certificate holder's name}*

*{Address}*

Dear *{Sir/ Madam}*,

**Subject: Aerodrome Audit**

As part of the CAAN safety oversight of aerodrome safety, an audit of your organisation is required and has been scheduled during the week commencing *mm/dd/yyyy*.

The demonstrated performance of organizations (personnel, equipment, information, facilities, etc) as observed during these audits is the prime means used by the CAAN when establishing the approval of, and continuing compliance for, certificated aerodromes, as well as providing an indicator for the frequency and scope of future surveillance programmes.

### **Audit Reference Number**

All enquiries relating to this audit should refer to Aerodrome Audit Reference Number *nnn*.


### **Objective**

The objective of the audit is to assess your organization's aerodrome safety compliance with respect to **CAAN ACR 2004** and safety standards specified by the **CAR - 14, PART - I**.

### **Documents, records, equipment and facilities**

Documents and records will be sampled, and a physical inspection of the relevant procedures, equipment or facilities is likely to be carried out. To facilitate this process would you please have available any of the following that may be relevant to the audit:

- Local training records;
- Personnel competency records for individual aerodrome Officers;
- Recurrent testing procedures and records;
- Operations Manuals and/or Standard Operating Procedures (SOPs);
- Records of meetings and decisions taken regarding safety matters; and
- Management must be available for interview.

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Access to key staff associated with aerodrome operations and management will also be required.

### **Personnel**

At the commencement of the audit the Senior Executive of the aerodrome should be present and available. The person responsible within your organisation for quality assurance is welcome to attend.

The requirements for their ongoing presence throughout the audit will be discussed at that time. If for any reason a senior person is unavailable to attend this audit then please contact the Audit Team Leader (*Coordinator of ASSD*).

### **Confirmation of date and time**

The Audit Team Leader for this audit will be *Mr. AAA* and he will contact you directly to confirm the audit dates. Any audit enquiries should be addressed directly to him.


Yours faithfully,

{Signature}

{Name}

Director General


Civil Aviation Authority of Nepal

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	<b>Appendix 03 – Aerodrome Certification Audit Program Activities</b>	


## Appendix – 03: Activities of Aerodrome Certification Audit Program

[Example only]

Date	Activity	Time	Task
Day 1	Opening meeting	09:30 – 10:00	General briefing and audit entry meeting with Airport Manager
	Aerodrome Manual, Part 1, General Information	10:30 – 12:30	Documentation review
	Aerodrome Manual, Part 2, Particulars of the Aerodrome Site	13:30 – 16:00	Documentation review
Day 2	Aerodrome Manual, Part 3, Particulars of the aerodrome required to be reported to the AIS	09:00 – 12:30	Documentation review
	<ul style="list-style-type: none"> <li>Site visit to verify aerodrome data</li> </ul>	13:30 – 16:00	Airside visit
Day 3	Aerodrome Manual Part 4, Aerodrome Operating Procedures:		
	4.1 Aerodrome reporting	09:00 – 10:00	Documentation review
	4.2 Access to the aerodrome movement area	10:00 – 11:00	Documentation review
	4.3 Aerodrome Emergency Plan	11:00 – 12:30	Documentation review
Day 4	4.4 Rescue and Fire Fighting Services	13:30 – 16:00	Documentation review and visit of RFFS
	Aerodrome Manual Part 4, Aerodrome Operating Procedures:		
	4.4 Inspection of the aerodrome movement area and obstacle limitation surfaces	09:00 – 10:00	Documentation review and Aerodrome serviceability inspections
	4.5 Visual aids and aerodrome electrical system	10:00 – 11:30	Documentation review and visit to electrical department
		11:30 – 12:30	
	4.6 Maintenance of the movement area	13:30 – 14:00	Documentation review and visit to civil maintenance department:
		14:00 – 15:00	
	4.7 Aerodrome works safety	15:00 – 16:00	Documentation review and visit to civil maintenance department
Day 5	Night Inspection	18:30 – 22:00	Approach and airfield lighting system
	Aerodrome Manual Part 4, Aerodrome Operating Procedures:		
	4.9 Apron management	09:00 – 10:00	Documentation review
	4.10 Apron safety management	10:00 – 11:00	Documentation review
	4.11 Airside vehicle control	11:00 – 12:30	Documentation review
	4.12 Wildlife hazard management	13:30 – 14:30	Documentation review and visit to office

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	<b>Appendix 03 – Aerodrome Certification Audit Program Activities</b>	

Date	Activity	Time	Task
	4.13 Obstacle control	14:30 – 16:00	Documentation review
Day 6	Aerodrome Manual Part 4, Aerodrome Operating Procedures:		
	4.14 Removal of Disabled Aircraft	09:00 – 10:00	Documentation review
	4.15 Handling of hazardous materials:	10:00 – 11:00	Documentation review and Site visit to fuel farm
	• Site visit to fuel farm	11:00 – 12:30	
	4.16 Low visibility operations	13:30 – 14:30	Documentation review
4.17 Protection of sites for Radar and navigational aids	14:30 – 16:00	Documentation review and site visit	
Day 7	Aerodrome facilities and equipment:		
	Aerodrome facilities <ul style="list-style-type: none"><li>• Runway and runway strip</li><li>• Runway lighting</li><li>• Taxiway and taxiway strips</li><li>• Other movement area marking, lighting, signs</li><li>• Aprons</li></ul> Site visit to the movement area	09:30 – 12:30   	

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	Appendix 04 – Aerodrome Pre-Audit Questionnaire	

## Appendix -04: Aerodrome Pre-Audit Questionnaire & CAR-14 Part 1 compliance checklist

### AERODROME PRE-AUDIT QUESTIONNAIRE

#### AERODROME OPERATOR:

Name of Airport: \_\_\_\_\_

Name of General/Airport Manager \_\_\_\_\_


Contact # \_\_\_\_\_

Name of Head of Operations \_\_\_\_\_

Contact # \_\_\_\_\_

#### Part 1 – Aerodrome


S/N	QUESTIONS	ANSWERS BY AERODROME OPERATOR
1.1	Does the airport have an approved aerodrome manual?	
1.2.	Who is responsible within the airport management for the maintenance of this manual?	
1.3.	Who is responsible for coordinating the implementation of the contents of the manual at the airport?	
1.4.	Has the airport established procedures for the amendment of this manual, and if so, where are these measures described.	
1.5.	When was the manual last amended?	
1.6	List ground handling agencies, and their functions, at the airport. e.g. airlines, ground service providers and fuel organizations	
1.7	Is there any document on Airport Emergency Procedures?	
1.8	Who are the officers responsible for its implementation?	
1.9	Is there any Aerodrome plan	
2.0	Is there any Aerodrome development programme in place?	
2.1	Any Safety Management Systems in place?	
2.2	Who monitors implementation?	
2.3	Any Quality Management System in place?	
2.4	How effective is the system?	
2.5	Does the airport have a copy of the Aerodrome Standards Manual?	
2.6	Is it being implemented?	
2.7	Have you received the Audit checklist and other relevant documentation manual?	

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	Appendix 04 – Aerodrome Pre-Audit Questionnaire	

**CAR-14 Part-1, COMPLIANCE CHECKLIST (Sample Only)**


**AERODROME DESIGN AND OPERATIONS**

<b>CAR-14 Reference Para no.</b>	<b>REQUIREMENTS</b>	<b>Compliance Statement</b>	<b>Reference</b>	<b>Remarks By Aerodrome Inspector</b>
<b>CHAPTER 1</b>	<b>GENERAL</b>			
1.1	Definitions			
1.2	Applicability			
1.2.1	The specifications specified in this CAR-14 shall apply to all civil aerodromes open to public use in Nepal. The specifications in the chapter 3 shall apply only to land aerodromes. The specifications in the CAR-14 shall apply, where appropriate, to heliports but shall not apply to stolports.	Yes		
1.2.2	Wherever a colour is referred to in this CAR-14, the specifications for that colour given in Appendix 1 shall apply.	Yes		
1.3	Common reference systems :			
1.3.1	Horizontal reference system: World Geodetic System — 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system. Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum.....	Yes	WGS 1984	

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	<b>Appendix 05 – Suggested Agenda Items for an Opening/Entry Meeting</b>	

## **Appendix – 05: Suggested Agenda Items for an Opening/Entry Meeting**

- 1) Welcome
- 2) Introduction of the auditors and interviewees from the audited organization
- 3) Presentation of the audit team members (if not already done)
- 4) Presentation of the audit approach
- 5) Presentation of the audit context
- 6) If appropriate, mention the previous audit
- 7) Review of objectives and the field of application of the audit
- 8) Brief presentation of the audit methodology while insisting on its standardized nature
- 9) Presentation of the audit sequence: discussions, visits (ask if it is possible to take photos), consulting of documents
- 10) Auditor's code of ethics: non-argumentative, non-intrusive, non-accusatory, confidentiality assured
- 11) Presentation of the advantages of the audit (progress and improvements in the aerodrome programme)
- 12) Presentation of the audit plan with possible last-minute changes
- 13) Confirmation of the date and time of all discussions and of the final meeting
- 14) Clarification of any unclear aspects of the audit plan
- 15) Resolution of material aspects: Confirmation of the availability of the necessary equipment and installations
- 16) Clarification of any unclear aspect of the aerodrome certificate holders aerodrome programmes or pre-audit questionnaire
- 17) Answer the questions of the representatives from the different services responsible for aerodrome operations
- 18) Record of attendees
- 19) Audit termination
- 20) Conclusion

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	<b>Appendix 06 – Audit Checklists for Aerodrome Certification</b>	

## Appendix – 06: Audit Checklists for Aerodrome Certification

A system safety audit is the usual means for a regulatory organization to assess initial and on-going compliance of a service provider with the minimum mandatory obligations that are associated with activity in the aviation industry. These checklists pertain to aerodrome operations, and encompass the full gamut of activity required by CAAN for initial audit of a complex airport to determine if a certificate can be issued. The checklists may need to be reviewed at subsequent surveillance audits or inspections depending on the scope and depth of regulatory oversight activity that is planned to occur.

**It is important to consider [at least] the following when verifying a process:**

- The adequacy of the available Infrastructure and how it supports the process.
- How does the Auditee monitor the performance of the process and make improvements?
- Has the organization assigned a responsible and competent person to ensure the process remains adequate and current?
- Is there a competent person who has the appropriate authority to change the process?
- Are the people involved adequately trained?

**When identifying a non-compliance with the regulations, look beyond the immediate occurrence and ask:**

*Why?*

*Who?*


*What led to this? What's the history?*

*What are the broader factors involved, and how do they inter-relate in the chain of events leading to the conditions which allowed the non-compliance to exist?*

For a certification audit the required elements are to be tested for conformity with mandatory obligation imposed by **CAAN ACR 2004** and the safety specifications of the Civil Aviation Requirements for Aerodromes -14 Part I (and ICAO Annex 14 Volume I if appropriate).

Within the checklists, status of individual items may be 'compliant' (C), 'non-compliant' (NC), 'not applicable' (NA) or observation (O).




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	<b>Appendix 06 – Audit Checklists for Aerodrome Certification</b>	

## CONTENTS OF AERODROME CERTIFICATION AUDIT CHECKLIST

1. Aerodrome manual general requirements, including authorization by the Chief Executive Officer (or equivalent)
2. Information about the aerodrome site
3. Information to be notified to AIS
4. Aerodrome operating procedures
  - 4.1 Aerodrome reporting
  - 4.2 Access to movement area
  - 4.3 Aerodrome Emergency Plan
  - 4.4 Aerodrome Rescue and Fire Fighting Service
  - 4.5 Inspections of movement area and obstacle limitation areas
  - 4.6 Visual aids and electrical systems
  - 4.7 Maintenance of movement area
  - 4.8 Aerodrome work safety
  - 4.9 Apron operation management
  - 4.10 Apron safety management
  - 4.11 Airside vehicle control
  - 4.12 Wildlife hazard management
  - 4.13 Obstacle control
  - 4.14 Disabled Aircraft Removal Strategy Plan
  - 4.15 Handling of hazardous materials
  - 4.16 Low visibility operations
  - 4.17 Protection of Radar and Navigational Aid Sites
5. Aerodrome administration
  - a. Aerodrome administration
  - b. Aerodrome safety management system

**Note:** *The details listed represent the minimum content of an aerodrome manual. Each aerodrome operator must tailor the content of their manual to reflect the complexity and operating environment of the aerodrome.*


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## Audit Checklist


### Audit Checklist - Aerodrome Manual

#### Part 1. General Information

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
Does the aerodrome operator have a complete and current copy kept at the aerodrome? Is it in a printed form? Has the operator provided DG CAAN with a complete and current copy? Is the operator’s copy available to authorized persons during normal business hours?	ACR 2004 – 18.1 ACR 2004 – 18.2 ACR 2004 – 5  ACR 2004 – 18.1		
Does the manual consist of more than 1 document? If yes, is there adequate cross-reference between documents? Are other copies kept in electronic form?			
Has DG CAAN approved the manual?	ACR 2004 – 22		
Are omitted sections covered by reason for non-applicability?	ACR 2004 – 20 (3)		
Are details of exemptions included?	ACR 2004 – 35		
Are details of conditions included?	ACR 2004 – 8		
Does the manual include a procedure to ensure that it will be amended whenever necessary to maintain its accuracy? Does the manual include a procedure to ensure that it will comply with any directions that DG CAAN may give to amend the manual?	ACR 2004 – 21  ACR 2004 – 21		
Does the manual include a procedure to ensure that the operator will advise DG CAAN of any amendments?	ACR 2004 – 21		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
Has a person been appointed to be controller of the manual? Does the manual have details of the persons who hold copies of it? And procedures for ensuring that updates of the manual are distributed to all holders?	ACR 2004 – 23 ACR 2004 – 23 ACR 2004 – 23		
Can a reader tell when changes have been made to the manual?	ACR 2004 –21		
Can a reader tell if the manual is up to date?			
Does the manual have a process to ensure that the procedures it contains remains relevant, current and accurate	ACR 2004 –18 (D)		
And procedures for ensuring that any deviations from the manual that are made to ensure the safety of aircraft are reported to DG CAAN.	NA		

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## Audit Checklist - Aerodrome Manual

### Part 2. Aerodrome Site Details

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
Does the aerodrome manual contain relevant data in Part 2 for the aerodrome site?	ACR 2004 – 20, schedule -1		
Does Part 2 of the manual contain: a plan of the aerodrome showing main facilities including location of each wind direction indicator?  a plan showing aerodrome boundaries?  a plan showing distance of the aerodrome from the nearest city, town or populous area and position of the aerodrome? the location of any aerodrome facilities and equipment outside the aerodrome boundary?	ACR 2004 – 20, schedule -1		
Does Part 2 of the manual contain either:  details of the land certificate(s) for the aerodrome site or  details of the control over (eg, lease agreements) the property on which the aerodrome is located?	ACR 2004 – 20, schedule -1		

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### Audit Checklist - Aerodrome Manual


#### Part 3. Information to be notified to AIS

*Does the manual contain the following information?*


Can the aerodrome operator verify it?

*Does information in the manual correlate with published AIP data?*


Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Sub-part 3.1 General information:</b>			
The name of the aerodrome;	ACR 2004 schedule -1, Part 3, 3.1		
Aerodrome Reference Code	CAR - 14, PART I - 1.6		
The town or city where the aerodrome is located;	ACR 2004 schedule -1, Part 3, 3.1		
The geographic coordinates of the aerodrome reference point (WGS 84);	ACR 2004 schedule -1, Part 3, 3.1 CAR - 14, PART I - 2.2		
The elevation of the aerodrome, and geoid undulation;	ACR 2004 schedule -1, Part 3, 3.1 CAR - 14, PART I - 2.3		
The elevation of: each threshold and the geoid undulation; the elevation of the runway end and any significant high or low points along the runway; the highest elevation of the touchdown zone for a precision approach	ACR 2004 schedule -1, Part 3, 3.1 CAR - 14, PART I -		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
runway:	2.3.2		
The aerodrome reference temperature;	ACR 2004 schedule -1, Part 3, 3.1 CAR - 14, PART I - 2.4		
Details of the aerodrome beacon;	ACR 2004 schedule -1, Part 3, 3.1 CAR - 14, PART I - 5.3.3.3 to 5.3.3.7		
The name of the aerodrome operator and the address and telephone numbers at which the aerodrome operator may be contacted at all times;	ACR 2004 schedule -1, Part 3, 3.1 ACR 2004 schedule -1, Part 3, 3.1		
Local information: The hours of operation, if applicable; The available ground services; Any special procedures; Any local precautions.	ACR 2004, 34		
Geographical co-ordinates and top elevation for each significant obstacle in the approach and take-off climb areas, in the circling area and in the vicinity of the aerodrome;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.5		
Contact information for the aerodrome co-ordinator of the disabled aircraft recovery plan, and statement of capability to remove the largest disabled aircraft using on-airport equipment.	ACR 2004 schedule 1, Part 3, 3.2		
<b>Sub-part 3.2 Aerodrome dimensions and related information:</b>			
The true bearing of each runway and the runway designation number;			


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
Magnetic variation in degrees, date of information and annual change;	ACR 2004 schedule 1, Part 3, 3.1		
The length, width and slopes of each runway;	ACR 2004 schedule 1, Part 3, 3.1 CAR - 14, PART I - 2.5.1 a)		
Location of displaced threshold if any;	ACR 2004 schedule 1, Part 3, 3.1 CAR - 14, PART I - 2.5.1 a)		
Geographical co-ordinates of each threshold;	ACR 2004 schedule 1, Part 3, 3.1 CAR - 14, PART I - 2.5.2		
Runway surface type	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.1 a)		
Type of runway (instrument, non-instrument)	ACR 2004 schedule 1,		


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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	Part 3, 3.2 CAR - 14, PART I - 2.5.1 a)		
Obstacle free zone available (applicable instrument runways)	ACR 2004 schedule 1, Part 4, 4.13 CAR - 14, PART I - 2.5.1 a)		
Dimensions and surface type for RESA and stopways;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.1 b)		
The length, width and surface type of the graded and overall runway strip;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.1 b), 3.4.2 and 3.4.4		
Dimensions, ground profile and surface type of clearways when provided;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - ,2.5.1 f)		
The pavement surface type and its strength rating in PCN system;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.6		
The runway declared distances for each runway;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I -		




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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	,2.8		
The intersection take-off distances for each runway if available;	ACR 2004 schedule 1, Part 3, 3.2; 5.4.3.20		
Length, width, surface type and numbering system of taxiways	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.1 c)		
Taxiway pavement strength in PCN system	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.6		
Location and designation of any standard taxi routes;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.1 i)		
Geographical co-ordinates of any appropriate taxiway centre line points	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.3		
Apron surface type, pavement strength and aircraft stand numbers;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I -		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
	2.6		
Geographical co-ordinates for aircraft stands;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.5.4		
The Aerodrome Obstacle Chart Type A details as applicable	ACR 2004, 30 & schedule 1, Part 4, 4.13 CAR - 14, PART I - 2.5.5		
Aerodrome RFFS Category;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.11		
Location and frequency for any VOR checkpoints;	ACR 2004 schedule 1, Part 4, 4.4 CAR - 14, PART I - 2.5.1 h)		
Locations and elevations for any established pre-flight altimeter check positions;	ACR 2004 schedule 1, Part 3, 3.2 CAR - 14, PART I - 2.7		
<b>Sub-part 3.3 Information about visual aid systems:</b>			
The type of runway lighting, if any, for each runway	ACR 2004 schedule 1, Part 4, 4.6		
The type of approach lighting;	ACR 2004 schedule 1,		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	Part 4, 4.6		
The visual approach slope indicator system for each runway, if any;	ACR 2004 schedule 1, Part 4, 4.6		
Is portable lighting available and listed?	ACR 2004 schedule 1, Part 4, 4.6		
The type of lighting for taxiways;	ACR 2004 schedule 1, Part 4, 4.6		
The type of lighting for aprons;	ACR 2004 schedule 1, Part 4, 4.6		
Other visual control and guidance aids for runways, taxiways and aprons (RWY holding position, intermediate holding position and stop bars);	ACR 2004 schedule 1, Part 4, 4.6		
Details of the system of marking runway, taxiway and apron elements;	ACR 2004 schedule 1, Part 4, 4.6		
Availability of standby power, switching arrangements and changeover times;	ACR 2004 schedule 1, Part 4, 4.6		
A description of the visual docking guidance systems at any aprons used by aircraft conducting international operations, and the aircraft parking positions where the systems are installed;	CAR - 14, PART I –I 5.3.25		


**Note:** See CAR - 14, PART - I for specifications about data elements and required degrees of accuracy

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## Audit Checklist - Aerodrome Manual, Part 4 - Aerodrome Operating Procedures and Safety Measures


### Sub-part 4.1 Aerodrome Reporting Procedure

Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain details of the arrangements for reporting any changes that may affect aircraft operations to AIS and local air traffic services?	ACR 2004, 30 CAR - 14, PART I - 2.13.1		
And for recording the reporting of changes during and outside the normal hours of aerodrome operation?	ACR 2004, 30		
Does it include the contact details for the persons and organizations to which changes are to be reported?	ACR 2004, 30 & schedule 1, Part 4		
And the name of the reporting officer responsible for reporting the changes and the telephone numbers for contacting him or her during and after working hours?	ACR 2004, 30 & schedule 1, Part 4		
And the process for ensuring that the reporting officer is trained in accordance with the CAR - 14, PART - I?	ACR 2004, 25 (1)		
And the arrangements for reporting changes of aerodrome information published in AIP to AIS and CAAN?	ACR 2004, 30		
And for ensuring that the notification to AIS is in writing?	ACR 2004, 30		
And the procedures for issuing NOTAMs?	ACR 2004, 30		
Including NOTAMs for temporary or permanent changes in the physical condition of the aerodrome that may affect the safety of aircraft?	ACR 2004, 30		
Does the manual have a process for review of data published in AIP and NOTAM?	ACR 2004, 30		
And any other occurrence relating to the operation or maintenance of the aerodrome that may affect the safety of aircraft?	ACR 2004, 26		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
And the arrangements for keeping records of reports made?	ACR 2004, 26		
<b>Record Keeping</b>			
List of documents checked (e.g. NOTAM etc.).	Check the records at AIS		
Is the operator maintaining records in accordance with the aerodrome manual?	Check the records at AIS		
Are records of staff training available?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	Interview the Director and staff		
Has the reporting officer been trained in accordance with the ACR 2004 and CAR - 14, PART - I ?	Records of training – HRD, CAAN		
<b>Procedures</b>			
Are reports made to AIS in accordance with the manual or changes in the physical condition of the aerodrome? And for changes to published information? And for obstacles?	Check the NOTAM initiation and issues		
Are reports made by the persons identified in the manual?	Check in		
Are their contact details in accordance with the manual?	ACR 2004, schedule 1, Part 4		
Are staff members aware of safety requirements related to reporting?	ACR 2004, schedule 1, Part 4		
Are conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Does the field condition confirm any existing or recent NOTAMs?	Check the NOTAM initiation		
<b>Feedback</b>			
Are reporting related incidents noted, reported and followed up?	Check the records		


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## Audit Checklist - Aerodrome Manual, Part 4 - Aerodrome Operating Procedures and Safety Measures


### Sub-part 4.2 Access to Aerodrome Movement Area

Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of information about preventing the unauthorized entry of persons, vehicles, equipment, plant or animals, or other things that may endanger aircraft safety, into the movement area?	ACR 2004, 29 & 45		
Does it include details of the arrangements for controlling airside access?	ACR 2004, 29 & schedule 1, Part 4, 4.2, 4.11		
And the names and roles of the persons who are responsible for controlling access to the movement area and the telephone numbers for contacting them during and after working hours?	ACR 2004, 29 & schedule 1, Part 4, 4.2, 4.11		
<b>Record Keeping</b>			
List of documents checked (e.g. records of permanent and casual pass issued by Aerodrome Operator, AP Security Programme, SoP for access control to airport restricted areas etc.)			
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	Interview the Director		
Are physical control measures in place in accordance with the aerodrome manual?	Inspect at Airside visit		
<b>Procedures</b>			
Are the arrangements for controlling airside access in accordance with	Check the records of		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
the manual?	pass issued		
Are the appropriate persons carrying out this function in accordance with the manual?	Interview the Director		
Is the staff aware of safety requirements related to unauthorised entry?	Interview the staff		
Are any conditions or exemptions complied with?	Check AM		
<b>Product Check</b>			
Was airside control observed to be effective and in accordance with the manual?	Inspect at Airside visit		
<b>Feedback</b>			
Are unauthorized entry incidents noted, reported and followed up?	Check the records		




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## Audit Checklist - Aerodrome Manual, Part - 4 Aerodrome Operating Procedures and Safety Measures

### Sub-part 4.3 Aerodrome Emergency Plan


Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain details of the agencies (committee) involved in case of the aerodrome emergency on and off the airport and contact details for each member of the agencies?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.5 d)		
Does the committee include a representative from all emergency services that would be likely to be asked to assist in an emergency?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.3		
Does it contain a description of the role of each emergency service organization involved in the plan?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.5 c)		
And details of the activation, control and coordination of the emergency service organizations during an emergency?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.2		
And the aerodrome’s emergency facilities and arrangements to keep them in readiness?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.7 to 9.1.10		
And the operational response to an emergency including any arrangements for aerodrome access and assembly areas?	ACR 2004, schedule 1, Part 4, 4.3		
And the response to a local stand-by calls out?	ACR 2004, schedule 1, Part 4, 4.3		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
	CAR - 14, PART - I, 9.1.9		
And the response to a full emergency call out?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.8		
And the arrangements to return the aerodrome to operational status after an emergency?	ACR 2004, schedule 1, Part 4, 4.3		
What are the arrangements for a periodic review (at least once per year) in consultation with the organization referred to in the plan?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.13		
And arrangements for reviewing actual emergencies or exercises as soon as practicable to assess the plan’s adequacy and take corrective action?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.13		
And keeping records of each review for at least 1 year?	ACR 2004, schedule 1, Part 4, 4.3		
Does the manual include the arrangements for testing the aerodrome emergency plan with a full-scale exercise at least every 2 years?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.13 a)		
And arrangements to ensure that the exercise tests the coordination of the emergency services and the adequacy of the procedures and facilities provided for in the plan?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I, 9.1.13 Note		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
Does the manual include arrangements to defer an exercise if an actual emergency occurs?	ACR 2004, schedule 1, Part 4, 4.3		
Does the manual observe human factor principles?	ACR 2004, schedule 1, Part 4, 4.3; CAR - 14, PART - I 9.1.6		
Does the manual include arrangements for partial exercises in the intervening year between full-scale exercises?	ACR 2004, schedule 1, Part 4, 4.3 CAR - 14, PART - I 9.1.13 b)		
<b>Record Keeping</b>			
List of documents checked.	AEP, Report of exercises and critique forms		
Is the operator maintaining records in accordance with the aerodrome manual?	Check the above records		
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	Interview the Director		
<b>Procedures</b>			
Are the current membership and contact arrangements for the Aerodrome Emergency Committee in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.3		
Is the frequency of meetings in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.3		
Are all of the necessary participating/responding agencies adequately represented?	ACR 2004, schedule 1, Part 4, 4.3		
Is the AEP reviewed in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.3		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
Is the AEP tested in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.3		
Are copies of the AEP distributed in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.3		
Is the staff aware of safety requirements for emergency planning?	ACR 2004, schedule 1, Part 4, 4.3		
Are any conditions or exemptions complied with?	AM	N/A	
<b>Product Check</b>			
DG CAAN may not attend AEP exercises. If it is considered necessary to attend, the check should be done as an observation exercise. In other cases, the following product check can be conducted from records kept by the operator.	Reports of the exercises conducted		
Was the exercise planned in accordance with the manual?	AM/AEP		
Date of last exercise?			
Did the appropriate agencies attend?			
Was an appropriate objective tested?			
Was a debriefing held in accordance with the manual?			
Were appropriate amendments made to the AEP?			
<b>Feedback</b>			
Are aerodrome emergency related incidents noted, reported and followed up			

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### Sub-part 4.4 Aerodrome Rescue and Fire Fighting Service (RFFS)


Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual include procedures to meet the needs of a RFFS, including the information on facilities, equipment, personnel and vehicles?	ACR 2004, 39 & schedule 1, Part 4, 4.4		
Is the category determination process stated clearly?	ACR 2004, 39 & schedule 1, Part 4, 4.4		
Is the category determined in accordance with CAR-14 Part 1?	CAR - 14, PART - I 9.2.3		
Is provision made for difficult terrain environments?	CAR - 14, PART - I 9.2.2		
Is provision made for category coverage during periods of reduced frequency of operations?	ACR 2004, 39 & schedule 1, Part 4, 4.4 CAR - 14, PART - I 9.2.7		
Does the manual provide information about the quantities of water available for foam production and complementary agents?	ACR 2004, 39 & schedule 1, Part 4, 4.4 CAR - 14, PART - I 9.2.11		
And is the quantity of foam provided on vehicles in proportion to the quantity of water provided?	ACR 2004, 39 & schedule 1, Part 4, 4.4 CAR - 14, PART - I		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	9.2.11		
Does the manual provide information about operational objectives?	CAR - 14, PART - I 9.2.27 to 29		
Does the manual give information about training requirements: <ul style="list-style-type: none"> <li>- Initial firefighter requirements?</li> <li>- Continuing training?</li> <li>- Live fire drills?</li> <li>- Pressure fed fuel fires?</li> </ul>	ACR 2004, 25, 43 CAR - 14, PART - I 9.2.42		
Does the training have human performance and team co-ordination components?	ACR 2004, 25, 43 CAR - 14, PART - I 9.2.43		
Does the manual provide for provision of suitable protective clothing and respiratory equipment for staff?	ACR 2004, 39 & schedule 1, Part 4, 4.4 CAR - 14, PART - I 9.2.46		
<b>Record Keeping</b>			
List of documents checked (SOP, Drill book, CAA training programme and training records.)	Check at RFFS office all documents		
Is the operator maintaining records in accordance with the aerodrome manual and/or Fire Service Manual SOPs?	Check: Fault report form, station activity logbook, watch tower log book, aircraft movement logbook etc.		
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	Interview the Chief, RFFS, staff  CAR - 14, PART - I		


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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	9.2.44		
Is the Fire Station adequate to house all vehicles and equipment?	Check at site visit		
Is the minimum required complementary agent available on the vehicle?	ACR 2004, 39 CAR – 14, Part – I 9.2.19		
Is the quantity of foam compound the same level - performance level A or B type?	CAR – 14, Part I 9.2.17		
Is the available equipments capable to discharge foam solution in prescribed time and rate?	ACR 2004, 39 CAR – 14, Part – I 9.2.18		
Is discrete communication system available between ATC Control Tower and RFF Watch Tower and RFF vehicle	CAR – 14, Part – I 9.2.39		
Is access from the Fire Station(s) to the movement area clear and direct?			
Is static water storage provided at strategic locations?	Check at site visit		
Are adequate access roads from runway ends to airport perimeter/ security fences provided (crash roads)?	Check at site visit at West End towards approach light area.  CAR - 14, PART - I 9.2.34		
Are facilities for difficult terrain considerations provided?	Check at site CAR - 14, PART - I 9.2.2		
Is the communication system suitable and effective?	Check at RFF complex  CAR - 14, PART - I 9.2.39		-
Are the fire alarm systems suitable and capable?	Check at RFF complex CAR - 14, PART - I		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
	9.2.40		
Is the Number of RFFS vehicles adequate?	Check at RFF complex  CAR - 14, PART - I 9.2.41		
<b>Procedures</b>			
Are the current procedures specified in the manual able to be verified?	Verify the procedures		
Are procedures for training adequate?	CAR - 14, PART - I 9.2.43		
Procedures for testing equipment provided?	CAR - 14, PART - I 9.2.26		
Is the actual response time able to be verified from actual tests?	Verify by actual physical test during RFFS visit		
Is the communication system tested in accordance with the manual?	Check at watch tower		
Are alarm systems tested for serviceability?	Check at RFF complex		
Are maintenance procedures appropriate for vehicles, equipment and building facilities?			
<b>Product Check</b>			
Do field inspections of RFFS facilities and records confirm on-going compliance with existing procedures?	Check the records kept in RFF complex/office		
<b>Feedback</b>			
Are RFFS-related hazards, incidents and accidents noted, reported and followed up	Check the records and internal investigation reports, hazards etc.		




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### Sub-part 4.5 Inspections of movement area and obstacle limitation surfaces


Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual include procedures for safety inspections of the movement area and obstacle limitation surfaces?	ACR 2004, 30 & schedule 1, Part 4, 4.13		
Does the manual include particulars of the arrangements for carrying out serviceability inspections during and after working hours?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13 CAR - 14, PART I - 2.9.3		
Does it include details of the items that need to be inspected?			
Does it include arrangements for measurement of runway friction?	ACR 2004, schedule 1, Part 3, 3.2  CAR - 14, PART - I 2.9.5 to 2.9.8 and 10.2.3		
Does it include arrangements for measurement of water depth?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13  CAR - 14, PART - I, 2.9.4		
Does it include details of the intervals at which the inspections are carried out?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
	CAR - 14, PART I - 2.9.3		
And the time of the inspections?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13 CAR - 14, PART - I 2.9.3		
And the arrangements for keeping an inspection logbook?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And the place where the log book is kept?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And details of the serviceability inspection checklist?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And a process for ensuring that the intervals, times and content of inspections are in accordance with ACR 2004 and CAR - 14, PART - I ?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And a process for ensuring that the inspections are carried out by suitably trained staff?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And the arrangements for communicating with air traffic control during the inspections (if appropriate)?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And the arrangements for reporting the results of the inspections?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And the arrangements for taking prompt follow-up action to ensure correction of unsafe conditions/ defects?	ACR 2004, 30, schedule 1, Part 4, 4.5		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
	& 4.13		
And the arrangement for ensuring that if any facility is considered to need a technical inspection that that is required following a serviceability inspection is carried out?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
And the names and roles of the persons who are responsible for carrying out the inspections and the telephone numbers for contacting them during and after working hours?	ACR 2004, 30, schedule 1, Part 4, 4.5 & 4.13		
<b>Record Keeping</b>			
List of documents checked.	1. Daily Airfield lighting Inspection Logbook – El. Section. 2. Daily Generator Inspection Logbook – Mechanical Duty Room 3. Daily runway inspection logbook Primary/Stand by Generating Plant Log book – Generator House		
Is the operator maintaining records in accordance with the aerodrome manual?	Check the records		
And keep in the records for at least 3 years?			
Does the operator have records of the qualifications, experience training of persons conducting technical inspections?	Check training records		
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 (1) & 43		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
Are inspections carried out by the persons identified in the manual?	ACR 2004, schedule 1, Part 4		
Are those persons appropriately trained accordingly?	ACR 2004, schedule 1, Part 4		
Does the operator have records of the qualifications and experience of persons conducting technical inspections?	Check the basic and other training records		
<b>Procedures</b>			
Are serviceability inspections carried out during and after working hours in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.5 & 4.13		
Is the time and frequency of inspections in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.5 & 4.13		
Is the logbook kept in accordance with the manual? (Check for location and format).	ACR 2004, schedule 1, Part 4, 4.5 & 4.13		
Is the checklist used in accordance with the manual?	AM and during the inspection of concerned office		
Is the method of communicating with ATC during inspections in accordance with the manual?	Check during inspection		
When a serviceability inspection indicated the need for a technical inspection, was it carried out as soon as practicable?			
Do the technical inspections include all items in accordance with the manual?			
Are the times of the inspections in accordance with the manual?			
Is the complete inspection completed in a 12-month period?			
Is each item inspected not more than 12 months after the previous inspection?			
Are inspections conducted by appropriately qualified and experienced persons in accordance with the manual?	Check after Night inspection		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
Is prompt follow-up action taken to ensure correction of defects in accordance with the manual?			
Is the staff aware of safety requirements related to inspections?	Interview the staff		
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Does the field condition of a sample of the aerodrome facilities confirm the results of the serviceability inspections?	Verify after site inspection		
Does the operator indicate how he can ensure that the aerodrome facilities will comply with the CAR - 14, PART - I ?			
Do the physical characteristics of the movement area comply with CAR - 14, PART - I standards?			
Do the aerodrome markings comply with CAR - 14, PART - I standards?			
Does the signal area comply with CAR - 14, PART - I standards?			
Do the wind indicators comply with CAR - 14, PART - I standards?			
Does the PAPI comply with CAR - 14, PART - I V- standards?			
Does the lighting of the movement area comply with CAR - 14, PART - I standards?			
<b>Feedback</b>			
Are inspection related incidents noted, reported and followed up?	Check the records		


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**Sub-part 4.6 Visual Aids, Lighting and Electrical Systems**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain procedures to ensure that the lighting system and VASIS are planned, installed and maintained accordingly?	ACR 2004, schedule 1, Part 4, 4.6		
Are there arrangements for ensuring that certain lighting is not put into service unless it has been flight checked, checked by trained electrical staff and surveyed by an appropriate person?	ACR 2004, schedule 1, Part 4, 4.6		
Does the manual contain details of the arrangements for carrying out lighting inspections and the checklist for inspections?	ACR 2004, schedule 1, Part 4, 4.6		
Does this include obstacle lighting?	ACR 2004, schedule 1, Part 4, 4.6		
Does this include Security lighting?	ACR 2004, schedule 1, Part 4, 4.6		
Does this include brilliancy of Airfield Lighting (AGL)?	ACR 2004, schedule 1, Part 4, 4.6		
Does it include the arrangements for recording the results of inspections?	ACR 2004, schedule 1, Part 4, 4.5 & 4.6		
Are there arrangements for taking follow-up action to correct deficiencies?	ACR 2004, schedule 1, Part 4, 4.6		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
Are there arrangements for switching lights on and off, including back-up arrangements?	ACR 2004, schedule 1, Part 4, 4.6		
Are there the arrangements for carrying out routine maintenance and emergency maintenance?	ACR 2004, schedule 1, Part 4, 4.6 CAR - 14, PART - I, 10.5.10		
Are there arrangements for stand-by power if available?	ACR 2004, schedule 1, Part 4, 4.6 CAR - 14, PART - I, 8.1.10 & 11		
Are there particulars of any other method of dealing with partial or total system failure?	ACR 2004, schedule 1, Part 4, 4.6 CAR - 14, PART - I, 8.1.3 & 4		
Are there arrangements for Frangibility of Visual Aids?	ACR 2004, schedule 1, Part 4, 4.6 CAR - 14, PART - I, 3.4.7		
And the names and roles of the persons who are responsible for the inspection and maintenance of the lighting and the telephone numbers for contacting them during and after working hours?	ACR 2004, schedule 1, Part 4, 4.6		
<b>Record Keeping</b>			
List of documents checked (e.g. Lighting inspection and maintenance records).	Inspection Form		
Is the operator maintaining records in accordance with the aerodrome manual?	Check the checklists		


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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
Are technical inspection reports filed and is there evidence of recommendations and findings being acted on?	Check the technical inspection reports		
<b>Facilities - See Facilities worksheet for serviceability check.</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43		
Are spare parts available as detailed in the aerodrome manual?	ACR 2004, schedule 1, Part 4, 4.6		
<b>Procedures</b>			
Are lighting inspections carried out in accordance with the manual?	Check the inspection checklists and logbook		
Are the checklists used in accordance with the manual?	Check the records of checklists		
Are deficiencies followed up in accordance with the manual?	Check the logbooks		
Is routine and emergency maintenance carried out as per the manual?	Check the logbooks		
Are arrangements for switching lights on and off in accordance with the manual?	Check during night inspection		
Are arrangements for standby power in accordance with the manual?	Check during the visit of Generator/power house.		
Are other arrangements for dealing with partial or total system failure in accordance with the manual?	AM and records in logbook.		
Is the staff aware of safety requirements related to lighting?	Interview Chief		




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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
	Manager El./Mech. Div.		
Are conditions or exemptions complied with?	AM		
Have new element of the lighting system been checked as required?	Check the records		
<b>Product Check</b>			
Does sample of aerodrome lighting checked during audit, comply with CAR - 14, PART – I ?	Night Inspection		
Is a PAPI installed if required?			
Are the necessary elements of a lighting system installed?			
<b>Feedback</b>			
Are lighting related incidents noted, reported and followed up?	Check the records		


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**Sub-part 4.7 Maintenance of movement area**


Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for the routine maintenance of movement area surfaces and drainage systems to ensure that their performance will not be degraded?	ACR 2004, 26 & schedule 1, Part 4, 4.7		
Does it include the arrangements for the maintenance of paved and/or unpaved runways and associated, shoulders and safety areas?	ACR 2004, 26 & schedule 1, Part 4, 4.7 CAR - 14, PART - I , 10.1.1 & 2 and 10.2.1 & 2		
Does it include the arrangements for the maintenance of paved and or unpaved taxiways and associated shoulders?	ACR 2004, 26 & schedule 1, Part 4, 4.7  CAR - 14, PART - I 10.1.1 & 2 and 10.2.1 & 2		
Does it include the arrangements for the maintenance of associated runway and taxiway strips?	ACR 2004, 26 & schedule 1, Part 4, 4.7		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
	CAR - 14, PART - I , 10.2.1		
Does the manual provide particulars about regular runway friction testing?	ACR 2004, 26, schedule 1, Part 4, 4.5 & 4.7  CAR - 14, PART - I , 2.9.5 to 2.9.9 and 10.2.3		
<b>Record Keeping</b>			
List of documents checked.	Log book,		
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4  Interview Chief Manager		
Has the operator provided sufficient and adequate equipment?	ACR 2004, 26 &		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
	schedule 1, Part 4, 4.7		
<b>Procedures</b>			
Are maintenance activities on or near the movement area controlled in accordance with the manual?	ACR 2004, 26 & schedule 1, Part 4, 4.7		
Is ground maintenance carried out in accordance with schedules or routines documented in the manual?	ACR 2004, 26 & schedule 1, Part 4, 4.7		
Can runway friction test results be related to serviceability and safety limits?	ACR 2004, 26, 27 & schedule 1, Part 4, 4.5 & 4.7 CAR - 14, PART - I 10.2.3 to 10.2.5		
Is the staff aware of safety requirements related to movement areas?	Interview the CMS,		
Are conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Are procedures conducted in accordance with work safety arrangements?	ACR 2004, 26, 27 & schedule 1, Part 4, 4.5 & 4.7		
Are visual aids and pavement markings in a condition expected from the scheduled maintenance programme?	Check during airside inspection CAR - 14, PART - I 10.1.1		
Are pavement surfaces free of surface irregularities?	Check during airside inspection CAR - 14, PART - I 10.2.2		
Does the operator indicate how he can ensure that the aerodrome facilities			


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
will comply with the CAR - 14, PART -I?			
<b>Feedback</b>			
Are maintenance-related incidents noted, reported and followed up?	Check the records		


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**Sub-part 4.8 Aerodrome Work Safety**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for planning and safely carrying out aerodrome works (including works that may have to be carried out at short notice)?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
Including ensuring that the works do not create a hazard to aircraft or confusion to pilots?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
Does it include details of the preparation of a method-of-working plan?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And identifying areas of the aerodrome affected during each stage of the work?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And steps taken to ensure safety standards are met?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the process for ensuring that any works safety officers have been trained accordingly?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
Does it include the distribution list for the method-of-working plan?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the arrangements for telling aircraft operators and other aerodrome users of the method-of-working plan and the telephone numbers for contacting those operators and users during and after working hours?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the process for complying with CAR - 14, PART - I requirements relating to the period of notice for works?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the arrangements for communicating with air traffic control and aircraft	ACR 2004, 27 & schedule 1,		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
during the carrying out of the works?	Part 4, 4.8		
And the process for complying with requirements of Movement area Closure as per Chapter 7 of CAR - 14, PART - 1 Aerodrome Design and Operations to the period of notice for works?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the arrangements for carrying out time-limited works?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
And the names, telephone numbers and roles of the persons and organizations responsible for planning and carrying out the works, and the arrangements for contacting those persons and organizations at all times?	ACR 2004, 27 & schedule 1, Part 4, 4.8		
<b>Record Keeping</b>			
List of documents checked.			
Is the operator maintaining records in accordance with the aerodrome manual?	AM		
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		
Are suitable visual aids available for marking works sites and unserviceable areas?	Check during airside visit		
<b>Procedures</b>			
Are works planned and documented in accordance with the manual?	Check at the site and interview the staff		
Is consultation for works planning and production in accordance with the manual?	Check the records of coordination meetings etc.		
Is notice of works given in accordance with the manual?	AM		
Is the staff aware of safety requirements during works?	Interview the staff		
Are procedures available for setting out visual aids for works?	Check at site during airside		

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
	visit.		
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Is the interface with ATC and/or air traffic in accordance with the manual?	AM and observe during airside visit		Verbally
Is the content and format of MOWPs correct?	Check the records at the project office.		
Are works being conducted in accordance with the MOWP?			
Are works within runway strip carried out in accordance with the manual?	Check the records at the project office and observe during airside visit.		
Are other works including time-limited works carried out in accordance with the manual?	Check the records at the project office.		
Are time limited works done under supervision of a Works Safety Officer?	Check the records at the project office.		
<b>Feedback</b>			
Are works related incidents noted, reported and followed up?	Check the records		




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**Sub-part 4.9 Apron Management**


Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for aircraft parking control, if established?	ACR 2004, schedule 1, Part 4, 4.9 CAR - 14, PART - I, 9.5.1		
Does it include the arrangements between air traffic control and apron management?	ACR 2004, schedule 1, Part 4, 4.9 CAR - 14, PART - I, 9.5.1		
And the arrangements for allocating aircraft parking positions?	ACR 2004, schedule 1, Part 4, 4.9 CAR - 14, PART - I 9.5.1 b)		
And the arrangements for initiating engine start and ensuring clearances for aircraft pushback?	ACR 2004, schedule 1, Part 4, 4.9 CAR - 14, PART - I 9.5.1 b)		
And an inventory and description of the activation and deactivation of any visual docking guidance system used at the aerodrome?			
And details of the marshalling service?	ACR 2004, schedule 1, Part 4, 4.9		
And the leader van service or follow-me service?	ACR 2004, schedule 1, Part 4, 4.9		
And the names, telephone numbers and roles of the persons responsible for	ACR 2004, schedule 1, Part 4,		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
planning and implementing aircraft parking control?	4.9		
<b>Record Keeping</b>			
List of documents checked.	Apron safety management , operating procedures		
Is the operator maintaining records in accordance with the aerodrome manual?	Bay allocation chart for flights,		
<b>Facilities</b>			
Are suitable staff available to control aircraft parking?			
Are suitable staff and facilities available to design parking layouts and marking?	ACR 2004, 25 & 43, schedule 1, Part 4		
Are staff available to provide follow me vehicle service if required?	ACR 2004, 25 & 43, schedule 1, Part 4		
<b>Procedures</b>			
Is the staff aware of safety requirements relating to clearances and blast?	Interview the staff		
Are the organizational responsibilities and control arrangements in accordance with the manual?	AM and visit to concerned divisions/sections		
Are parking positions allocated in accordance with the manual?	AM & site inspection.		
Are engine starts and push backs initiated in accordance with the manual?	AM & site inspection		
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Are the visual docking systems in accordance with the manual?			
Are the aircraft parking markers and markings in accordance with the manual?			
<b>Feedback</b>			


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
Are aircraft parking related incidents noted, reported and followed up?			


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**Sub-part 4.10 Apron safety management**


Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for management of safe apron operations?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.9		
Does it include the arrangements protection from jet and propeller blast?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.10		
Including arrangements for parking position design? And provision of blast protection structures?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.10		
Does the manual contain procedures for enforcing safety precautions during aircraft re-fuelling?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.10 CAR - 14, PART - I 9.6.1 & 9.6.2		
Does the manual contain procedures for ensuring the apron is swept to remove debris?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.10		
Does the manual contain procedures for ensuring the apron is clean of hazardous contamination?	ACR 2004, 20 & schedule 1, Part 4, 4.8 & 4.10		
Does the manual contain procedures in regard to reporting incidents and	ACR 2004, 20 &		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
accidents on an apron?	schedule 1, Part 4, 4.5, 4.9 & 4.10		
And the names, telephone numbers and roles of the persons responsible for planning and implementing aircraft parking control?	ACR 2004, 20 & schedule 1, Part 4, 4.5, 4.9 & 4.10		
<b>Record Keeping</b>			
List of documents checked.	Apron operating procedure, apron safety procedure		
Is the operator maintaining records in accordance with the aerodrome manual?	ACR 2004, schedule 1, Part 4		
<b>Facilities</b>			
Are suitable staff available to control monitor and/or supervise apron safety activities?	ACR 2004, 25 & 43, schedule 1, Part 4		
Are suitable staff and facilities available to design parking layouts, marking and blast protection facilities?	ACR 2004, 25 & 43, schedule 1, Part 4		
<b>Procedures</b>			
Is the staff aware of safety requirements relating to clearances and blast?	ACR 2004, schedule 1, Part 4, 4.10 CAR - 14, PART - I 9.5.7		
Are the organisational responsibilities and control arrangements in accordance with the manual?	ACR 2004, 27 & schedule 1, Part 4, 4.10		
Are cleaning and sweeping actions taken in accordance with the manual?	ACR 2004, 27 & schedule 1, Part 4,		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
	4.10		
Are refueling activities initiated and conducted in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.10 CAR - 14, PART - I 9.6.1 & 9.6.2		
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Are the visual docking systems in accordance with the manual?	NA		
Are the aircraft and tug operator guidance markings in accordance with the manual?	ACR 2004, schedule 1, Part 4, 4.9 & 4.10		
Are apron surfaces in a condition consistent with specified procedures?	ACR 2004, schedule 1, Part 4, 4.5 & 4.9		
<b>Feedback</b>			
Are apron safety incidents noted, reported and followed up?	ACR 2004, schedule 1, Part 4, 4.5 & 4.9		

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**Sub-part 4.11 Airside Vehicle Control**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Have procedures been established at the aerodrome for the control of surface vehicles operating on or near the movement area?	ACR 2004, 20 & schedule 1, Part 4, 4.11		
If established, does the manual include details of the applicable traffic rules including speed limits?	ACR 2004, 20 & schedule 1, Part 4, 4.11 CAR - 14, PART - I 9.7.1 to 9.7.4		
And the means of enforcement of the rules?	ACR 2004, 20 & schedule 1, Part 4, 4.11		
And the method of instructing and testing drivers in relation to the applicable traffic rules?	ACR 2004, 20 & schedule 1, Part 4, 4.11		
And the names, telephone numbers and roles of the persons who are responsible for airside vehicle control?	ACR 2004, 20 & schedule 1, Part 4, 4.11		
<b>Record Keeping</b>			
List of documents checked			
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available to test drivers, issue permits and monitor driving?	ACR 2004, 25 & 43, schedule 1, Part 4		
Are copies of driving rules available and in accordance with the manual?			

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Procedures</b>			
Are applications in accordance with the manual?			
Is driver testing in accordance with the manual?			
Is monitoring carried out in accordance with the manual?			
Are sanctions imposed in accordance with the manual?			
Is the staff aware of safety requirements related to airside vehicles?			
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Are permits/ licences carried in accordance with the manual?			
Are driving rules being observed?			
Are vehicles marked/ lit and approvals attached in accordance with the manual?	Observe during airside visit		
Are correct radio procedures being used?	Observe during airside visit		
<b>Feedback</b>			
Are airside vehicle incidents noted, reported and followed up?			




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**Sub-part 4.12 Wildlife Hazard Management**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures to deal with danger to aircraft operations caused by the presence of birds or animals on or near the aerodrome?	ACR 2004, 20 & schedule 1, Part 4, 4.12		
Does it include details of the arrangements for assessing any bird or animal hazard?	ACR 2004, 20 & schedule 1, Part 4, 4.12 CAR - 14, PART - I 9.4.1		
And the arrangements for the removal of any bird or animal hazard?	ACR 2004, 20 & schedule 1, Part 4, 4.12 CAR - 14, PART - I 9.4.3 & 9.4.4		
And the names and roles of the persons responsible for dealing with bird or animal hazards, and the telephone numbers for contacting them during and after working hours?	ACR 2004, 20 & schedule 1, Part 4, 4.12		
<b>Record Keeping</b>			
List of documents checked.			
Is the operator maintaining records in accordance with the aerodrome manual? (Check records of bird count, bird strikes and inspections etc.)			
<b>Facilities</b>			


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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		
Is equipment available in accordance with the manual?			
Is wildlife strike data/record is available with the operator?	CAR – 14, Part I, 9.4.2		
Are licenses and permits available in accordance with the manual?			
<b>Procedures</b>			
Is monitoring carried out in accordance with the manual?	AM and Check the records		
Is harassment carried out in accordance with the manual?	AM and check the records		
Is environmental management undertaken in accordance with the manual?	AM and check the records		
Are all bird-strikes reported to CAAN HO (ASSD)?			
Is the staff aware of safety requirements related to bird and animals hazards?			
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Do the field situation correspond with logbook entries?	1. Daily Bird Activity Observation Schedule 2. Daily Hunter Activity		
Is environmental management in accordance with the manual?			
<b>Feedback</b>			
Are bird and animal hazard related incidents noted, reported and followed up?	Reports received through Briefing ASSD		


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**Sub-part 4.13 Obstacle Control**


Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for establishing OLS for the aerodrome in accordance with the CAR - 14, PART - I?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And for taking all reasonable measures to monitor the OLS?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And for detecting obstacles as quickly as possible?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
Including objects, buildings, structures?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And for monitoring the Type A chart take-off surfaces for obstacles?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And the procedures for monitoring building developments (in relation to the height of buildings and other structures) within the horizontal limits of the obstacle limitation surfaces?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And if the aerodrome has instrument approach procedures, the procedures for monitoring for new objects or building developments in any other areas nominated by the instrument procedure designers?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And the arrangements with DGCA, local planning authorities and other relevant organizations in relation to the approval of building developments that may infringe the obstacle limitation surfaces?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
Including the process for asking DGCA to assess proposed obstacles? (If applicable to the aerodrome)	ACR 2004, 20 & schedule 1, Part 4, 4.13		
And for reporting obstacles by NOTAM including amended declared	ACR 2004, 20 &		

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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
distances?	schedule 1, Part 4, 4.13		
And the names, telephone numbers and roles of the persons responsible for planning and implementing obstacle control?	ACR 2004, 20 & schedule 1, Part 4, 4.13		
<b>Record Keeping</b>			
List of documents checked.			
Is the operator maintaining records in accordance with the aerodrome manual? (Check OLS survey data, Inspection logbooks, Obstacle control reporting (NOTAM) etc.)			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		
Are OLS surveys conducted by an appropriately trained or qualified person?			
<b>Procedures</b>			
Is the OLS monitored in accordance with the manual?			
Are type A surfaces monitored in accordance with the manual?			
Are NPA areas monitored in accordance with the manual?			
Is monitoring conducted for temporary and permanent structures?			
And for gaseous effluxes?			
Are the procedures for liaising with other authorities being followed?			
Is the staff aware of safety requirements related to obstacles?			
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Is OLS plan prepared in accordance with the CAR - 14, PART - I?	CAR - 14, PART - I,		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
	4.2		
Do survey records agree with published information?			
Does field condition appear to reflect survey data and published information?			
Do obstacle related NOTAMs reflect field condition?	Check the NOTAM issued		
<b>Feedback</b>			
Are obstacle control incidents noted, reported and followed up?	Check the records	N/A	

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**Audit Checklist - Aerodrome Manual, Part 4 - Aerodrome Operating Procedures and Safety Measures**  
**Sub-part 4.14 Removal of Disabled Aircraft**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for removing an aircraft that is disabled on or near the movement area?	ACR 2004, 20 & schedule 1, Part 4, 4.14 CAR - 14, PART - I, 9.3.1		
Does it include details of the roles of the aerodrome operator and the holder of the aircraft’s certificate of registration?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
And the arrangements for telling the holder of the certificate of registration?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
And the arrangements for liaising with air traffic control and the Flight Safety Standards Department?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
And the arrangements for obtaining equipment and persons to remove the aircraft?	ACR 2004, 20 & schedule 1, Part 4, 4.14 CAR - 14, PART - I, 9.3.2		
And the names and roles of the persons who are responsible for arranging for the removal of an aircraft which is disabled, and the telephone numbers for contacting them during and after working hours?	ACR 2004, 20 & schedule 1, Part 4, 4.14 CAR - 14, PART - I, 9.3.1		
<b>Record Keeping</b>			
List of documents checked.	RODA Manual		
Is the operator maintaining records in accordance with the aerodrome			

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manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		

<b>Procedures</b>			
Are the arrangements for contacting the certificate of registration in accordance with the manual?			
Are the arrangements for liaising with ATC and Flight Safety Standards Department in accordance with the manual?			
Are the arrangements for obtaining equipment and persons to remove the aircraft in accordance with the manual?			
Is the staff aware of safety requirements during aircraft removal?			
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
If observed, was the removal in accordance with the manual?			
<b>Feedback</b>			
Are disabled aircraft removal incidents noted, reported and followed up?			

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## Audit Checklist - Aerodrome Manual, Part 4 - Aerodrome Operating Procedures and Safety Measures


### Sub-part 4.15 Handling of Hazardous Materials

**Note 1** Hazardous materials include explosives, flammable liquids and solids, corrosive liquids, compressed gases, and magnetised or radioactive materials. Hazardous material do not include materials classed by ICAO/IATA as dangerous goods, where freight forwarders and airlines have responsibilities for safe packaging and handling procedures.


**Note 2** The arrangements to deal with an accidental spillage of hazardous materials are to be set out in the aerodrome emergency plan.

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for the safe handling of hazardous materials on the aerodrome?	ACR 2004, 20 & schedule 1, Part 4, 4.15		
Does it include the names, telephone numbers and roles of the persons who are to receive and handle hazardous materials?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
And the arrangements for special areas on the aerodrome to be set up for the storage of flammable liquids (including aviation fuels) and any other hazardous materials?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
And the methods to be followed for the delivery, storage, dispensing and handling of these materials?	ACR 2004, 20 & schedule 1, Part 4, 4.14		
<b>Record Keeping</b>			
List of documents checked.			No Documents
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		



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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
<b>Procedures</b>			
Are the persons who receive and handle hazardous materials the same as identified in the manual?			
Are the procedures for delivery, storage, dispensing and handling of these materials in accordance with the manual?			
Is the staff aware of safety requirements related to hazardous materials?	Site visit of cargo terminal and NOC		
Are any conditions or exemptions complied with?	AM		
<b>Product Check</b>			
Are the arrangements for special areas for storage of hazardous materials in accordance with the manual?			
Are the materials stored correctly?			
<b>Feedback</b>			
Are hazardous material related incidents noted, reported and followed up?	Check the records		

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## Audit Checklist - Aerodrome Manual, Section 4 Aerodrome Operating Procedures and Safety Measures


### Subsection 4.16 Low-visibility Operations

Activity and objective	Regulatory /standards reference	Status [Y/N]	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for aerodrome operator's staff involved in ground activities for low visibility operations?	ACR 2004, 20 & schedule 1, Part 4, 4.16 CAR - 14, PART - I, 9.5.4		
Does it include the arrangements for: the alerting procedures, airside access restrictions and checks of lighting installations and signs?	ACR 2004, 20 & schedule 1, Part 4, 4.16		
Where RVR is determined manually, does the manual contain information about: Measurement methods, reporting procedures, observation positions and personnel requirements including training to be undertaken?	ACR 2004, 20 & schedule 1, Part 4, 4.16		
And the names and contact details for the persons responsible?	ACR 2004, 20 & schedule 1, Part 4, 4.16		
<b>Record Keeping</b>			
List of documents checked.			
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and equipment available?	ACR 2004, 25 & 43, schedule 1, Part 4		
<b>Procedures</b>			
Are visibility measurement arrangements along the runways in accordance with the manual?			
Are procedures for minimizing vehicular traffic carried out in accordance with the manual?			

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status [Y/N]</b>	<b>Comments</b>
Are arrangements for runway inspections during low visibility periods in accordance with the manual?			
Is the staff aware of safety requirements related to low visibility operations?			
<b>Product Check</b>			
Are appropriate signs, gates and warning signs in place for low visibility operations in accordance with the manual?			
<b>Feedback</b>			
Are low visibility operationally related incidents noted, reported and followed up?			

**Note:** This section of the manual is intended only to be applicable to processes associated with ground operations in low visibility conditions. It is not intended to replicate procedural arrangements in place for Air traffic Services and Meteorological Officers. Normally low visibility operations are considered to be in effect when conditions are such that ILS Category II or III procedures are in operation.


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**Sub-part 4.17 Protection of Radar and Navigational Aid Sites**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain particulars of the procedures for the protection of radar and nav aids located on the aerodrome to ensure that their performance will not be degraded?	ACR 2004, 20 & schedule 1, Part 4, 4.17		
Does it include the arrangements for the control of activities near radar and navigational aid installations?	ACR 2004, 20 & schedule 1, Part 4, 4.17		
And the arrangements, made in consultation with the provider of the navigational aid installation, for the supply and installation of signs warning of hazardous microwave radiation?	ACR 2004, 20 & schedule 1, Part 4, 4.17		
And the arrangements for ground maintenance near these installations?	ACR 2004, 20 & schedule 1, Part 4, 4.17		
<b>Record Keeping</b>			
List of documents checked.			
Is the operator maintaining records in accordance with the aerodrome manual?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	ACR 2004, 25 & 43, schedule 1, Part 4		
<b>Procedures</b>			
Are activities near radar and nav aids controlled in accordance with the manual?			
Is ground maintenance near these facilities carried out in accordance with the manual?			
Is the staff aware of safety requirements related to radar and nav aids?			
Are any conditions or exemptions complied with?	AM		


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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”, “O”, “N/A”</b>	<b>Comments</b>
<b>Product Check</b>			
Are appropriate signs warning of microwave radiation hazards supplied and installed in accordance with the manual?			
<b>Feedback</b>			
Are radar and navaid related incidents noted, reported and followed up?			


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**Sub-part 4.18 Runway Surface Condition Reporting (RCR)**

Activity and objective	Regulatory /standards reference	Status “C”, “NC”. “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Does the manual contain details of the arrangements for Runway surface Condition Reporting (RCR) any changes that may affect aircraft operations to AIS or local air traffic services?	ACR 2004, 20 & 30 CAR-14 Part -1, 2.9		
Does the manual contain details of the arrangements for recording the reporting of Runway Condition Code (RWYCC) changes during normal hours of aerodrome operation?	ACR 2004, 20 & 30 CAR-14 Part -1, 2.9		
Does the manual contain details of the arrangements of the name of RCR assessor responsible for reporting RWYCC and the telephone numbers for contacting him or her during and after working hours?	ACR 2004, 20 & 30 CAR-14 Part -1, 2.9		
Does the manual contain details of process for ensuring that the RCR assessor is trained in accordance with the CAR - 14, PART - 1?	ACR 2004, 25 (1)		
Does the manual contain details of arrangements for reporting RWYCC changes of aerodrome information published in ATC/AIS and Pilot?	ACR 2004, 30		
Does the manual contain details of the arrangements for ensuring that the notification to AIS is in writing?	ACR 2004, 30		
Does the manual contain details of the arrangements of procedures for issuing NOTAMs?	ACR 2004, 30		
Does the manual contain details of the arrangements of including NOTAMs for RWYCC changes in aerodrome that may affect the braking action/directional control of aircraft?	ACR 2004, 30		
Does the manual contain details of the arrangements for keeping records of reports made?	ACR 2004, 26		
<b>Record Keeping</b>			

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<b>Activity and objective</b>	<b>Regulatory /standards reference</b>	<b>Status “C”, “NC”. “O”, “N/A”</b>	<b>Comments</b>
List of documents checked (e.g. RCR Report, NOTAM etc.).	Check the records		
Is the operator maintaining records in accordance with the aerodrome manual?	Check the records		
Are records of staff training available?			
<b>Facilities</b>			
Are adequate and suitable staff and resources available?	Interview the Director and staff		
Has the RCR assessor been trained in accordance with the ACR 2004 and CAR - 14, PART – 1?	Records of training – HRD, CAAN		
<b>Product Check</b>			
Does the field condition confirm any existing or recent RCR Report or NOTAMs?	Check the NOTAM initiation or RCR Report		
<b>Feedback</b>			
Are reporting related incidents noted, reported and followed up?	Check the records		

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## Part 5. Audit Checklist – Aerodrome Manual, Aerodrome Administration

Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
<b>Aerodrome Manual</b>			
Has the aerodrome manual been amended whenever necessary to maintain its accuracy?	ACR 2004, 21(1)		
Has the operator complied with any directions given by DGCA to amend the manual?	ACR 2004, 21(3)		
Has the operator told DGCA in writing within 30 days of an amendment to the manual?	ACR 2004, 21(2) and ACR 2004, 22(2)		
Do the persons identified as holding copies of the manual have their copy?	ACR 2004, 23		
Are they up to date?			
<b>Management Structure</b>			
Is the management structure in place according to the aerodrome manual?			
<b>Management Responsibility</b>			
Is the person nominated as manual controller carrying out his/her functions?			
Does management have a process in place to ensure that the aerodrome is operated in accordance with the aerodrome manual?			
<b>Record Keeping</b>			
List of documents checked			
Are there records of the nomination of persons who are responsible for the operation and maintenance of the aerodrome?	ACR 2004, 25 & 43		



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Activity and objective	Regulatory /standards reference	Status “C”, “NC”, “O”, “N/A”	Comments
Are their contact details correct?			
<b>Facilities</b>			
Are there facilities available for training and/or keeping personnel up to date on standards and requirements?	ACR 2004, 25 (3)		
<b>Procedures</b>			
Is the nominated person ensuring that the conditions attached to any exemption are being complied with?			
And that any conditions attached the Certificate are being complied with?	ACR 2004, 8		
<b>Product Check</b>			
Do records of staff training indicate an ongoing commitment by management?	ACR 2004, 25		
Are staff aware of requirements and responsibilities?			
<b>Feedback</b>			
Are staff encouraged to note and report any problems related to the administration?			
And are such reports followed up?			

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## Trigger List - Aerodrome Facilities

### 1. RUNWAY(S)

Markers and markings

Pavement condition

Profile Surface texture (e.g. grooving)

Roughness

Cleanliness

Vegetation height (if grassed)

Other (cracks, holes, oversized stones, etc.)

Stopways

Shoulders

RESA

### 2. RUNWAY STRIP(S)

RWS obstacles

Surface condition (graded and overall)

Clearway

Markers

Vegetation height

### 3. TAXIWAYS

Pavement condition

Roughness

Cleanliness

Vegetation height (if grassed)

Shoulders


Taxiway strips

Markers, markings

Other faults

### 4. APRONS

Pavement condition

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Roughness

Cleanliness

Vegetation height (if grassed)

Markings, markers

Aircraft tie-down areas

Aircraft parking and clearances

Other (earthing points, vehicle access, etc.)

Other faults

## 5. LIGHTING

Note: Lighting inspection carried out Day or Night?

Runway(s)

Runway intermediate holding point or guard lights

Portable

Apron edge

Apron flood

Stand-by power

Wind indicator(s).

PAPI/T-VASIS

Obstacle

Other (beacon, etc.)

## 6. GENERAL


Wind indicators

Signal area

Un-serviceability markings and markers available

Boundary fence/access control

Crash roads

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## Appendix – 07: Standard Audit Report Format

### Report on Aerodrome Certification Audit


of  
XXX Airport,

*State Name*  
*{Month/Year}*

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## EXECUTIVE SUMMARY

A short explanation of the main activities of the audit and the principal findings are described here.

### 1. Background

- 1.1 Certification of aerodromes used in international civil aviation operations became applicable as of 27 November 2003 under the *standards and recommended practices of Annex 14*. On {Day/Month/Year}, {Name of the Aerodrome Operator} applied to the *Director General of Civil Aviation Authority of Nepal (DG CAAN)* for an aerodrome certificate.
- 1.2 Currently Nepal, *Airport Certification Regulations (ACR) 2004* provides the legislative basis for aerodrome regulation by the *DG CAAN* including certification of aerodromes in *Nepal*.
- 1.3 This audit was undertaken in accordance with the requirements of *CAAN ACR 2004*. The *CAAN* has established the various processes and procedures required to be undertaken by the different organizations and persons to whom this programme applies, in order to satisfy the needs of ensuring that aviation practices within *Nepal* are maintained in accordance with the requirements of the *CAAN*.
- 1.4 This airport/ organization has been the subject of previous audits on {Day/Month/Year}.

#### 1.1 Airport/Organization Information

Airport Visited: XXX International Airport

Dates of Audit: {Day/Month/Year} to {Day/Month/Year}

#### 1.2 Audit Team

A certification audit team was established for the assessment process. This team consisted of:


- Mr. AAA, Dy. Director General, *CAAN* - Team Leader;
- Mr. BBB, Aerodrome Inspector - Member; and
- Mr. CCC, Aerodrome Inspector - Member

#### 1.3 Audit Scope & Objectives

The audit was designed to assess compliance with *the {insert regulations, manual procedures, etc} of XXX International Airport/organization*.

#### 1.4 Identity and Administrative Information of Audited Organization

The management of XXX International Airport, representing the aerodrome operator, was

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- 1) Mr. *DDD*, General Manager
- 2) Mr. *EEE*, Aerodrome Operations Office
- 3) Mr. *FFF*, Safety Manager
- 4) Mr. *GGG*, Aerodrome Manual Controller

## 1.5 Documents Reviewed

1.5.1 The following documents were reviewed prior to, and during, the audit;

- *List the documents*
- *List the documents*
- *List the documents*

### 1.5.2 Aerodrome Manual Review

The team commenced an assessment process with a thorough review of the *XXX* Aerodrome Manual submitted by *XXX Airport* in the application process. The manual was reviewed in depth during the period *{Day - Day/Month/Year}*.

On *Day/Month/Year* a briefing of findings derived from that review was presented to the *XXX Airport* Assistant Airport Manager Airside, Mr. *CCC* at the conference hall of *XXX Airport*.

## 1.6 Person Contacted and Interviewed

The following persons were interviewed and questioned during the audit;

- Mr. *HHH* *Director, XXX Airport*
- Ms. *JJJ* *Chief, RFFS, XXX Airport*


## 1.7 Entry/Opening Meeting

1.7.1 An opening meeting was carried out on *Day/Month/Year* at *Location*. This briefing was conducted by the *CAAN* Audit Team Leader, Mr. *AAA* and attended by the most of the senior officials of *XXX Airport*.

A list of attendees is attached in **Attachment – A.**

1.7.2 The entry meeting marked the commencement of the audit process. It was held to allow the team to be introduced to the aerodrome operator's staff and to allow the Team Leader to provide a briefing on how the audit was planned to proceed, the allowance for minor variations of the audit program if necessary to suit individuals and to explain the steps to be taken by the team and the aerodrome operator both during and after the audit. A copy of the audit programme delivered at the entry meeting is attached as **Appendix – 3**

## 1.8 Audit Activity

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1.8.1 This was conducted over the period {Day - Day/Month/Year} and comprised observations, inspections and measurements of airport facilities, equipment and procedures, as well as interviews with airport staff and contractors. Checklists supported the audit activity and those used are retained on File No. {../../..} for future reference. An inspection of the airport at night was conducted on Day/Month/Year.

## 1.9 Exit/Closing Meeting

1.9.1 A closing meeting was conducted on Day/Month/Year at Location. This was conducted by the CAAN Audit Team Leader, Mr. AAA and attended by most of the senior officials of CAAN. A list of attendees is attached as **Attachment - A**

1.9.2 The exit meeting marked the end of the audit activity at the airport for the team, and was the opportunity for the team to brief the staff of the operator on the findings generated through the audit process. Some {insert the numbers} findings were presented; each being assessed either as non-conformance to CAR - 14, PART - I/ICAO standards or non-adherence to recommended practices or other significant safety guidelines. In addition {insert the numbers} observations were made which, in the opinion of the team, would contribute to improving safety, regularity and efficiency of the airport if adopted.

## 2. Audit Findings and Observations

### 2.1 Summary of Audit Findings

2.1.1 From this audit there were:


- {Number} instances recorded where facilities, equipment, procedures or other matters did not conform to National Aerodrome Standards/standards specified in Annex 14 - {Number} non-conformances;
- {Number} instances recorded where facilities, equipment, procedures or other matters did not adhere to recommended practices or other significant guidelines - {Number} non-adherences; and
- {Number} observations made that may be useful in improving airport safety, efficiency or regularity of operations.

### 2.2 Audit Findings

2.2.1 Describe each finding as a result of an observed condition.

2.2.2 **Finding:** Describe the deficiency and the corrective action required by the audited organization together with reference to mandatory requirement and associated evidence of non-conformity.

2.2.3 **Status:** Assign category of finding.

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2.2.4 **Timing:** Agreed deadline for rectification.

2.2.5 It is noted that the provisions of *ACR 2004 /Applicable Regulation* are applicable. *ACR }/Applicable Regulation* imposes an obligation to ensure the physical characteristics, aeronautical ground lights and surface marking colours, obstruction clearing and marking and visual ground aids and equipment at aerodromes conform to *CAR - 14, PART - I/Annex 14 standards*, and that recommended practices shall be implemented as far as possible.

2.2.6 All of the non-conformances and many on the non-adherences could have been classed as non-compliances under the provision of *ACR 2004}/Applicable Regulation*, but the team elected to use the less severe finding classifications to demonstrate our intention of encouraging voluntary compliance rather than threatening enforcement.

2.2.7 We were also mindful of the need to develop awareness of some requirements and that *XXX Airport* staff may need to acquire technical documentation for reference.

2.2.8 The audit findings are attached as **Attachment - B.**

2.2.9 Prepare an Audit Finding Form (**Attachment – C**) for each finding and provide with the draft final report for corrective action by audited organization with appropriate timeframe.

## 2.3 Observation

2.3.1 Record comments.

Note:-


When drafting findings following an audit or inspection, the following guidelines should be used;

- Do not wait until the last moment to draft the documents.
- The draft findings must be filled in as the observations are made to maintain a satisfactory level of objectivity.
- The final report of the audit must be drafted as quickly as possible after the audit is completed.
- Every formulation must be clear, concise and comprehensive.
- Sentences should be short.
- The classification of recommendations must be carried out with objectivity and candour.

## 3. Corrective Action

3.1 List all the corrective action required by the audited organization in the Corrective Action Plan form in order of priority as classified in this Handbook (see **Table 1**).




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**Table 1 – Audit/Inspection Corrective Action Plan**

DOCUMENT REFERENCE	FINDINGS	FINDINGS CATEGORY	CORRECTIVE ACTION (BY AERODROME OPERATOR)	PERSON RESPONSIBLE	AGREED TARGET DATE

**4. Conclusion [Example only]**


- 4.1 As a result of this audit the team is of a view that a recommendation for issue of an Aerodrome Certificate to *XXX International Airport* is *appropriate/not yet appropriate*.
- 4.2 We recommend that the list of findings be provided to *XXX Airport* with a request for a corrective action plan to be provided within a reasonable time, preferably *30 days*.
- 4.3 On receipt of an action plan from *XXX Airport*, the audit activity may be reactivated by *DG CAAN* with a view to making a certification recommendation if all identified concerns have been satisfactorily remedied, and compliance with the mandatory safety requirements has been achieved.
- 4.4 We recommend also that once certification has been achieved, a surveillance plan be adopted which adopts a narrow scope, high frequency program, with visits planned on a *monthly* interval for various specific topics during the first *12 to 18 months* after certification to enable the regulator to ensure that standards are maintained by offering frequent assistance and feedback to the operator at both operational and executive levels.
- Department of Aerodrome Standards and Safety  
Aerodrome Inspector :  
Day/Month/Year

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	<b>Appendix 08 – Post Audit Feedback Form</b>	

## Appendix - 08 : Post Audit Feedback Form

XXX International Airport

Item	Activity	Comments/Remarks
1	Post audit opening	
2	Conduct of auditors	
3	Documentation	
4	Comment on findings	
5	Quality of the audit report	
6	General/Others	


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## Appendix – 09: Aerodrome Inspector Handbook Distribution List

Copy	Copy Holder	Location	Contact Details
Copy No. 1	Director General, CAAN	CAAN, HO	
Copy No. 2	Aviation Safety & Security Regulation Directorate	CAAN, HO	
Copy No. 3	ASSD		
Copy No. 4	ANSSSD		
Copy No. 5	Electromechanical Department		
Copy No. 6	RFF Department		
Copy No. 7	Member ASSD		
Copy No. 8	Member ASSD (FOI)		
Copy No. 9			
Copy No. 10			


*Note:*

*Finalization of this distribution list is subject to the completion of organizational structure and staffing arrangements. The titles of the positions listed above may change, they are provided as examples only.*


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## Appendix – 10: Checklist on Review of Aerodrome Manual

CHECKLIST ON REVIEW OF AERODROME MANUAL				
	<b><u>GENERAL INFORMATION:</u></b>			
	Name of Aerodrome/Aerodrome:			
	Address:			
	Name of Airport Chief:			
	Airport Operation Department:			
	E-mail Address:			
	Telephone Numbers:			
	Reference: Regulation: Rule 20 of ACR 2004, Schedule 1			
S/N	ITEMS	YES	NO	N/A
1	Is the purpose and scope of the Aerodrome manual well defined?			
2	Are all the legal requirements for an aerodrome certificate and an aerodrome manual met as prescribed in regulation?			
3	Is there an unambiguous statement indicating that the aerodrome will be available when operational to all persons on equal terms and conditions?			
4	Is the aeronautical information system and procedures for its promulgation available?			
5	Is there any system for recording aircraft movements?			
6	Are the obligations of the aerodrome operator including granting of access to authorised personnel to inspect, testing and responsible for reporting/notifying the status of the conditions of facilities well stated?			
7	Is there any form of agreement between the aerodrome operator and aeronautical information services on areas of coordination other than emergencies, aerodrome condition reporting or aerodrome vehicle operations?			
	<b>PARTICULARS OF THE AERODROME SITE</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
8	Is there a plan showing the main facilities and location of wind direction indicator?			
9	Is there a plan showing the boundaries?			
10	Is there a plan showing the distance of aerodrome from the city or populous area and location of other related facilities and equipment outside the aerodrome boundaries?			
11	Are there particulars of the title document showing the site plan?			
	<b>PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICES (AIS)</b>			


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12	Does the manual contain general information such as name of aerodrome, location of aerodrome, geographical coordinates of the aerodrome reference point determined in terms of WGS- 84 reference Datum, aerodrome elevation, elevation of each threshold, elevation of runway end, highest elevation of TDZ for precision approach runway, aerodrome reference temperature, aerodrome beacon?			
13	Is the name of the aerodrome operator, address and telephonenumber at which the aerodrome operator may be contacted at all times included?			
14	Is the detailed information about aerodrome dimensions and other related information: runway/taxiway/apron/strip, RESA, dimensions, slopes, surface types, bearings, designation, strip, bearing strength(ACN-PCN), declared distances, geographical coordinates of each threshold, aircraft stands, taxi centerline, obstacles and visual Aids for approach procedures, pre-flight altimeter check locations, location of VOR check point, clearway and ground profile etc stated?			
15	Does the manual contain any disabled aircraft removal plan including telephone numbers, email addresses of aerodrome coordinator for removal of the disabled aircraft?			
16	Does the manual contain the appropriate level of protection of the rescue and firefighting services and the type and amount of extinguishing agents available at the aerodrome?			
	<b>PARTICULARS OF THE AERODROME OPERATING PROCEDURES AND SAFETY MEASURES</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
17	Has any procedures been developed for reporting any changes to aerodrome information set in the AIP and for requesting the issuance of NOTAMS at any time including the name and address of responsible persons for notifying the changes as required by the Authority?			
18	Has any procedure been developed for preventing unauthorized access to the aerodrome movement area including the names, telephone numbers and roles of personnel responsible for controlling access?			
19	Are there plans to deal with emergencies occurring at the aerodrome or in its vicinity for unwanted events including the names of parties, roles, telephone numbers, emails and also established aerodrome emergency committee?			
20	Has any procedures been developed for meeting the rescue and fire-fighting requirement of the state including names, roles of persons responsible for dealing with emergencies?			
21	Are there procedures for inspection of the movement area (runway friction and water-depth measurements on runway/taxiway; means of communication with ATC; records of inspection logging; interval of inspection; mechanism use for inspection; communication of deficiencies and follow up action, responsible persons for the task and contact number; means of reporting condition of movement areas, procedure of reporting			
	water on runway and slipperiness of runway) and control of obstacle limitation surfaces?			

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22	Are there procedures for the inspection and maintenance of visual aids and electrical systems such as aeronautical lights, obstacle lights, signs, arrangement of secondary to power supply, SMGCS, prevention of entry to closed runway/taxiway, and aerodrome electrical systems?			
23	Are there procedures for inspection and maintenance of the movement area (paved areas, unpaved runways/taxiways, runway/taxiway strips and drainages)?			
24	Are there procedures for planning and carrying out construction and maintenance works safely including contact numbers of parties involved in carrying out the work plan, arrangement for communication with ATC; procedure to return a runway to operational status after works?			
25	Are there apron management procedures to ensure arrangement and coordination between persons or units involved: allocating aircraft parking positions engine start or push back, marshalling and communication with ATC?			
26	Are there apron safety management procedures in place to ensure apron safety (jet blast, safety precautions during fueling, sweeping, cleaning, incident/accident reporting, safety compliance of personnel)?			
27	Has the aerodrome operator established procedures for airside vehicle control (compliance with traffic rules and means of enforcing the rules) and method of issuing driving permits?			
28	Has the aerodrome operator established procedures for the management of wildlife hazard in the aerodrome flight pattern or movement area (assessment of wildlife hazards, implementation of wildlife control programmes and contact details of responsible persons dealing with the issue)?			
29	Are there procedures for the monitoring and control of new developments, obstacles penetrating the obstacle limitation surfaces and notifying the authority for action and amendments to AIS publications?			
30	Are there procedures for the removal of disabled aircraft including the contact details of relevant agencies or parties involved?			
31	Is there provision to ensure that hazardous material on the aerodrome are handled and stored safely?			
32	Are there procedures for low – visibility operations, including the measurement and reporting of runway visual range as and when required, and the names and telephone numbers, during and after work hours, of the persons responsible for measuring the runway visual range?			
33	Are there arrangements for the control of activities in the vicinity of radar and navigational aids installations?			
34	Are there arrangements for ground maintenance in the vicinity of these installations?			
35	Is there arrangement for the supply and installation of signs warning of hazardous microwave radiation?			


	<b>DETAILS OF THE AERODROME ADMINISTRATION AND SAFETY MANAGEMENT SYSTEM</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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36	Is the aerodrome organization chart showing the names and positions of key personnel, including their responsibilities and the details of persons with overall responsibility of aerodrome safety?			
37	Does the aerodrome have aerodrome committees to discuss and resolve safety related issues?			
38	Are there particulars of staff training and competency including specifications of staff qualifications and experience, training and programme for upgrading their skills on safety related duties and/or the certification system for testing competency?			
39	Is there a safety policy applicable to the safety management process and its relation to the operational and maintenance process?			
40	Is there a structure or organization of the SMS, including staffing and the assignment of individual and group responsibilities for safety issues?			
41	Are there safety performance targets; allocating priorities for implementing safety initiatives and providing a frame work for controlling risks to as low as reasonably practicable?	YES	NO	N/A
42	Is there a system for implementing SMS, including facilities, methods and procedures for the effective communication of safety messages and enforcement of safety requirements?			
43	Is there a system for the implementation of, and action on, critical safety areas which require a higher level of safety management integrity (safety measures & programmes)?			
44	Is there a system for safety promotion, incident prevention and a system of risk control involving analysis and handling of accident, incidents complaints, defects, faults, discrepancies and failures and continuing safety monitoring?			
45	Is there an internal safety audit and review system for quality control?			
46	Is there a system for documenting all safety related aerodrome facilities as well as maintenance records including information on the pavement design and construction and airfield lighting?			
47	Is there a system of incorporation and enforcement of safety related clauses for contract works at the aerodrome?			
48	Is there a statement indicating that the operator will provide the Authority with a complete and current copy of the approved manual?			
49	Is there a statement indicating that the operator will keep at least a complete and current copy of the approved manual at the aerodrome for verification by authorized officers of the Authority?			
<b>INSPECTOR'S REMARK:</b>				
<b>Recommendations</b>				
NAME OF INSPECTOR: _____ SIGN: _____ DATE: _____				






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## Appendix – 12: Checklist on Assessment of Operations and Maintenance Personnel Competence

	<b><u>GENERAL INFORMATION:</u></b>			
	Name of Aerodrome/Aerodrome:			
	Address:			
	Name of Aerodrome Chief:			
	Airport Operation Department:			
	Operational Hours:			
	E-mail Address:			
	Telephone Numbers:			
	Reference: Regulation..... Advisory Circular .....			
<b>S/N</b>	<b>ITEM</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1	Does the officer possess basic qualifications to carry out assigned responsibilities?			
2	Does the officer have the required knowledge and experience on the job (OJT) to perform the responsibility at the expected level of competence?			
3	Does the officer have the required tools and equipment to carry out the operation in line with job specification?			
4	Does the officer have a job description?			
5	Is there a personnel roster that indicates satisfactory workload for each officer?			
6	Are the officers adequately and regularly trained to discharge the responsibility optimally?	<b>YES</b>	<b>NO</b>	<b>N/A</b>
7	In demonstrating operations and maintenance competence, is the knowledge, skills and experience required to inspect aerodrome movement area, obstacle limitation surface, marking, signs and lights, for conducting or supervising aerodrome works, for using the portable radio and completing the NOTAM forms displayed?			
8	Are the officers' refresher trainings at such duration/interval to guarantee currency on the job?			
9	Does the officer have adequate knowledge of the working documents available for the performance of his duties?			
<b>INSPECTOR'S REMARK:</b>				
NAME OF INSPECTOR: _____ SIGN: _____ DATE: _____				

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## Appendix – 13: Audit Checklist for Assessing the ARFF Services

### Chapter: 1 Level of protection to be provided

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is the Aerodrome Categorized correctly?				
2	Are the operation limited to the size of aircraft what the airport is licensed for?				
3	Is the fire service compliant with the aerodrome license category?				
4	Is the minimum useable amount of water for fire extinguishment available?				
5	Is the minimum foam compound available for the depletion of two loads of water carried on the vehicles?				
6	Is the minimum required complementary agent available on the vehicles				
7	Is the total quantity foam compound of the same level, level “A” , “B” or C type?				
8	Is the storage facility of the supplementary 200% extinguishing agent adequate? (Both primary and supplementary				
9	Can the end of the furthest runway be reached within 2 minutes but not exceeding 3 minutes?				

### Chapter 2 Airport facilities affecting Rescue and Fire Fighting Services

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Are there any Hydrants available on the Aerodrome?				
2	Is the Pressure in the Hydrants sufficient to enable rapid filling of Vehicles?				
3	Are there adequate emergency access roads on the Aerodrome?				
4	Are these roads maintained?				
5	Are there any Emergency Gates on the Aerodrome?				
6	Are these gates accessible to the emergency Vehicles?				
7	Does the Fire Service have the keys for the Emergency gates?				
8	Is there any additional water available for firefighting on the Airport?				
9	Does the Aerodrome have an appointed Fire Prevention Officer/s?				
10	Does the Aerodrome have a fire prevention programme?				
11	Are there any records as require to this effect?				
12	Are the escape routes in the Terminal building clearly demarcated?				

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13	Is the fire fighting extinguishers, first aid hose reels and hydrants on the airport serviced as required?				
14	Are there any records to substantiate this?				

### Chapter 3 Communication and Alarm Requirements

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Are there any communication and alarm notification systems in place?				
2	Is the alarm system tested regularly?				
3	Are there any radios available for communication with ATC and ARFF crew ?				
4	Are these radios on the required frequency?				
5	Are these radios tested regularly?				
6	Is the result of these test properly recorded?				
7	Is the quantity sufficient to enable communication between vehicle operators, control personnel and rescue operators?				
8	Has all personnel utilizing these radios been properly trained in radio telephony ?				
9	Are there any telephone or other type of system available to summon assisting parties to the Aerodrome Emergency Plan/Procedure?				
10	Are these equipment tested regularly?				
11	Is the result of these tests properly recorded?				

### Chapter 4 Factors in the Specification process for Rescue and Fire Fighting Vehicles


No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is the required number of serviceable vehicles available for the category of Aerodrome?				
2	Does these vehicle's have off road capability?				
3	Are the vehicle's tyres of an off road type?				
4	Can the vehicle's achieve the required speed within the specified timeframe?				
5	Does the foam induction systems work properly?				
6	Provide proof of regular testing of induction system as per SOP				
7	Does all the fire appliance valves operates properly?				
8	Is the available equipment as per ICAO requirement?				

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9	Are these rescue equipments maintained?				
10	Are there any records available to substantiate serviceability of the required pieces of the equipment?				
11	Are there electrical generators available for utilization with equipment and lighting?				
12	Does all emergency lighting operate properly?				
13	Does electrical equipment operate effectively?				
14	Equipment Practical Sampling: a) Fuel levels b) Oil levels c) Utilization/application d) Over all condition				

## Chapter 5. Rescue equipment carried on RFF vehicles *Airport Category*

Equipment Scope	Equipment Item	Number	YES	NO	REMARK
Forcible entry tools	Prying Tool (Hooligan, Biel type)				
	Crowbar 95 cm				
	Crowbar 1.65				
	Axe, rescue large non wedge type				
	Axe, rescue small non wedge or aircraft type				
	Cutter Bolt 61 cm				
	Hammer 1.8 kg Lump or Club type				
	Chisel cold 2.5 cm				
A suitable range of rescue/cut in equipment including powered rescue tools	Hydraulic/Electrical (or combination) portable rescue equipment				
	Powered rescue saw complete with minimum 406mm diameter spare blades				
	Reciprocating/Oscillating saw				
A range of equipment for the delivery of firefighting agent	Delivery hose 30 m lengths x 50 & 64 mm diameters				
	Foam Branches (Nozzles)				
	Water Branches (Nozzles)				
	Coupling adaptors				

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	Portable fire extinguishers CO2 DCP				Not CO2
Self Contained Breathing Apparatus – <i>sufficient to maintain prolonged internal operations</i> <i>Note: Ideally one internal operations</i> <i>Note: Ideally one BA set per crew member.</i>	Breathing Apparatus (BA) set c/w facemask and air cylinder				
	BA spare air cylinder				
	BA spare facemask				
Respirators	Full faced respirators c/w filters One per responding fire fighter				
A range of ladders	Extension Ladder, Rescue & suitable for critical aircraft				
	Ladder General Purpose – rescue capable				
Protective clothing	Protective clothing Firefighting helmet, coats, over trousers (c/w braces), boots & gloves as a minimum fighter plus a % of reserve stock				
Additional items for personal protection	Protective goggles				
	Flash hoods One per operational fire fighter				
	Surgical gloves				
	Blanket Fire Resisting				
Rope lines	Rope Line Rescue 45 m				
	Rope Line General Use 30 m				
	Rope Line Pocket 6 m One per operational fire fighter				
Communication Equipment	Portable transceivers (hand held & intrinsically safe)				
	Mobile transceivers (vehicle) One for each fire vehicle				
A range of hand held/portable lighting equipment	Hand held flashlight (intrinsically safe)				
	Portable lighting – spot or flood (intrinsically safe)				
A range of general hand tools					
	Shovel overhaul				
Rescue Tool Box & contents					
	Hammer, claw 0.6 kg				
	Cutters, cable 1.6 cm				

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	Socket set				
	Hacksaw, heavy duty c/w spare blades				
	Wrecking bar 30 cm				
	Screwdriver set–Slotted & phillips heads				
	Pliers, insulated Combination 20 cm Side Cutting 20 cm Slip Joint – Multi Grip 25 cm				
	Spanners, combination 10mm – 21 mm				
	Wrench , adjustable 30cm				
	Seat Belt/Harness cutting tool				
First aid equipment	Medical First Aid Kit				
	Automated External Defibrillator (AED)				
	Oxygen Resuscitation Equipment (ORE)				
Miscellaneous equipment	Chocks & Wedges – various sizes				
	Tarpaulin – lightweight				
	Thermal Imaging Camera	-			

## **Chapter 6      Protective Clothing and Respiratory Equipment**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is every individual fire fighter equipped with protective clothing?				
2	Does every fire fighter have protective gloves?				
3	Does every fire fighter have fire resistant boots?				
4	Does every fire fighter have fire hoods?				
5	Does the aerodrome have proximity suits?				
6	Are there sufficient Breathing apparatus sets?				
7	Are these sets tested regularly?				
8	Are all the cylinders filled to the required pressure?				
9	Have these Breathing apparatus sets been subjected to pressure tests as required?				
10	Are there any records to substantiate the above?				
11	Are all users of breathing apparatus sets certified?				

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## **Chapter 7    Ambulance and Medical Service**


No	QUESTIONS	N/A	YES	NO	REMARKS
1	Does the airport have a clinic or a first aid room as required ?				
2	Does the aerodrome have a medical clinic?				
3	Is the clinic or first aid room suitably equipped?				
4	Are there sufficient medical supplies available on the aerodrome?				
5	Are there any medical supplies or first aid kits available on the fire engines?				
6	Is there an ambulance available on the airport?				
7	If not, is there any agreement in place to have an ambulance be made available within reasonable time, if needed, but not exceeding 20 minutes?				
8	Are these agreement/s current?				
9	Are these ambulances suitable type and equipped to deal with aircraft disasters?				
10	If yes, is it regularly serviced and are there any records available?				
11	Are the medical supplies on the airport regularly checked for expiry dates?				

## **Chapter 8    Extinguishing Agent Characteristics**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is the complementary agent compatible with the primary extinguishing agent?				
2	What percentage foam concentrate is used ? 3%, 6% or 9%				
3	Was the viscosity of the foam tested?				
4	Are there any records to this effect available?				
5	Was there any change in supplier or product?				
6	Is the 200% backup supplies housed at the fire station?				
7	If no, what arrangements are in place to have it made available when needed?				

## **Chapter 9    Fire Stations**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Does the airport have a fire station?				
2	Can the fire station house all the vehicles?				
3	If not, how and where are the vehicles				

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	housed?				
4	Is unrestricted accessibility to the runways possible?				
5	Is sufficient accommodations available for the required level of personnel ?				
6	Are there any training facilities available at the fire station?				
7	Are there any ablution facilities available?				
8	Is there any area defined for decontamination of protected clothing and equipment used in a radio active, or poisonous environment?				
9	Is the fire station correctly located				


## **Chapter 10 Personnel**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Are sufficient fire personnel available to utilize the fire vehicles effectively? Including the hand-lines.				
2	Are there personnel available to utilize the rescue equipment simultaneously with the fire fighting process?				
3	Are the handlines of the vehicles manned?				
4	Does the driver of the vehicle from the cab operate the monitor/turret?				
5	Total number of fire fighting personnel?				
6	Number of fire fighting personnel per shift?				
7	Are these numbers published in the AIP/Manual?				
8	Has the personnel numbers been adjusted during the past 12 months?				
9	Was this done after consultation with the authorities of Civil Aviation?				
10	Was this adjustment done in accordance with re-categorization of the aerodrome? Up or Down?				
11	Does the aerodrome ARFFS make provision for rescue work in the event of an accident?				
12	Does the fire fighting personnel perform other duties besides fire fighting				
13	Does this duties affect response times?				
14	Is this duties performed relevant to fire services?				

## **Chapter 11 Emergency Organisations**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Does the aerodrome have an emergency manual?		Y		
2	Was this Manual submitted to and approved by DGCA?		Y		
	Is a copy of this manual available to all firemen?			N	



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3	Does this manual contain a grid reference charts, which includes a Eight-kilometer radius from the aerodrome ?			N	
4	Is a grid reference chart available on each fire fighting vehicle?			N	Check
5	Did the prescribed annual emergency exercise take place?		Y		
6	Can rescue & fire fighting operations be performed up to the Eight-kilometer radius from the airport?			N	

## **Chapter 12**      **Aircraft Fire Fighting and Rescue Procedures**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Does the fire fighting personnel know the appropriate techniques to enter or break into an aircraft structure?				
2	Did all fire personnel receive aircraft construction for the fire fighters?				
3	Is all the fire fighters certified in aircraft construction for the fire fighters?				
4	Does all personnel know how to initiate the appropriate fire fighting techniques for an aircraft wheel fire?				
5	Does all firemen know how to position the fire appliances to achieve the best possible fire fighting capability at a potential aircraft accident?				
6	Are clearly defined instructions available for immediate reaction to an aircraft accident?				
7	Are individuals briefed on their role and responsibility each day, in the event of an accident?				
8	Are these instructions clearly depicted on the daily duty roster?				
9	Is there any documentation to substantiate the above?				

## **Chapter 13**      **Rescue Operations in Difficult Environment**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is the process defined to address possible unforeseen scenarios such a swampy areas, large masses pf water or a possible accident at sea?				
2	If not self-provided for, does the airport have agreement with the other bodies ?				
3	Is a copy of such agreement available?				
4	Is a process defined to address possible unforeseen scenarios such as deserts or				

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	mountainous areas? Or any other type of areas unique to your specific aerodrome?				
5	Is there any proof of agreements available?				

## **Chapter 14**      **Training**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Did all fire-fighting personnel receive fire-fighting training?				
2	Did all the fire personnel receive aircraft construction related training?				
3	Is the theoretical training received applied in practice?				
4	At what is the frequency of practical application of theoretical knowledge performed?				
5	Is individual records kept of all fire related training?				
6	Does the personnel periodically have live/hot fire drills? At what frequency?				
7	Is this training done individually or in-group context?				
8	Are these training records available				
9	Does all personnel sign against training received ? Both theoretical and practical.				
10	Is all fire fighting vehicle drivers certified as competent on the vehicle entrusted to them?				
11	How frequently are these personnel subjected to re-testing?				

## **Chapater 15**      **Aircraft Fuelling Practices**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Does Aerodrome Management approve the refueling process?		Y		
2	Does the fire-crew do periodic inspection on the aircraft fuelling processes?		Y		
3	Is the bonding of aircraft and vehicles monitored?		Y		
4	Does the refueling personnel offload the fire extinguishers during refueling and placing them strategically?		Y		
5	Are all refueling personnel adequately trained? Including basic fire fighting?		Y		
6	Does the airport Management have the copies of the refueling personnel's competency certificate?		Y		
7	Are all the refueling vehicles inspected periodically and certified as safe? Either by refueling agencies, or airport management.		Y		

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8	Does Airport Management monitor the above?			N	
9	Is record there of available?			N	No record of training
10	Is all fuel on the aerodrome stored in appropriate containers or storage facilities as required?		Y		

## **Chapter 16**      **Availability of Rescue and Fire Fighting Information**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is all the relevant information pertaining to the fire services as required , published in the Aeronautical Information Publication(AIP)?				
2	Does this information contain the number of personnel per shift during hours of operation?				
3	Is the ATC and airlines notified of deviations from the published personnel strength ?				
4	Is there any objection to the DGCA publishing this information?				


## **Chapter 17:- Preventive maintenance of fire vehicle and rescue equipment**

No	QUESTIONS	N/A	YES	NO	REMARKS
1	Is there any Preventive maintenance programe?				
2	Is the maintenance conduct correctly? a) maintenance personnel; b) maintenance procedures; c) defect reporting system; d) designated maintenance work areas; e) tools; f) spare parts; and g) storage of maintenance records				
3	Is the maintenance personnel be appropriately skilled, trained and good practical working knowledge?  a) heavy vehicle mechanical trade qualifications; b) fire pumps and foam systems; c) complementary agent systems; d) hydraulics / pneumatics; e) automotive electrical training; f) Self-Contained Breathing Apparatus (SCBA) systems / breathing air compressors; g) knowledge of regulatory requirements pertaining to provision of RFF; and h) knowledge of national or local regulations pertaining to maintenance activities.				
4	Is there any Maintenance Procedures?				
5	Is there any Maintenance work area/ special tools?				
6	Is there any performance testing system of fire				

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	vehicle after Maintenance?				
7	Is there any rescue equipment Maintenance requirement?				
8	Is there Maintenance documentation available ?				
9	Is there any Maintenance record keeping available?				

**Inspector's Signature .....****Date.....**  
**Name:-**


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## Appendix – 14: Visual Aids Checklist

	<b><u>GENERAL INFORMATION:</u></b>			
	Name of Aerodrome:			
	Address:			
	Name of Aerodrome Chief:			
	Airport Operation Department:			
	Operation Hours:			
	E-mail Address:			
	Telephone Numbers:			
	Runway Orientation:			
	Runway Dimension:			
	Reference: Regulation ..... Advisory Circular.....			
S/N	ITEM	YES	NO	N/A
	Does the aerodrome have the following items?			
1	Wind Direction Indicator/Lighted			
2	Simple Approach Lighting System			
3	CAT I Lighting System/Performance Level Objective			
4	CAT II/III Lighting System/Performance Level Objective			
5	APAPI/PAPI provided as needed			
6	Runway Markings – All White			
7	Runway Markings properly interrupted			
8	Designation/Threshold/Centre Line Markings			
9	Transverse Stripe/Arrows if displaced threshold			
10	Aiming Point Marking /TDZ Marking			
11	Runway Side Stripe			
13	Runway Threshold and Wing Bar Lights/Runway End Lights			
14	Runway Edge Lights			
15	Runway Centre Line Lights (Required for Cat II/III)			
16	Runway Touchdown Zone Lights (Required for Cat II/III)			
17	Stopway Lights (where necessary)			
18	Runway Designation Signs at Taxiway/Runway intersections			
19	Runway-holding position marking at Runway/Runway intersections			
20	Runway Exit Signs where there is an operational need			
21	Lighting intensity and control			
22	Approach light- frangible			
23	Elevated runway lighting-frangible			
24	Lighting properly maintained			
25	Rapid exit taxiway lights (where necessary)			
26	Circling Guidance Lights (where necessary )			
27	Runway Lead in lights (where necessary )			

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28	Runway end lights			
29	Runway Turn Pad Lights			
30	Stop Bars (where necessary-CATII/III operations )			
31	Emergency Lights (where necessary)			
32	Taxiway centerline marking/ Enhanced taxiway center line marking –yellow			
33	Taxiway centerline and aircraft stand markings yellow			
34	Taxiway centerline lines interrupted for Runway holding position markings width 0.9m gap			
35	Runway hold position markings provided			
36	Runway hold position markings provided if runway is taxi-route			
37	Pattern A marking used for runway hold position			
38	Pattern B marking used in conjunction with ILS holds at runway hold position			
39	Double size hold position markings used for conspicuity			
40	Surface painted CATII/III sign used for pattern B marking over 60m			
41	Intermediate taxiway holding position marking where appropriate with signage (where necessary)			
42	Mandatory instruction signs meet standards with color/size/location/frangibility			
43	Runway designation signs provided on both sides of pattern A Taxiway holding position markings			
44	Location signs provided outboard of runway designation signs on sides taxiway			
45	CAT I/II/III signs provided both sides of pattern B Taxiway holding position markings			
46	No entry signs provided where appropriate			
47	Information signs meet standards for colour/ size/ location/ frangibility			
48	Location & direction signs provided to Identify taxi routes			
49	Runway vacated signs provided where taxiway centerline lights not installed			
50	Intersection Take-off signs provided where appropriate			
51	Destination signs provided where necessary			
52	Signs/markings/lighting properly maintained			
53	Mandatory instruction & information signs lighted for RVR < 800m, night instrument runway, not non instrument runway Code 3-4			
54	Taxiway centreline lights provided for RVR < 350m			
55	Stop bar lights provided for RVR < 350m			
56	Taxiway edge lights provided where no centreline lights and taxiway to be used at night			
57	Intermediate holding position lights			
58	Road holding position lights			


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59	Road Holding Position Sign			
60	Road Holding Position Marking			
61	Runway Guard Lights			
62	Visual Docking Guidance Systems, where aerobridges are provided			
63	Aircraft Stand Markings			
64	Apron Flood lighting			
65	Apron Safety lines			
66	Information marking where it is impractical to install information sign			

**INSPECTOR'S REMARK:**

**RECOMMENDATION:**

**NAME OF INSPECTOR:** \_\_\_\_\_ **SIGN:** \_\_\_\_\_ **DATE:** \_\_\_\_\_


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## Appendix – 15: Checklist for Evaluation of Aerodrome Physical Characteristics


	<b><u>GENERAL INFORMATION:</u></b>			
	Name of Aerodrome:			
	Address:			
	Name of Airport Chief:			
	Airport Operation Department:			
	E-mail Address:			
	Telephone Numbers:			
	Reference: Regulation .....			
<b>S/N</b>	<b>ITEM</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
	<b><u>RUNWAY</u></b>			
1	Is the actual runway length for the primary runway adequate to support the critical aircraft?			
2	Is the width of the runway adequate for the critical aircraft?			
4	Is the runway in strength and surface condition ?			
5	Are transverse and longitudinal slopes adequate?			
6	Is the width of shoulder adequate and flushing with the pavement?			
7	Is the shoulder of adequate strength, free of undulations, drained, graded and free of obstacles?			
	<b><u>RUNWAY TURN PAD</u></b>			
8	Is a turn pad provided?			
9	Are slopes, strength and surface condition adequate?			
10	Are shoulders available?			
11	Are the turn pad shoulders of adequate strength and flushing with the pad?			
	<b><u>RUNWAY STRIPS</u></b>			
12	Is the runway strip cleared, drained, graded and free of obstacles?			
13	Does the strip flush with the runway and shoulder?			
14	If there are obstacles, are they light weight frangible and supported on breakable mounts?			
	<b><u>RUNWAY END SAFETY AREAS</u></b>			
15	Is runway end safety area provided accordingly at each end of the runway strip?			
16	Is it of adequate dimension and strength?			
17	Is it cleared, drained, graded and free of obstacles and of adequate slope?			
18	If there are obstacles, are they light weight frangible, mounted on breakable supports			
19	If RESA is inadequate, has any measure been taken to ensure that the runway and surrounding area is safe for use by aircraft			
	<b><u>CLEARWAYS</u></b>			
20	Is there a clearway of adequate dimension(not exceeding half the			

	runway length and 140m wide commencing from the runway end)?			
--	--	--	--	--




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20	Is the plane of the clearway free of obstacle? (upward slope of 1.25 per cent)			
	<b><u>3.7 STOPWAYS</u></b>			
21	Is there a stopway?			
22	Are the slope and strength and surface condition adequate?			
23	<b><u>RADIO ALTIMETER OPERATING AREAS</u></b>			
24	Is there a radio altimeter operating area			
25	Is it suitably located and of adequate dimensions and slope?			
	<b><u>TAXIWAYS</u></b>			
26	Is there a taxiway?			
27	Is it of adequate dimension?			
28	Is the taxiway adequately sloped, in strength and surface condition?			
29	Is the strip of the taxiway of adequate dimension cleared, drained graded and free of obstacle?			
	<b><u>APRON</u></b>			
30	Is the apron free of surface irregularities, depressions?			
31	Is it free of contaminants?			
	<b><u>OVERLOAD OPERATIONS</u></b>			
32	Are overload operations being performed?			
33	Does the frequency agree with recommended minimum number of overload operation			
	<b><u>THRESHOLD DISPLACEMENT</u></b>			
34	Is the runway threshold displaced?			
35	If so, is the displacement taken into account in computing the declared distances?			
<b>INSPECTOR'S REMARK:</b>				
<b>RECOMMENDATION:</b>				
<b>NAME OF INSPECTOR:</b> _____ <b>SIGN:</b> _____ <b>DATE:</b> _____				

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## Appendix – 16: Checklist of Runway Friction Assessment


<b><u>GENERAL INFORMATION</u></b>				
	Name of Aerodrome:			
	Address:			
	Name of Operator:			
	Name of Airport Chief:			
	Airport Operation Department:			
	Operational Hours:			
	E-mail Address:			
	Telephone Numbers:			
S/N	ITEM	YES	NO	N/A
1	Does the operator carry out runway friction measurement/assessment?			
2	What is the equipment used for the measurement/assessment?			
3	Is the equipment compatible with approved CFME?			
4	Is the purpose of measurement/assessment well defined?			
5	Is the CFME checked/calibrated in accordance with the manufactures' operating instructions before use?			
6	What is the periodicity of assessment and is it in line with the recommended interval?			
7	What is the assessment speed? (65km/hr/ 95km/hr recommended)			
8	What friction values are obtained during the last measurement			
9	If values in 8 above are below the maintenance planning level, have appropriate measures been taken? (corrective maintenance action)			
10	If values in 8 above are below the minimum friction level, have appropriate measures been taken?(NOTAM action indicating runway slipperiness)			
11	Is runway friction assessment conducted following any significant maintenance activity, such as runway resurfacing?			
12	Is the friction value for the resurfaced runway in agreement with the recommended design objective level			
13	Are personnel operating the CFME properly trained in its operation and maintenance?			
14	Does the run pattern for a runway with TDZ markings planned so as to include one run either side of the centerline to pass through the centre of the painted TDZ markings?			
15	Are records of all runway surface friction assessment kept?			
16	Does the runway friction assessment results/records format conform to recommended format?			
INSPECTOR'S REMARK:				
RECCOMENDATION				
NAME OF INSPECTOR: _____ SIGN: _____ DATE: _____				

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## Attachment – A

Civil Aviation Authority of Nepal  
Aerodrome Safety Standards Department  
**ATTENDANCE**  
**Opening/Closing Meeting at**  
**XXX Airport**  
**Day/month/year**

S.No.	Name	Designation	Department/ Division/Section	Signature

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## Attachment – B

### **XXX Airport Certification Audit Initial Findings {For Guidance Purpose only}**

An entry meeting was conducted by the *CAAN* team and concerned staff of **XXX Airport** on *Day/Month/Year* and an exit meeting was conducted on *Day/Month/Year*.

A summary of the initial findings of the audit was provided for the exit meeting, as per the items listed below.

#### **Aerodrome Manual, Part 1**


1. The aerodrome operator is to be responsible for distribution and change management of the Aerodrome Manual. No such system could be identified. This is a non-adherence to *Document 9774 Section 3C.1.1(c)*.
2. Procedures for review, amendment and notification of changes to the Aerodrome Manual need to be provided. This is a non-adherence to *Document 9774 Section 3C.1.2(b), (c) and (d)*
3. A procedure for advising of changes in aeronautical information to AIS is referred to but not provided in the manual or elsewhere. This is a non-adherence to *Document 9774 Section 3C.4.1*.
4. A procedure is required for providing aircraft movement information to *Manager Finance*. This is a non-adherence to *Document 9774 Appendix 1 Part 1 para (e)*.

#### **Aerodrome Manual, Part 2**

5. Map showing aerodrome facilities should include information relating to runway and taxiway designations and runway strip dimensions. This is a non-adherence to *Document 9774 Appendix 1 Part 2 para (a)*.
6. Map showing aerodrome boundary is required. The perimeter is to be clearly defined. A separate map may be provided if necessary. The maps must be clear and legible. Reference to large-scale maps is permissible, but if these are not contained in the manual a reference to their location is to be made in the manual. The lack of an aerodrome boundary map is a non-adherence to *Document 9774 Section 9774 Appendix 1 Part 2 para (b)*.

#### **Aerodrome Manual, Part 3**

7. All data provided in the manual needs to be able to be verified prior to forwarding to AIS for publication in AIP. Accuracy and reference of some items could not be substantiated. This is a non-conformance with the standard specified in CAR - 14, PART - I /*Annex 14 para. 2.5.1*.
8. Standards for individual data elements are to be as per specifications in CAR - 14, PART - I /*Annex 14 and Annex 15*.
9. Data elements about the aerodrome are not to be sourced from AIP but the manual is expected to contain the source information with verification able to be demonstrated on request. This is a non-adherence to *Document 9774 Sec 3C.3 part 3*. (See also *Document 9774 Section C introduction note 1*)

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10. Pavement strength ratings should reflect the actual assessment method, and if technically assessed the procedure used and results achieved should be made available. If no actual test assessment has been made the strength rating should indicate assessment method code 'U'. As pavement strength determination (other than design criteria) could not be demonstrated, publication as a "T" rating is a non-conformance with the standard specified in CAR - 14, PART - I / *Annex 14 para 2.6.6.d*.
11. All co-ordinates shall be provided to WGS-84 reference. As confirmation was not stated or evident, this is a non-conformance with the standard specified in CAR - 14, PART - I / *Annex 14 para 2.1.5*.

#### Hazardous materials

12. References in the manual to Dangerous Goods matters may be removed, as these are not necessary for certification. DG procedures were not audited. (Observation 1)
13. References to handling of explosive cargo may be removed, as the aerodrome operator does not handle explosive cargoes. (Observation 2)
14. Provide reference to agreement between fuel agency and **XXX Airport** regarding supply of aviation fuel on the airport. (Observation 3)
15. The audit team was advised that the fuel agency staff perform maintenance on apron facilities from time to time but no procedure exists, so that the aerodrome operator can be assured that such staff are aware of or are required to abide by airport safety rules when so employed. Procedures requiring adequate arrangements for staff to perform fuel system maintenance on apron equipment should be provided. This is a non-adherence to *Document 9774 Section 3D.3.3*

#### Wildlife hazard management

16. Procedures for monitoring wildlife hazards (including checklists) and arrangements for dealing with wildlife control programs are conducted by staff on a 24 hr roster but are not documented. *Airport Manager* indicated that a SOP would be prepared to address the issues. The procedure is required to be incorporated in the aerodrome manual. This is a non-adherence to *Document 9774 Appendix 1 part 4.12*.


#### Protection of Radar and Navaid

17. The relevant procedure as stated in the aerodrome manual varies from the actual process that is used to manage the conduct of ground maintenance activity in the vicinity of navaids. Procedure states that navaids will be withdrawn from service while works are in progress in the vicinity but in fact the work is managed while the navaids are not operationally required and are selected off, although they remain fully serviceable. In fact the work in the area is ceased and work staff are withdrawn before the navaids are required to be operated.

The procedure in the manual and the actual procedure in practice should agree. In this case the Aerodrome Operator is not operating and maintaining the aerodrome in accordance with the procedures set out in the manual. This is a non adherence to *Document 9774 Section 3D.3.1*.

#### Airside vehicle control

18. Procedures are under development as responsibilities have recently been reallocated within **CAAN** and between **CAAN** and *Airlines*. In discussion, it was noted that the proposed

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procedure would permit SLA to train and test their own staff, with **XXX Airport** to issue Driver Licences on application by *Airlines*.

Before issuing a drivers licence authoring a person to drive on airside, **XXX Airport** procedures should incorporate a provision to enable **XXX Airport** to be satisfied that the applicant is competent to do so, either by testing all applicants or by approving and auditing *Airlines* training. (Observation 4)

19. The team was advised that an enforcement scheme is to be introduced utilizing electronic speed measurement equipment. A procedure for compliance and enforcement of airside traffic rules should also be produced, as the lack of such a procedure is non-adherence to *Document 9774 Appendix 1 4.11(a)*.

Training for airside drivers may incorporate routine or specific refresher training, especially as new facilities such as additional aprons and new aerobridge facilities are introduced. (Observation 5)

## Removal of Disabled Aircraft

20. A new procedure was presented to the team at the audit session. This was reviewed and the following noted.

The procedure should provide clarification of roles and responsibilities for each person undertaking some action in regard to co-ordination of aircraft removal action. Non-adherence to *Document 9774 Appendix 1 Part 4.14 para (a)*.


The tasks and actions required of the disabled aircraft co-ordinator seem not to be specified in the manual procedure. Non-adherence to *Document 9774 Appendix 1 part 4.14*

The capacity of the airport to remove a disabled aircraft should be stated in terms of the largest aircraft that can be handled with the equipment and facilities readily available on-site and not with equipment that may be supplied from a remote location. Non-adherence to recommended practice in *CAR - 14, PART - I / Annex 14 para 9.3.2(a)*

**Note:** The compliance of staff with the new procedure presented was not audited at this time, and only a brief assessment of the new procedure was performed. Future arrangements will be notified regarding audit of this item.

## Aerodrome Works Safety

21. Work safety officer positions and functions are described in the manual but no person has been appointed specifically as a work safety officer to ensure compliance with aviation safety. Consequently the actual process is different from the aerodrome manual and so the Aerodrome Operator is not operating and maintaining the aerodrome in accordance with the procedures set out in the manual, which constitutes a non-adherence to *Document 9774 Section 3D.3.1*
22. The contractor's Safety Manual specifies that that *ICAO SARPS* will be complied with on-site, but the *SARPs* were found not to comply because:
  - (a) No *ICAO standard* unserviceability markings are in use. Non-conformance with *CAR - 14, PART - I / Annex 14 Standards 7.4.1 and 7.4.3*.
  - (b) Unserviceability lights used on project work areas on the apron and taxiway do not comply with *ICAO standards*, flashing lights were noted to be in use as opposed to

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steady red lights required by *ICAO rules*. This is a non-conformance with *CAR - 14, PART - I/Annex 14 Standard 7.4.4*.

- (c) Markers used to indicate an unserviceable portion of apron or taxiway are fabricated from steel drums. Markers used for such purposes on movement areas are required to be frangible. Non-conformance with *CAR - 14, PART - I/Annex 14 Standard 5.5.1*.

## Aerodrome Reporting

- 23. The aerodrome manual requires that permanent changes to airport information will be advised directly to *DG CAAN* but does not indicate when such changes will be notified or who is to make the notification. This is a non-adherence to *Document 9774 Part 4.1 para (a)*.

## Civil Engineering Maintenance

- 24. Well organized. It is suggested that the procedure should state the requirements for maximum permissible grass height on runway and taxiway strip so that all inspectors are aware of requirements. Safety inspections were done by staff from other sections who were not aware of grass height limits. (Observation 6)
- 25. Friction testing. Testing is done and records of results are maintained but no procedure as to actual process is provided in the manual. This is non-adherence to *Document 9774 Appendix 1 para 4.5(a)*.

## Standby Power

- 26. Good. Procedures are clear and full documentation of maintenance and test records was available on request.

## RFFS


- 27. Initially the manual contained no reference to training requirements. At the audit visit an amendment was provided to address this matter. The amendment needs to be incorporated formally into the Aerodrome Manual.
- 28. Facilities for static water storage on the airside should be incorporated into the aerodrome plan and the grid map. Non-adherence with *Document 9774 Appendix 1 part 2 (a)*.

## AEP

- 29. Procedures to return the aerodrome to operational condition after an emergency should be incorporated into the procedures of the aerodrome manual and/or emergency procedures documentation. Currently the procedures only cover cancellation of the emergency and its notification, and does not address the actions necessary to ensure the aerodrome is properly restored to a safe operational status. Non-adherence with *Document 9774 Appendix 1 part 4.3 (a)* 'after the emergency'

## OLS

- 30. The process of monitoring is unclear. For example, monitoring of a crane on the new catering building could not identify if it would penetrate the relevant OLS or exceed the approved height for the building. Non-adherence to *Document 9774 Appendix 1 part 4.13(a)*

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31. A procedure is in the manual for OLS protection against the requirements for current OLS (temporary objects) and future airport development OLS (permanent objects). In fact separate procedures are not used. It is suggested that the section be deleted (Observation 7). In any event the actual procedure used should be document so that the audit can determine if the aerodrome is being operated in accordance with the provisions of the manual. Non-adherence to *Document 9774 Section D para 3D3.1*
32. Procedure for review of ICAO Type A chart is unclear. Existing chart appears to have been last surveyed in 1999 and many of the identified obstacles are trees. No assessment as to any need for resurvey is evident. Non-adherence to *Document 9774 Appendix 1 part 4.13 (a)*

### Inspection of Aerodrome Facilities

33. The facilities were assessed by taking into account the requirements of *Airport Certification Regulation 2004*, which provides that the physical characteristics of aerodromes, aeronautical ground light and surface marking colours, obstruction clearing and marking, visual ground aids and aerodrome equipment, shall conform to the standards prescribed in *CAR - 14, PART - I/ Annex 14 to the Convention*, and the recommended practices therein shall be implemented as far as possible.

#### 34. Runway

##### (a) Markings

Existing runway markings generally use a striated application method, which is normally only adopted in areas subject to low ground temperatures to reduce the effect of frost heave. Striated markings should only be used where necessary as they reduce the conspicuity of the marking. Non-adherence to *Aerodrome Design Manual (ADM) Part 4 Appendix 3 para 24*.


It was noted that some markings have been repainted using solid block display.

Runway side stripe markings across taxiways are normally broken to reduce confusion to pilots, as permitted by *CAR - 14, PART - I/ Annex 14, 5.2.1.3*. In BIA markings are extended across the taxiways but are significantly faded and are obliterated in some areas. It is recommended that the runway side strip markings be broken at taxiway intersections (Observation 8).

#### 35. Taxiways

- "B" No runway holding position marking is provided although the taxiway is used to access the runway. Non-conformance with *CAR - 14, PART - I/Annex 14 Standard 5.2.10.1*
- "C" Aircraft entering the runway using *TWY C* are doing so in violation of mandatory instruction 'NO ENTRY' signs. Non-conformance with *CAR - 14, PART - I/Annex 14 Standards 5.4.1.1 and 5.4.2.7*. Additionally, the characteristic of the 'NO ENTRY' sign is as per the physical characteristics specified in *Annex 14*. Non-conformance with *CAR - 14, PART - I/Annex 14 Standard 5.4.2.15*.
- "D" No runway holding position marking is provided although the taxiway may be used to access the runway. Non-conformance with *CAR - 14, PART - I/Annex 14 Standard 5.2.10.1*



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Old light fittings that extend above the pavement have been allowed to remain in the new widened taxiway pavement surface. Non-conformance with *CAR - 14, PART - I/Annex 14 Standard 3.9.13*.

*Parallel Taxiway* The transition from newly surfaced taxiway shoulder edge to taxiway strip at several locations between the intersections with *TWY D* and *TWY E* has a drop-off of up to 15 centimetres. This is despite the requirement in *CAR - 14, PART - I/Annex 14* that the surface of the taxiway strip should be flush with the taxiway shoulder. Non-conformance to *Annex 14, Standard 3.4.10*.

Along the length of the taxiway system the centerline and edge markings have been permitted to become very faded and are very difficult to observe clearly. An effective maintenance programme does not appear to be in place. Non-adherence with *CAR - 14, PART - I/Annex 14 recommended practice 10.1.1*.

### 36. Runway Strip

On the *Airforce* side of the runway, the runway strip is obstructed by an apron area 130 metres from runway centreline and a row of military bunkers, fences and barriers up to 101 metres from the runway centerline. Data in the Aerodrome manual and the *{State}* AIP indicates that a runway strip width of 300 metres is provided.

### 37. Taxiway Strip

In areas where work has recently been undertaken to widen the taxiway fillets, numerous concrete blocks were noted on the strip surface adjacent to the taxiway shoulders. To prevent damage to an aircraft running off the taxiway these items should be removed or made flush with the surface. (Observation 9)

### 38. MAGS “CAT 1” signs at Twy A and E should be mandatory signs incorporating RWY THR identification and TWY location information. The existing incorrect signs is a non-conformance with *CAR - 14, PART - I/Annex 14 Standards 5.4.2.1, 5.4.2.5 and Fig 5-28*.

Where intersection take-offs are permitted an appropriate sign should be provided. Non-adherence to *CAR - 14, PART - I/Annex 14 para 5.4.3.5*.


Guidance sign characters for some signs are not in accordance with standard characteristics. Characters which are 300 mm in height have a 30 mm stroke width, as opposed to the 48 mm width required. Non-conformance with *CAR - 14, PART - I/Annex 14 Appendix 4 para 3*.

Mandatory instruction signs have a minimum character height of 300 mm instead of the 400 mm height required. Non-conformance with *CAR - 14, PART - I/ Annex 14 Appendix 4 para 1*.

### 38. Aprons

Apron edge markings were noted to be by single yellow lines. The limits for non-load bearing surfaces should be delineated with a taxi side stripe marking which utilizes two yellow lines. The current markings are non-conformances with *CAR - 14, PART - I/Annex 14 Standard 7.2.1, and non-adherence to CAR - 14, PART - I/Annex 14 para 7.2.2*

Markings on aprons where increased conspicuity is desired may be enhanced by outlining with black borders. Concrete pavements are generally recognized as providing a poor

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conspicuity for yellow pavement markings. Markings on new apron “C” do not have black outlines, and aircrew and ground handlers may make complaints. (Observation 9 – the ADM Part 4 Appendix 3 para 25 provides relevant guidance.)


### Apron Management

40. The design of the apron parking positions appears to use a combination of elements, some for use by aircrew (pilot position stop line) and some for use of marshallers (nose wheel position markings). The audit team could not establish the relationship of the parking position elements from observation and so cannot comment on the design.
41. It was noted that various aircraft were marshaled onto parking bays where no nose wheel parking position designator was provided, eg A340, MD 11, B767. The audit team was unable to verify if all relevant clearances were provided in such cases.
42. The aerodrome manual indicates that all day-to-day allocation of parking positions is performed by ATC. No information was available to indicate how these allocations were made or how restrictions were known and applied if necessary. Non-adherence to *Document 9774 Section D para 3D.3.1*.

The aerodrome manual indicates that *{State}* Airlines Engineering Unit disseminates information to all interested parties about apron parking allocations but it was apparent that some airline representatives have to obtain information by reference to ATC. This is a non-adherence to *Document 9774 Section D para 3D.3.1*.

### Apron Safety

43. Procedures relating to apron sweeping and cleaning and general safety oversight appear to be conducted by staff of the operator, but are not yet documented in the manual, so were not audited. This is a non adherence to *Document 9774 Section 3D.3.1*.


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	Attachment D – Audit Finding Form	

## Attachment - C

### AUDIT FINDING FORM

#### Regulatory Audit Civil Aviation Authority of Nepal

Aerodrome Operator Name:	Location:	File Ref:
Area of the Audit:		Ref. No:
Non-conformance with: <b>{For Guidance Purpose Only}</b> <i>CAR - 14, PART - I/Annex 14 standard Para 2.5.1 states "The following data shall be measured or described as appropriate, for each facility provided on the aerodrome".</i>		
<b>{For Guidance Purpose only}</b> 1. The data provided in the Aerodrome Manual, Part 3 is not verifiable by the operator. The Operator has no record of how the aerodrome data has been forwarded to AIS for the publication in the AIP. 2. Data elements in the aerodrome manual has been source from the AIP, where as the manual should contain the source information with verifications. 3. Pavement strength assessment procedure and the results achieved could not be verified by the operator.		
Auditor's signature	Auditor's Name	Date:
<b>Aerodrome Operator Corrective Action Plan</b>		
Immediate/ Short Term: ..... ..... Long Term ..... .....		
Aerodrome Operator Representative's signature		Date
<b>Response of the Civil Aviation Authority of Nepal:</b> Aerodrome Operator Response Accepted: <input type="checkbox"/> Yes <input type="checkbox"/> No Comments:..... .....		
Signature of the authorized officer		Date
<b>Audit Follow Up</b> Target Completion Date: ..... Actual Completion Date: .....  Signature of the authorized officer ..... Date		

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	Attachment D – Auditor Feedback Form	

## Attachment - D


### Auditor Feedback Form

#### 1. General Conduct of the Audit

Audit component	Answers and Comment (If “Yes”, provide explanation)	
1. Did the team experience difficulties working together? If so what aspects could be improved? Were there any individual auditors who did not function as part of the team? If so, who were they?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Did the audit team leader function effectively as a team leader? Were the functions of the team adequately and fairly distributed?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Was all the documentation used by the team the current version? Were there adequate copies of all documents, manuals and guidance material made available?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
d) Were there any major impediments to the successful conclusion of the audit? If ‘yes’, were they resolved or not? If answer to Q4 is yes, describe how impediments were resolved.	<input type="checkbox"/> Yes <input type="checkbox"/> No	

#### 2. Preparation for the Audit

Issues assessed by Team Participants	Answers and Comment (If “No”, provide explanation)	
1. Did you experience any difficulties with travel arrangements, such as air tickets, hotels, allowances etc?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Were all the documents required from the audited organisation supplied on time prior to the audit? If no, was there a reason for this?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Were the pre-audit questionnaire fully completed and submitted in sufficient time before the audit? Did the answers help, or were they of limited use? How best can this be improved?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Were there any scheduling problems with the audited organisation, or failures in communication with the audited organisation?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Did you have sufficient time to review all the documentation prior to the actual audit?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Was the audit timetable realistic and achievable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

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### 3. Conduct of the Audit

Issues Assessed by Team Participant	Answers and Comment (If “Yes”, provide explanation)	
1. Was the entry briefing of value? Did it sufficiently deliver the scope and objectives of the audit to the audited organisation? If not, why?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Did you experience any difficulties in communicating with representatives of the audited organisation, and if so, why?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Did you experience any lack of cooperation or reluctance on the part of the audited organisation during the audit?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Were there any incidents during the audit that require management attention? If so please describe.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Was the guidance material provided current and adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
6. Were the checklists current and adequate?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
7. Did the exit briefing cover all the findings of the team?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
8. Did the audited organisation respond positively or negatively to the findings in the briefing?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

### 4. Reporting and Other Issues

Issues Assessed by Team Participant	Answers and Comment (If “Yes”, provide explanation)	
1. Did you experience any difficulties with the preparation of the audit report? If so, what aspects need improving?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2. Were there any other issues that need to be brought to the attention of senior Management? Describe them.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3. Are there any areas of the audit process that require revision or could be done better? If so, please describe.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Are there any areas in the Civil Aviation Regulations part 12 (aerodromes) or any other supplied guidance material that warrants revision or amendment?	<input type="checkbox"/> Yes <input type="checkbox"/> No	