

## COMPLIANCE CHECKLIST OF CHAPTER-2

SUBJECT: Aerodrome Data	RESPONSE BY OPERATOR						
	QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
			S	NS			
1. Is Aerodrome elevation and geoid undulation measured to the accuracy of one-half metre and reported to the Aeronautical Information Services?	2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
A. For a precision runway, the (i) elevation of each threshold and geoid undulation; (ii) elevation of the runway end and any significant high and low points along the runway; (iii) highest elevation of the touchdown zone of a precision approach runway, measured to the accuracy of one-quarter metre and reported to the Aeronautical Information Services?	2.3.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
2. Aerodrome reference temperature, determined in degrees Celsius?	2.4.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
A. Is the aerodrome reference temperature the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature) and averaged over a period of years?	2.4.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
3. Runway – true bearing to one-hundredth of a degree, designation number, length, width, displaced threshold location to the nearest metre, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
4. Strip, runway end safety area, stopway – length, width to the nearest metre, surface type of strip;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
5. Arresting system- location (which runway end) and description;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
6. Designation, length, width and surface type of taxiways;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
7. Geographical coordinates of appropriate taxiway centre line points measured and reported to the AIS in degrees, minutes, seconds and hundredths of seconds;	2.5.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
8. Apron surface type and aircraft stands;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
A. Are the geographical coordinates of each aircraft stand measured and reported to the AIS in degrees, minutes, seconds and hundredths of seconds?	2.5.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
9. Boundaries of the air traffic control service;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
10. Clearway length to the nearest metre and ground profile;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
11. The following information concerning a visual approach slope indicator system installation shall be made available:	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
a. associated runway designation number;	2.12.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

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b. type of system according to 5.3.5.2. For PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given ;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
c. where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right shall be indicated;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
d. nominal approach slope angle(s). For a PAPI and an APAPI this shall be angle $(B + C) \div 2$ and $(A + B) \div 2$ , respectively as in Figure 5-20; and		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
e. minimum eye height(s) over the threshold of the on-slope signal(s). For a PAPI this shall be the setting angle of the third unit from the runway minus 2', i.e. angle B minus 2', and for an APAPI this shall be the setting angle of the unit farther from the runway minus 2', i.e. angle A minus 2'.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
12. Location and radio frequency of VOR aerodrome checkpoints;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
13. Location and designation of standard taxi routes;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
14. Distance to the nearest metre of localizer and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of microwave landing system in relation to the associated runway extremities;	2.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
15. Geographical coordinates of each threshold; measured and reported to the AIS in degrees, minutes, seconds and hundredths of seconds;	2.5.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
16. Geographical coordinates of obstacles in Area 2 (the part within the aerodrome boundary) and in Area 3 measured and reported to the AIS in degrees, minutes, seconds and tenths of seconds?	2.5.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
17. Pavement surface type and bearing strength using the Aircraft Classification Number – Pavement Classification Number (ACN-PCN) method; reporting all of the following information: a) the pavement classification number (PCN); b) pavement type of ACN-PCN determination; c) subgrade strength category; d) maximum allowable tire pressure category or maximum allowable tire pressure value; and e) evaluation method.	2.6.1, 2.6.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
18. Does the pavement classification number (PCN) reported indicate that an aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s)?	2.6.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
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19. Is the ACN of an aircraft determined in accordance with the standard procedures associated with the ACN-PCN method?  <i>Note – The standard procedures for determining the ACN of an aircraft are given in the ICAO Aerodrome Design Manual, Part 3.</i>	2.6.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
20. For the purposes of determining the ACN, is the behaviour of a pavement classified as equivalent to a rigid or flexible construction?	2.6.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
21. Is information on pavement type for ACN-PCN determination, subgrade strength category, maximum allowable tire pressure category and evaluation method reported using the codes in Section 2.6.6 of the ANO-14-I?	2.6.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
22. <b>Recommendation</b> – When the magnitude of the overload and/or frequency of use of pavement by aircraft with an ACN higher than the PCN reported for that pavement do not justify a detailed analysis, does the aerodrome operator apply the following criteria to determine the allowable extent of overload operations?  a) for flexible pavements, occasional movements by aircraft with ACN not exceeding 10 percent above the reported PCN should not adversely affect the pavement;  b) for rigid or composite pavements, in which a rigid pavement layer provides a primary element of the structure, occasional movements by aircraft with ACN not exceeding 5 per cent above the reported PCN should not adversely affect the pavement;  c) if the pavement structure is unknown, the 5 per cent limitation should apply; and  d) the annual number of overload movements should not exceed approximately 5 per cent of the total annual aircraft movements.	2.6.7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
23. Does the operator make available information on a) maximum allowable aircraft mass; and b) maximum allowable tire pressure for the bearing strength of a pavement intended for aircraft of apron (ramp) mass equal or less than 5700 kg?	2.6.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
24. One or more pre-flight altimeter check locations established for an aerodrome and their elevation;	2.7.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
A. Is a pre-flight check location located on an apron?	2.7.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
B. Is the elevation of a pre-flight altimeter check location given as the average elevation, rounded to the nearest metre, of the area on which it is located?	2.7.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
C. Is the elevation of any portion of a pre-flight altimeter check location within 3m of the average elevation for that location?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			S	NS			
25. Declared distances: take-off run available (TORA), take-off distance available (TODA), accelerate-stop distance available (ASDA), landing distance available (LDA);	2.8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
26. Disabled aircraft removal plan: the telephone/telex /facsimile numbers and e-mail address of the aerodrome coordinator for the removal of a disabled aircraft on or adjacent to the movement area, information on the capability to remove a disabled aircraft, expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove;	2.10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
27. Rescue and fire-fighting service: the level of protection provided, expressed in terms of the category of the rescue and fire-fighting services.	2.11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
A. Is the level of protection normally available at the aerodrome expressed in terms of the category of the rescue and fire fighting services as described in section 13.2.2 of this Manual and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome?	2.11.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
B. Are changes in the level of protection normally available at an aerodrome for rescue and fire fighting notified to the air traffic services unit and the Aeronautical Information Services to enable those units to provide the necessary information to arriving and departing aircraft? When such a change has been corrected, are the above units advised accordingly?	2.11.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
C. Is a change expressed in terms of the new category of the rescue and fire fighting service available at the aerodrome?	2.11.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<b>AERODROME REPORTING</b>							
28. Procedures for reporting any changes to the aerodrome information set out in the AIP.	2.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
29. Procedures for requesting the issue of NOTAMS by the Aeronautical Information Service.	2.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
30. Arrangement for reporting any changes to the Aerodrome & ANS Regulation Division during and outside the normal hours of aerodrome operations.	2.13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
31. Procedure for providing the Aeronautical Information Services with information on the condition of the movement area and the operational status of related facilities and similar information of operational significance to the air traffic service units, to enable those units to provide the necessary information to arriving and departing aircraft.	2.9.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
A. Is the information kept up to date and changes in conditions reported without delay?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>B. Does the monitoring of the condition of the movement area, operational status of related facilities and reporting on matters of operational significance or affecting aircraft and aerodrome operations include particularly the following:</p> <p>a) construction or maintenance work;</p> <p>b) rough or broken surfaces on a runway, taxiway or an apron;</p> <p>c) water on a runway, a taxiway or an apron;</p> <p>d) contaminants on a runway, taxiway or apron;</p> <p>e) other temporary hazards, including parked aircraft;</p> <p>f) failure or irregular operation of part of all of the aerodrome visual aids; and</p> <p>g) failure of the normal or secondary power supply?</p> <p>For the purposes of paragraph 2.9.2(d), contaminants may include mud, dust, sand, volcanic ash, oil, rubber.</p>	<b>2.9.2</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>C. On or before 3 November 2021, are inspections of the movement area carried out each day at least once where the aerodrome code number is 1 or 2 and at least twice where the code number is 3 or 4 to comply with paragraphs 2.9.1 and 2.9.2 of the ANO-14-I?</p> <p>From 4 November 2021, are the following inspections carried out to comply with paragraphs 2.9.1 and 2.9.2,</p> <p>a) for the movement area carried out at least once where the aerodrome reference code number is 1 or 2 and at least twice where the aerodrome reference code number is 3 or 4; and</p> <p>b) for the runways, inspections in addition to (a) whenever the runway surface conditions may have changed significantly due to meteorological conditions.</p>	<b>2.9.3</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
D. From 4 November 2021, are the personnel assessing and reporting runway surface conditions required in paragraphs 2.9.2 and 2.9.5 A trained and competent to perform their duties.	<b>2.9.4</b>					
E. Whenever water is present on a runway, does the aerodrome operator make available a description of the runway surface conditions on the centre half of the width of the runway, including the possible assessment	<b>2.9.5</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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QUESTIONS	REF TO ANO-14-I	YES		NO	N/A	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
		S	NS			
<p>of water depth, where applicable, using the following terms:            COMPACTED SNOW DRY            DRY SNOW            DRY SNOW ON TOP OF COMPACTED SNOW            DRY SNOW ON TOP OF ICE            FROST ICE SLUSH            STANDING WATER            WATER ON TOP OF COMPACTED SNOW WET            WET ICE WET SNOW            WET SNOW ON TOP OF COMPACTED SNOW            WET SNOW ON TOP OF ICE            CHEMICALLY TREATED LOOSE SAND</p> <p>From 4 November 2021, is the runway surface condition assessed and reported through a runway condition code (RWYCC) and a description using the terms “DRY”, “STANDING WATER” or “WET”.</p>						
<p>F. Whenever an operational runway is contaminated, an assessment of the contaminant depth and coverage over each third of the runway shall be made and reported.</p>	2.9.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>32. The arrangement and means of communicating with the aerodrome air traffic control unit during an inspection.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>33. The arrangements for keeping an inspection logbook, and the location of the logbook.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>34. The details of inspection intervals and times.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>35. Inspection checklists.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>36. The arrangement for reporting the results of inspections and for taking prompt follow-up actions to ensure correction of unsafe conditions.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>37. The names and roles of persons responsible for carrying out inspections, and their telephone number during and after working hours.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>38. Arrangement for carrying out inspections during and outside the normal hours of aerodrome operation, and the checklist for such inspection.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>39. Arrangements for recording the results of inspections and for taking follow-up action to correct deficiencies.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>40. Arrangements for carrying out routine maintenance and emergency maintenance.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<p>41. Arrangements for secondary power supplies, if any, and, if applicable, the particulars of any other method of dealing with partial or total system failure.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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<b>QUESTIONS</b>	<b>REF TO ANO-14-I</b>	<b>YES</b>		<b>NO</b>	<b>N/A</b>	<b>REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)</b>
		<b>S</b>	<b>NS</b>			
42. The names and roles of the persons responsible for the inspection and maintenance of the lighting, and the telephone numbers for contacting those persons during and after working hours.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
43. Arrangements for maintaining the paved areas.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
44. Arrangements for maintaining the unpaved runways and taxiways.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
45. Arrangements for maintaining the runway and taxiway strips.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
46. Arrangements for the maintenance of aerodrome drainage.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
47. Arrangements for communicating with the aerodrome air traffic control unit during the progress of such work.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
48. Is a plan established, setting out the arrangements for carrying out those aerodrome works in coordination with all other operational, maintenance and development activities at the aerodrome?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
49. When preparing a work plan, does an aerodrome operator consult: (a) commercial air transport operators using the aerodrome; (b) the aerodrome's air traffic control unit; and (c) if the work plan may affect its operations, the Rescue and Fire Fighting Service unit at the aerodrome so that the scope and impact of work is understood by related aerodrome users and service providers and to ensure the safety of aircraft operations at the aerodrome?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
50. When the aerodrome is required to be closed, does the aerodrome operator give notice of closure via an AIP Supplement or a NOTAM not less than 14 days before the closure takes place?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>MANAGEMENT AND CONTROL OF AERODROME WORKS</b>						
51. Does an aerodrome operator ensure that aerodrome works are carried out in accordance with the requirements of the ANO-14-I?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
52. Does an aerodrome operator appoint a person responsible for the safe and proper execution of each item of aerodrome works, including the responsibilities as listed in Section -- of the ANO-14-I?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
53. Are the drivers of vehicles equipped with a radio for two-way communications with the aerodrome air traffic control unit properly trained and responsible for checking that their radio sets are switched on and serviceable at all times when working on the movement area?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

## COMPLIANCE CHECKLIST OF CHAPTER-2

SUBJECT: EXEMPTIONS FROM SARPs		RESPONSE BY OPERATOR			
QUESTIONS	REF TO ANO-14-I	YES	NO	N.A.	REMARKS (Include reference to documentation or reason for non-compliance / non-applicability)
54. When the aerodrome operator is not able to comply with any standard specified in the ANO-14-I, does the aerodrome operator apply for exemptions from the relevant standard?	2.1.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
55. Are the following included in the application:	2.1.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(a) aeronautical studies conducted and their associated results; and	2.1.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(b) where appropriate, an indication of when compliance with the current standards can be expected?	2.1.5.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
56. Are exemptions granted to the aerodrome operator recorded in the Aerodrome Manual?	2.1.5.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
57. Does the Aerodrome Manual contain details of the exemption, reason that the exemption was requested for, any resultant limitations, conditions or procedures imposed, and other related safety information?	2.1.5.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
58. Is the aerodrome reference code – code number and letter – which is selected for aerodrome planning purposes determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended?	2.2.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
59. Is the code number for element 1 determined from Table 2-1 the ANO-14-I, column 1, selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended?	2.2.2.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
60. Is the code letter for element 2 determined from the ANO-14-I, column 3, by selecting the code number which corresponds to the greatest wing span, or the greatest outer main gear wheel span, whichever gives the more demanding code number of the aeroplanes for which the facility is intended?	2.2.2.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
61. When the aerodrome accommodates an aeroplane that exceeds the certificated characteristics of the aerodrome, is the compatibility between the operation of the aeroplane and aerodrome infrastructure and operations assessed and appropriate measures be developed and implemented in order to maintain an acceptable level of safety during operations?	2.2.3.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
62. Are information concerning alternative measures, operational procedures and operating restrictions implemented at an aerodrome arising from 2.2.3.3 promulgated?	2.2.3.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
63. Does the aerodrome operator ensure that Aeronautical Information Services (AIS) are available in his aerodrome?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
64. Does the aerodrome operator review every AIP, AIP Supplement, AIP Amendment, NOTAM, Pre-flight Information Bulletin and Aeronautical information Circular issued by the AIS provider?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



## COMPLIANCE CHECKLIST OF CHAPTER-2

### Comments of Inspector (s):

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### Conclusions:

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Signature of Aerodrome Inspector  
(AGA), Member

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Signature of Aerodrome Inspector (AGA),  
Member

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Signature of Aerodrome Inspector  
(AGA), Member

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Signature of Aerodrome Inspector (AGA),  
Team Leader