

**‘Acceptable means of Compliance (AMC) and Guidance Material (GM) to the rules of the air —  
Issue 1, Amendment X’**

The Annex to ED Decision 2013/013/R is amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

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## **GM1 SERA.2005 Compliance with the rules of the air**

### **LOCAL AERODROME REGULATIONS**

Local aerodrome regulations are published in the relevant Aeronautical Information Publications (AIPs).

Such local regulations may include requirements for the operation of the aircraft transponder on the movement area of an aerodrome with the intent to ensure provision of surveillance data to the air traffic services unit providing services at the aerodrome.

## **GM1 SERA.3210(d)(3) Right-of-way**

### **USE OF STOP BARS — CONTINGENCY MEASURES**

In situations where the lit stop bars cannot be turned off because of a technical problem, the following contingency measures may, inter alia, be considered:

- (a) physically disconnecting the respective lit stop bar from its power supply;
- (b) physically obscuring the lights of the lit stop bar;
- (c) using a different route, until the malfunctioning system has been repaired.

In case of implementation of (a) or (b), a marshaller or a follow-me vehicle may need to be provided to lead the aircraft to cross the stop bar. Moreover, in case of implementation of (b), care should be exercised to ensure correct implementation of the measure to avoid misunderstandings by the flight crew.

In any case, the measures taken should not undermine the principle that a lit stop bar must not be crossed.

## **AMC1 SERA.14001 General (RMT.0704)**

### **1. ATC PHRASEOLOGIES**

#### **1.1 General**

[...]

1.1.11

AERODROME INFORMATION

Note — This information is provided for runway thirds or the full runway, as applicable.

a) ~~[(location)] RUNWAY SURFACE CONDITION~~  
~~RUNWAY (number) (condition) [(location)~~  
RUNWAY (number) SURFACE CONDITION [CODE  
(three digit number)];

followed as necessary by:

1. ISSUED AT (date and time UTC);
2. DRY, or WET ICE, or WATER ON TOP OF COMPACTED SNOW, or DRY SNOW, or DRY SNOW ON TOP OF ICE, or WET SNOW ON TOP OF ICE, or ICE, or SLUSH, or STANDING WATER, or COMPACTED SNOW, or WET SNOW, or DRY SNOW ON TOP OF COMPACTED SNOW, or WET SNOW ON TOP OF COMPACTED SNOW, or WET, or SLIPPERY WET, OR SPECIALLY PREPARED WINTER RUNWAY, or FROST;
3. DEPTH ((depth of deposit) MILLIMETRES or NOT REPORTED);
4. COVERAGE ((number) PER CENT or NOT REPORTED);
5. AVAILABLE WIDTH (number) METRES;
6. LENGTH REDUCED TO (number) METRES;
7. DRIFTING SNOW;
8. LOOSE SAND;
9. CHEMICALLY TREATED;
10. SNOWBANK (number) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;
11. TAXIWAY (identification of taxiway) SNOWBANK (number) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;
12. ADJACENT SNOWBANKS;
13. TAXIWAY (identification of taxiway) POOR;
14. APRON (identification of apron) POOR;
15. Plain language remarks

[...]

e) CAUTION (specify reasons) RIGHT (or LEFT), (or BOTH SIDES) OF RUNWAY [(number)];

[...]

~~g) RUNWAY REPORT AT (*observation time*)  
RUNWAY (*number*) (*type of precipitant*) UP TO  
(*depth of deposit*) MILLIMETRES. ESTIMATED  
SURFACE FRICTION GOOD (*or* MEDIUM TO  
GOOD, *or* MEDIUM, *or* MEDIUM TO POOR, *or*  
POOR;~~

h) **g)** BRAKING ACTION REPORTED BY (*aircraft  
type*) AT (*time*) GOOD (*or* MEDIUM ~~to~~ GOOD **TO**  
**MEDIUM**, *or* MEDIUM, *or* MEDIUM ~~to~~ **TO** POOR,  
*or* POOR);

i) **h)** RUNWAY (~~*or* TAXIWAY~~) (*number  
identification of taxiway*) WET [*or* STANDING  
WATER, *or* SNOW REMOVED (*length and width  
as applicable*), *or* **CHEMICALLY** TREATED, *or*  
COVERED WITH PATCHES OF DRY SNOW (*or*  
WET SNOW, *or* COMPACTED SNOW, *or* SLUSH,  
*or* FROZEN SLUSH, *or* ICE, *or* WET ICE, *or* ICE  
UNDERNEATH, *or* ICE AND SNOW, *or*  
SNOWDRIFTS, *or* FROZEN RUTS AND RIDGES **or**  
**LOOSE SAND**)];

j) **i)** TOWER OBSERVES (*weather information*);

k) **j)** PILOT REPORTS (*weather information*).

[...]