

28 June 2021

## CORRIGENDUM

Corrigendum to Decision 2021/005/R of the Executive Director of the Agency of 21 April 2021 ‘Aeroplane performance, PBS, oxygen equipment, medical equipment, recorders, technical records, non-ETOPS operations, ground de-icing/anti-icing procedures’

1. On pages 3–5 of Annex I to Decision 2021/005/R, ‘**GM19 to GM26 to Annex I**’ are renumbered as follows:
  - ‘**GM19 Annex I**’ is renumbered ‘**GM20 Annex I**’
  - ‘**GM20 Annex I**’ is renumbered ‘**GM21 Annex I**’
  - ‘**GM21 Annex I**’ is renumbered ‘**GM22 Annex I**’
  - ‘**GM22 Annex I**’ is renumbered ‘**GM23 Annex I**’
  - ‘**GM23 Annex I**’ is renumbered ‘**GM24 Annex I**’
  - ‘**GM24 Annex I**’ is renumbered ‘**GM25 Annex I**’
  - ‘**GM25 Annex I**’ is renumbered ‘**GM26 Annex I**’
  - ‘**GM26 Annex I**’ is renumbered ‘**GM27 Annex I**’
  
2. On page 40 of Annex III to Decision 2021/005/R, green is applied to the heading ‘**GM1 CAT.POL.A.230 & CAT.POL.A.235 “Landing — dry runways & Landing — wet and contaminated runways”**’.
  
3. On page 37 of Annex III to Decision 2021/005/R, point ‘**AMC1 CAT.POL.A.200 General**’ is replaced by the following:

### **AMC1 CAT.POL.A.200 General**

#### WET AND CONTAMINATED RUNWAY DATA

~~If the performance data have been determined on the basis of a measured runway friction coefficient, the operator should use a procedure correlating the measured runway friction coefficient and the effective braking coefficient of friction of the aeroplane type over the required speed range for the existing runway conditions.~~ The determination of take-off performance data for wet and contaminated runways should be based on the reported runway surface condition in terms of contaminant and depth. The determination of landing performance data should be based on information provided in the OM on the reported RWYCC. The RWYCC is determined by the aerodrome operator using the RCAM and associated procedures defined in Annex V (Part-ADR.OPS) to Regulation (EU) No 139/2014. The RWYCC is reported through an RCR in the SNOWTAM format in accordance with ICAO Annex 15.’

4. On page 55 of Annex III to Decision 2021/005/R, point '**GM1 CAT.POL.A.335 Landing — wet and contaminated runways**' is renamed '**GM2 CAT.POL.A.335 Landing — wet and contaminated runways**'.
  
5. On page 16 of Annex V to Decision 2021/005/R, in point '**GM3 NCC.OP.185(a)(3) Ice and other contaminants — ground procedures**', points (iv) to (vii) are renumbered (v) to (viii) as follows:
  - '(iv) SAE AS6286 'Aircraft Ground Deicing/Anti-Icing Training and Qualification Program';
  - ~~(v)(iv)~~ SAE AS6332 'Aircraft Ground Deicing/Anti-icing Quality Management';
  - ~~(vi)(v)~~ SAE ARP6257 'Aircraft Ground De/Anti-Icing Communication Phraseology for Flight and Ground Crews';
  - ~~(vii)(vi)~~ FAA Holdover Time Guidelines
  - ~~(viii)(vii)~~ FAA 8900.xxx series Notice 'Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy'.
  
6. On page 16 of Annex VII to Decision 2021/005/R, in point '**GM3 SPO.OP.175(a)(3) Ice and other contaminants — ground procedures**', points (iv) to (vii) are renumbered (v) to (viii) as follows:
  - '(iv) SAE AS6286 'Aircraft Ground Deicing/Anti-Icing Training and Qualification Program';
  - ~~(v)(iv)~~ SAE AS6332 'Aircraft Ground Deicing/Anti-icing Quality Management';
  - ~~(vi)(v)~~ SAE ARP6257 'Aircraft Ground De/Anti-Icing Communication Phraseology for Flight and Ground Crews';
  - ~~(vii)(vi)~~ FAA Holdover Time Guidelines
  - ~~(viii)(vii)~~ FAA 8900.xxx series Notice 'Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy'.