

QB21

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEMS

No	Question	Y/N	State where this is documented (Detailed location reference required or evidence attached to the form). Other comments
ADR.OPS.B.030			
1	Is there a surface movement guidance and control system (SMGCS) in place?		
AMC1 ADR.OPS.B.030 (a) (2-5) / AMC1 ADR.OPS.B.040			
2	Does the SMGCS take into account: (a) the visibility conditions under which operations are intended (including night operations) (b) the need for pilot orientation? (c) the complexity of the aerodrome layout? (d) the movement of vehicles?		
AMC1 ADR.OPS.B.030 (b)			
3	Has the SMGCS been designed to assist in prevention of incursions of aircraft and vehicles onto an active runway?		
AMC1 ADR.OPS.B.030 (c)			
4	Has the SMGCS been designed to assist in the prevention of collisions (between aircraft, aircraft and vehicles or aircraft and objects) on any part of the movement area?		
AMC1 ADR.OPS.B.030 (d) (1)			
5	Where the SMGCS is provided by selective switching of stopbars and taxiway centreline lights, can a taxiway with illuminated centreline lights be terminated by an		

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	illuminated stopbar?		
AMC1 ADR.OPS.B.030 (d) (2)			
6	Where the SMGCS is provided by selective switching of stopbars and taxiway centreline lights; are taxiway centreline lights beyond an illuminated stopbar suppressed.		
AMC1 ADR.OPS.B.030 (d) (3)			
7	Where the SMGCS is provided by selective switching of stopbars and taxiway centreline lights; are taxiway centreline lights ahead of an aircraft, activated when a stopbar is suppressed.		
AMC1 ADR.OPS.B.030 (e)			
8	Has the SMGCS procedure been developed with the cooperation of the aerodrome air traffic service provider?		