



European Aviation Safety Agency
MINUTES OF MEETING
Subject Aerodromes Sub-SSCC meeting
Date 5/06/2013
Location EASA, Cologne

Organised by EASA, Rulemaking Directorate. ATM/Aerodromes Department,
Aerodromes Section

List of Participants

Attendees	Dick MEERMAN Isabelle DEVATINE-LACAZE Andreas EICHINGER Boettcher LORENZ Pierre MOREILLON BOSKO RAFAILOVIC	ACI, Chair Airbus ACI ECA (European Cockpit association) ERAC CANSO (Skyguide)
Apologies	Enrique CARMONA Brad BATCHEL Dirk GEUKENS Ian WITTER Walter GABER	EFT BOEING ACI BAA FRAPORT

AGENDA

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MoM prepared by	Laury ANAKO	Date 07.06.2013	Signature
MoM reviewed by	Predrag SEKULIC	Date	Signature

1. Opening and Welcome

Presented by:

Gernot Kessler introduced the meeting and Dick Meerman, the Chair, welcomed the attendees.

2. Approval of Minutes

No comment received on the draft minutes from the meeting in December 2012 and the action list was reviewed.

Bosko Rafailovic made the following comment on action 02-2012 - Input on ATM and gave a short brief on ATM rulemaking updates. Interested in work on SERA, because of handover to regional mandate to drafting group. Draft of part-C presented to Eurocontrol, but waiting for NPA. ATM has significant critical input to the rulemaking of SERA Part-C. Approach is different from ADR package. Technical details nature of PANS taken into Hard Law. ADR package approach was flexible and forward looking to high level function. Part of SERA IR is hanging in RM programme and no clear indication of future approach.

3. Adoption of Agenda

The Secretary (Predrag Sekulic) presented the draft agenda and underlined that the agenda has two additional items:

1. comment on the CRD to Pre-RIA,
2. presentation on SSCC review.

4. 4-year Rulemaking Programme

4.1. Progress update on the 4-year Rulemaking Programme 2013-2016 (ADR tasks)

Predrag Sekulic stated that the Opinion was voted on 23rd April 2013 to be enforced late 2013 early 2014 and indicated that the soft law will be adopted and published in parallel with IR.

The Chairman asked whether the soft law has been changed – Gernot Kessler explained the process stating that the CRD document with CRD input has not been changed, but reworked and a final document will be published with IR. The material will be available at the Thematic meeting in track changes for review, which are planned to be performed in June 2013.

Discussion and statements made on particular tasks:

- Apron Management: 6 Rulemaking meeting have already taken place. The NPA will be published this year. The drafting phase is going well and there could be a possible early delivery.
- ADR/ATM equipment and ATM systems: will be presented under later agenda item.
- ICAO State Letters: work scheduled to be started in 2013.

The Chairman asked about contradiction between ICAO State letters and EASA? The question

was later addressed in the SL 41/SL 20 developments presentation by Vasileos Stefanioros.

- Task to be launched in 2013 were reported as:
 - ADR/ATM Equipment & ATM systems
 - Heliports
 - RFFS
- Members requested a clarification on the RMT "Maintaining Aerodromes" and clarification on the working method as it was not clear from the RMP. Gernot Kessler explained that it pertains to rules maintenance. That the current rules are subject to future changes ie keeping up with annex 14 and ICAO State letters. As those are not known at the present it is difficult to assign a working method.
- Bosko Rafailovic asked on Low Visibility Operations and Advanced Vision Systems. Vasileos Stefanioros confirmed that it is a task. That the RMP(Rulemaking Programme) recognises all-weather condition through flight standards. Presently, the RMP does not reflect cross domain tasks but that at practical level all related domains are involved and identified at the Pre-RIA stage. Bosko Rafailovic stated that it is important for industry to know that? That it is not evident from RMP that it is cross domain task. It should be made visible? Important message is that industry is not interested with concerned departments but with affected domain.
- Pierre Morreillon asked on regulatory challenges – commented that the document is interesting but that one statement on page 6 " key to promote transparentintegrated regulatory framework" is not reflected on the key summary. It should be reflected and reported to the full SSCC as it is important to address this issue.

Members questioned the effectiveness of the presentation of the RMP as it is. They insist that early identification of stakeholders would be beneficial and allow industry to react at an earlier stage of the rulemaking process. Vasileos Stefanioros explained that Pre-RIA ANPA offers this possibility. Gernot Kessler emphasised that at that stage it does not mean that the RMT stated in the RMP will be regulated on and that the Pre-RIA ANPA helps to decide whether regulating is the way to go. The members welcomed Gernot Kessler comments.

4.2. Sub-SSCC ADR opinion on the draft 4-year Rulemaking

The Sub SSCC ADR fully supported and agreed on the proposed draft 4 year RMP. No comments were given to the draft 4 year RMP. The priorities are given, beside on going RM task on ADR rules, to ICAO future developments, safety recommendations and ADR&ATM equipment and systems.

4.3 Comments on CRDs to Pre RIA to RMP 214-2017

There were no comments on the Pre RIAs that were sent to the group.

5. Progress update and discussion on ADR tasks

Presented by:

- **Status of the ADR Regulation and update on AMC, CS & GM**

Cover regulation and ANNEX II –Authority Requirements

Sarah Poralla - went through the timeline of the ADR Rules and its structure. She highlighted

that Annex I of the Opinion now includes the definition as opposed to it being included in the cover regulation. She explained the structure of the rules and went through the changes made to the NPA 2011-20 for Part Authority requirement as follows:

- Art.4 Information to be fed to the Agency.

Art.6 Member States can issue old certification type until end of 2014 then feed into the conversion article. All conversions must be finished by the end of 2017 demonstration can be waived when there is disproportional effort.

- Art.7 Deviation: the application for deviation from the CS can be made until end of 2024. Chairman need clarification on deadline. Gernot Kessler explained that there will be no effect to the industry.
- Art.11 deleted to avoid duplication with essential requirement from BR.
- Art.12 now 11 change of title, state more clearly by what time a CA must comply.

Sarah Poralla explained that a more flexible approach to oversight programme was adopted. Detailed AMC allow for alternative means of compliance and EASA thought it more efficient. Eligibility removed. No official approval of ADR manual. When compliance satisfy CA and manual is subject to scrutiny. Change to Subpart C; approval item can be an obstacle or development that can be monitored by the Airport.

ANNEX III- Part Organisation Requirements

Emmanouil Vardakis gave the presentation on OR developments:

- Subpart A- no change apart from editing.
- Subpart B- task amendment change to safety BR, Art.8.a is not in the definition. Bosko Rafailovic pointed that 'safety critical' should be done through Safety Management Systems.
- Subpart C- slight change to wording from " to ensure.. to " prohibit".
- Subpart D- biggest change. Article completely reworded. Some moved to part of AR OPS.

ANNEX IV – Part Operations Requirements

Vasileos Stefanioros gave the presentation on OPS developments:

- Subpart A- No changes
- Subpart B:
 - B.001-operational word deleted to widened scope and provide flexibility to organisation to outsource services.
 - B.060 deleted as covered under ADR ORD 17.
 - B.070 issue approval on construction works. Requirement deleted covered by ADR.
 - B.080 align text to Annex 14.

- Subpart C:
 - B.005 Competent Authority to approve maintenance programme- has been deleted.

AMC/GM and CS

Tamara Mejstrikova stated that they are under development.

- **Apron Management Services - VASILEOS STEFANIOROS**

Vasileos Stefanioros reported the following:

The ToR was published in July 2012. Group composition included: ACI, ENAC, AESA, FOCA, CETF. Group delivered text which currently is being reviewed. Publication foreseen for Q1 2014. Opinion and decision Q1/2015 with possible delays.

Bosko Rafailovic, Skyguide - encourages EASA to stick to original timeframe. Satisfied with group work. To allow for more meeting of RM task group for working on the text. Vasileos Stefanioros no meeting foreseen but emails communication for consultation is in place, which allow involvement of all group members.

- **Requirements for Aerodrome equipment - EMMANOUIL VARDAKIS**

Certification of ADR equipment was not part of the RM task. Notice they are regulated at national level on ICAO standards. Additionally there are similarities between ATM and ADR equipment, so it was decided to have big rulemaking task to avoid duplication of requirements and to simplify the regulation. Emmanouil Vardakis clarified that, if a task stems from BR no pre-RIA is required. RMT planned to start Q3 2013. Group will include NAA, industry, ECTRL and standardisation bodies. The concept of this task is presented in a concept paper which is currently under internal scrutiny and not yet available to the public.

- **EU Ground handling requirements**

Gernot Kessler – reported that ground handling (GH) is not taken care of at regulatory level in the area of safety. He further explained that there is an increasing call for regulation from the industry, why?

Because a large number of damage to aircrafts are not being reported and the GH environment is not conducive to safety. Currently the issue is being bounced back between EP and EC. Technical approach not agreed.

Additionally, the BR needs to be changed to extend EASA scopes in regulating ground handling. Gernot Kessler explained that the airport package include three pillars and need to be voted together otherwise the whole proposal will fail taking GH with it.

- **RFFS - Vasileos Stefanioros**

Recent development came across two issues:

1. Remission factors
2. Cargo flights and RFF requirements. Provision in Annex 14.

The task will cover also medical requirements for RFFS personnel.

The approach will involve a questionnaire to member state and Industry. Secondly, monitoring ICAO development on the issue. Planning to start RMT Q4. Depending on feedback from questionnaire action plan will be made. Gernot Kessler explained that questionnaire will be submitted to Member State first to check and monitor what is being done at a EU NAA level. And it certainly open also to industry. Questionnaire has to be developed first. Remission factor is a late concern.

- **SL 41 / SL 20 developments**

3 years ago there was a proposal for amendments. Proposed amendment were explained. EASA have issued recommendation to Member States through CION for SL 41. During RM group there was an agreement not to take proposed amendments in drafting the NPA. It is planned to start RMT by end of 2013. Chairman expressed concern of the fact that there are currently two laws to comply with. Gernot Kessler state that so far no IR identified for change. This is what drives to adopt ICAO changes in soft law.

6. Conclusions on the main points to be reported by the Chair to the full SSCC meeting.

1. RM programme showing cross domain implication raised by Bosko Rafailovic.
2. Summary on "regulatory challenges" raised by Pierre Moreillon.

7. AOB

- **Report from the IATA-IIWG meeting**

The Chairman explained that it is an industry meeting put together by IATA, Boeing, Airbus and ICAO. The FAA is present and EASA is also invited to participate. The purpose of such a group is to enable major industry players to meet with the major legislators in aviation.

- **Update on EASp – EAPRE**

Emmanouil Vardakis explained the purpose of the EASp and described how aviation safety is managed in Europe. The programme shows a high level picture of interaction between different safety actors. To implement this programme the Agency was tasked to come up with a plan, the EASp, which is endorsed by the Management Board. The EASp identifies issues and is updated continually. Emmanouil Vardakis explained the details and structure of the EASp.

The EAPPRE, document which contains recommendations, was delivered within the concept of the EASp and was released in 2013.

A study is currently being undertaken by EASA on runway overruns. Depending on the result of the study it will be decided whether it should be regulated or not. Pierre Moreillon- underlined that he appreciated the fact that the decision for regulation is decided upon the result of the study, given that regulating is not always the method through which safety can be achieved.

- **Information on the Pre RIA of the RMT: Low visibility operations**

Vasileos Stefanioros explained the result of the Pre-RIA on low visibility operations. The task is initiated to keep up with technological innovations and ensure harmonisation at global level. He explained that Design ops, Air ops, ADR ops and ANS ops are affected. He explained that the drivers of the task are: JAA initiatives, CAT II and III by ICAO, FAA rulemaking on LVO and

harmonisation needs and SESAR in CAT II and III operations implementation. Further drivers are: EASA-FAA concept project, ICAO developments (SARPS, LVOSG). FAA actions on category I to III (new draft Ac-120 XLS, ADR SMGS programmes). Great need for harmonisation in Europe.

Work in progress in EUROCAE and RTCA.

The timeline expected delivery in 2017. Stakeholder and industry will be involved.

- **NPA-2013-09 'Reduction of Runway Excursions', information"**

Youri Auroque explained the task timeline, NPA publication was on the 10th may 2013. Proposal to reduce and amend CS-25 and Part/SC-26.

He explained the Pre-RIA options and explained that all options were studied in terms of ROAAS introduction, fatalities prevented, aircraft damage cost, implementation cost and effectiveness cost.

Draft proposal must provide crew in flight predictive alert and on go-round predictive etc. Task only focuses on landing and all in CS 25.

Next steps, is the review of the comments received on the NPA.

Poralla Sarah requested an explanation on cost of diversion, and asked whether is it an adaptable number for other cases? Youri Auroque answered yes, it can be adapted to other cases. taking account rotation, taking off and landing, runway availability etc., to be as accurate as possible.

- **Runway status lights and SESAR, information - STEFANIOROS VASILEOS**

Vasileos Stefanioros reported that the project was initiated by FAA following recommendation by NTSB. To provide technical recommendation to reduce runway excursion.

Showed link to SESAR/ ECTL website page on the system and how it works. SESAR included RWY SL in Airport safety Nets. No date yet, but delivery depend on ICAO visual aid working group (VAWG). PSE reported the discussion at ICAO group.

Bosko Rafailovic – feasibility study on the subject. Couple of issue is on ATM hazards. The collision is an ATM Hazards and ATM must be involved in any development for runway status light. Severe concern on status of runway status lights. Chairman, expressed that Europe also share same concerned. Chairman will put it on the agenda and mention it at the next ICAO meeting. GERNOT KESSLER also expressed a certain level of concerns. The industry is split on the idea. PSE showed VAWG paper and showed how the proposal is submitted as recommendation to ICAO and also presented through FR and Japanese solution. The updated paper would be submitted to AP and propose amendments to annex 14.

- **Inputs for the Joint meeting(s) Sub SSCC ADR / TAG ADR**

Dates are fixed. PSE explained the goal of the new groups. In short it is to improve communication between industry and authority and enhanced coordination to improve rulemaking planning and increased harmonisation.

Andreas Eichinger gave a brief update on ACI workshop on date and venue.

8. Closing
The Chair thanked everyone for attending. The meeting closed at 16:50 on 05/06/2013.

List of actions:					
Item	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)	Comments
02-2012	Differences between ICAO rules and European rules on fix agenda	all	7 th Sub SSCC meeting	Closed	

Next meeting:
The next meeting is arranged for 9/10/2013 time to be decided.