



Summary of Conclusions – **DRAFT**

Subject:	ADR.TEC 2022-01 (12 th ADR.TEC)
Date:	7 April 2022 (one full day only)
Location:	WebEx IT Platform

Organised by: Flight Standards, Air Operations and Aerodromes Department, Aerodromes Standards and Implementation Section (FS.2.4)

List of Participants: see annex 2 of this document

SoC prepared by: Sarah Poralla

SoC reviewed by: Florian Schur

Day one, 7 April. 2022, 10:00 – 16:30

AI 1 Welcome and introduction

The ADR.TEC chair, the Secretary, as well as the Head of Section of FS 2.4 welcomed all participants.

AI 2 - Adoption of the agenda and Summary of Conclusions of the previous meetings

The ADR.TEC adopted the agenda and the summary of conclusion from the previous meeting.

AI 3 - Review of the ADR.TEC action list, see [Action list](#)

The ADR.TEC agreed with the closure of certain actions proposed for closure. For all open and new actions see Annex 1.

AI 4 - ICAO Aerodrome Design and Operations Panel, see [Presentation by ACI](#) and [Presentation by EASA](#)

ACI-Europe presented the impression of ACI-World from the ADOP/4 in February. This was followed by an extended report by EASA on the same meeting. Different from ACI, the EASA representative at the ADOP was however reporting that meeting did not agree on the proposed amendments on the reform of the Obstacle Limitation Surfaces and that there had been divergent views on the appropriateness and maturity of the material. This discussion will find entry into the official ADOP/4 report. ACI conceded that Airports and states will have some work to do for the implementation of the reform.

There was a brief discussion about height of information signs relating to EASA's recommendation to maintain the existing height of information signs. Some members of ADR.TEC asked why EASA would not fully implement amendment 15 to Annex 14. (For this purpose, compare ICAO Annex 4, 5.4.1, Table 5-5, and CS ADR-DSN.N.775, Table N-1). Further discussion on this matter will be conducted on a bilateral basis between EASA and ACI.

Generally, the ADR.TEC asked EASA to make reporting from ICAO developments reporting a regular feature of the ADR.TEC meetings, preferably in the afternoons so that a representative from ACI World - based in Montreal - will be able to report himself.

Related action(s): **No. 1-1-2022**

Post meeting note provided by EASA:

After the ADR.TEC 2022-01, EASA can provide the following information on the height of information signs to the ADR.TEC as requested. In response to ICAO's first State Letter I of 18 December 2018 (ICAO State Letter AN



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4/1.1.59-18/103) and ICAO State Letter II from April 2020 (ICAO State Letter AN 4 /1.2.28-20/35), EASA recommended to maintain the existing face heights of information signs contained in Chapter 5 of Annex 14 that have been transposed into the EU via a corresponding CS already since 2014. Member States agreed with EASA's recommendation to maintain the current EU specifications. Detailed information is contained in the [comment response document \(CRD\)](#) 2020-10, published on 29.03.2022 available on the EASA website under the following hyperlink:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-10>.

The response by EASA on page 35 reads as follows: *'The rationale of the proposed change as provided by ICAO was only to facilitate compliance of the States which had filed differences with ICAO. The current EU specifications reflect the existing Annex 14 provisions, and, since there is no safety benefit, as EASA had already notified the States, it does not plan to change the specifications. Furthermore, there is no need for EU Member States to file a difference since the existing provisions in Annex 14 are more demanding than the proposed amendment.'*

AI 5 - Occurrence reporting at European aerodromes and availability of safety data for the industry, see [Presentation by Amsterdam](#) and [Presentation by EASA](#)

Mr. Daams, on behalf of ACI, provided an overview over the Integral Safety Management System (ISMS) at Amsterdam airport, which fulfils the EASA ATS SMS and the EASA ADR domain SMS requirement with the same process and underlying SMS methodology. The ambition of AMS is to achieve continuous safety improvement, comprehensive safety risk management, as well as proactive safety planning with ambitious safety objectives. The integral nature of the system is illustrated by looking at the top 5 + 5 defined interfacing risks in flight and on the ground (see page 6 of the presentation). When it comes to occurrences, AMS noted the well-established cooperation between ISMS and competent authority (the Dutch ABL) and the willingness of key airport users (ISMS partners) to share data under an own non-disclosure agreement). Areas of improvement for the occurrence reporting system in NL could be:

- More efficient reporting and improving the ABL data quality
- Include joint learning in Aerodrome Safety Programmes' requirements
- Extend protection of safety data to Aerodrome Safety Programmes

The AMS scenario was followed by an EASA presentation on occurrence reporting system based on the Occ. Reporting Regulation 376/2014. The two presentations were followed by Discussion on better data sharing, strengthening the just culture principles, decreasing workload for authorities, and reducing reaction times.

In the ensuing discussion the ADR.TEC emphasised the following:

- Learning from occurrences should be a joint activity by organisations operating at the aerodrome, as should be the involvement of stakeholders.
- Assessing of occurrences should not be utilisable for damage claims.
- Extracting from the ECCAIRS data base is very difficult for ADRs for several reasons:
 - Data retrieval is restricted to authorities nominated by the member state.
 - When reporting as per regulation 376/2014, all official languages of the EU may be used. The resulting language barrier represents a significant obstacle to filtering and selecting relevant data entries.
 - Understanding the data fields and related limitations for data queries is difficult.
- Reacting to the many low-level occurrences quickly is important for ADRs and therefore they need to have access to data in a timely manner.

Post meeting note by the chair: A self-service web portal comparable to the FAA Accident and Incident Data System (AIDS) could provide the industry with a timely access to data, ensure data protection requirements and reduce the workload for authorities related to the handling of data requests.

AI 6 – Rulemaking update and feedback on ADR standardisation activities, see [presentation by EASA](#)

EASA presented an update on current rulemaking activities. Some important information items were:



- New ground handling requirements: There will be an information session for stakeholder bodies on May 9th and a webinar for a broader audience on June 30th. The focused consultation of the material will take place in/ after the summer.
- Information Security: PART-IS will be adopted and enter into force end of 2022, with applicability for end of 2024. ADR.TEC alerted EASA of the need for the AMC and GM being made available very soon after the IRs to allow timely implementation.
- CS-ADR-DSN Issue 6, the PTS for vertiports were published on 24 March 2022.
- EASA works on the finalisation of the first standardisation cycle and will organise an implementation workshop for national competent authorities on 4 May 2022.
- A workshop on the strategic priorities of the EPAS 2022-2026 for SAB members takes place on 29th April.

AI 7 – Summary of workshop on regulatory improvements, see [presentation by EASA](#)

EASA briefly summarised the workshop on regulatory improvements within the domain of aerodromes. ADR.TEC may still give input to the conclusions.

Related action(s): **No. 2-1-2022**

AI 8 – Artificial Intelligence (AI) Project of EASA, see [presentation by EASA](#)

EASA provided a short introduction into the concept of Artificial Intelligence (AI), Machine Learning (ML) and Deep Learning (DL). Guidance on the application of AI level 1 AI/ML is available on EASA's website. ADR.TEC took note of the fact that complex AI needs a large set of data for development and validation.

Related action(s): **No. 3-1-2022**

AI 9 – Potential Safety Issues in Europe, various see presentations by EASA

ACI EUROPE made a short presentation on the upcoming change of RWY designators in the coming years throughout Europe. Causal factor is the constant shift of the magnetic north. The members of the ADR.TEC took note of the Canadian led discussion on changing navigation & charting from magnetic north to true north. EASA clearly stated that such a change would not be feasible due to magnetic compasses being part of an aircraft's minimum equipment list (MEL) – especially in the General Aviation domain. See [presentation for details](#).

EASA provided a report on the background of the discussion in the US that relates to the installation of 5G antennas in the vicinity of airports. EASA briefly explained why the implementation of 5G in Europe currently does not cause safety concerns. See [presentation for details](#).

EASA provided information on an event in Canada where under certain circumstances an inaccurate airborne status could be transmitted by transponders. In case of incorrect data, there could be adverse effects on the correct functioning of a runway monitoring and conflict alert system (RMCAS). See [presentation for details](#).

AI10 – Work programme of the ADR industry community

The work programme of the ADR industry community has made less progress than expected. The members of the ADR.TEC conclude that attention should focus on topics with an apparent need for standardisation / safety assurance. Topics not covered by the actions listed below will be re-tabled during the next ADR.TEC meeting. Further work will only be conducted in case of apparent need for action.



Related action(s): No. 4-1-2022, No. 5-1-2022, No. 6-1-2022		
Next meetings: ADR.TEC#1/2022: 9 – 10 November 2022		
Prepared by ADR.TEC Secretary	Sarah PORALLA	17 April 2022
Reviewed by ADR.TEC chair	Florian SCHUR	11 May 2022
Adopted by Head of Section FS.2.4	Julia EGERER	17 May 2022

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Annex 1: Action list ADR.TEC (open and new items):

Action List: ADR.TEC				
8-2-2018	EASA to provide guidelines on how to deal with new CS issues in forthcoming rules developments.	EASA		Open (to be closed when FAQ item is developed)
1-3-2021	Refuel EU & SAF: Ensure that the members of ADR.TEC are kept-up to date when the Legislative proposal on SAF of the Refuel EU proposal proposed by the European Commission comes closer to adoption to review the articles, incl. Art. 6 on monitoring of SAF supply.	EASA	Not known (expected in 2022)	Open
4-3-2021	Sustainability and innovation (WP topic A): Develop „one-pagers“ for the following three short-term issues using a template to be placed on the platform: 1) Windmills near ADRs 2) Solar panels near aerodromes 3) Fire hazards of electric aircraft and vehicles	ADR.TEC	Q2/2022	Open
6-3-2021	Autonomous vehicle and ramp operations: Airbus and ASA to share the expected use cases with ADR.TEC.	Airbus and ASA	ADR.TEC meeting 01-2022	Open
8-3-2021	Digital aeronautical data (RMT.0722): EASA to inform ADR.TEC about upcoming pre-NPA orientation discussion in Q1/2022 with ANSPs, ADRs, and DAT service providers to discuss a holistic approach to aeronautical data and digital aeronautical data.	EASA	Q1/2022	Open
1-1-2022	Report from ICAO ADOP: A reserved afternoon agenda slot for ACI World for future ADR.TEC meetings	ADR.TEC	By or before #2-2022	Open
2-1-2022	Summary of Workshop on regulatory improvements ADR.TEC members to comment on draft documentation provided by EASA until end of June 2022.	ADR.TEC	End of June 2022	Open

Commented [BD1]: Replace AIRBUS by ASD/Airbus

Commented [AS2]: ACI propose to include the same action for RMT.0161 Conformity Assessment incl. Safety-Relevant ADR Equipment.

Commented [EJ3R2]: There is no pre-orientation discussion planned for RMT.161. But EASA can report back to ADR.TEC on RMT.161 following publication of the NPA.



3-1-2022	Artificial Intelligence (AI) Project of EASA: ADR.TEC members to report back on potential use cases for AI application and to share information on interesting companies and start-ups in FOD and wildlife detection.	ADR.TEC	By or before #2-2022	Open
4-1-2022	Work programme of the ADR industry community ADR.TEC members to report on national recommendations on fire fighting for electric vehicles.		By or before #2-2022	Open
5-1-2022	Work programme of the ADR industry community ASD and Airbus to liaise with EUROCAE on the development of (potentially) new RFFS requirements related to alternative fuel forms		By or before #2-2022	Open
6-1-2022	Work programme of the ADR industry community ADR.TEC members to work on the autonomous vehicles on pager and to insert use cases and potential impediments.		By or before #2-2022	Open

Commented [BD4]: Action to be reworded

Commented [BD5]: To be replaced by representatives

Annex 2: Attendees ADR.TEC 7 April 2022:

Florian Schur (ACI, BBI) florian.schur@berlin-airport.de
Laure BALTZINGER (ASD) laure.baltzinger@thalesgroup.com
Achim Baumann (A4E) abaumanna4e@gmail.com
Delphine Blaise (Airbus) delphine.blais@airbus.com
Andrea GARTEMANN (CANSO) andrea.gartemann@dfs.de
Edwin Grovenstein (ACI) grovenstein_e@schiphol.nl
Dragos Munteanu (IATA) munteanud@iata.org
Olivier Sciara (ACI/ UFA) o.sciara@uaf.aeroport.fr
Ansgar Sickert (ACI) ansgar.sickert@aci-europe.org
Boris WILKE (ACI, Fraport) b.wilke@fraport.de
Jasper DAAMS Amsterdam Airport Schiphol (Denise.Heemskerk@schiphol.nl)

EASA:

Eduard CIOFU eduard.ciofu@easa.europa.eu
Julia EGERER julia.egerer@easa.europa.eu
Sarah PORALLA sarah.poralla@easa.europa.eu

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Commented [BD6]: Replace Airbus by ASD as other ASD representative or by ASD/Airbus

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Daniel GALIC Daniel.galic@easa.europa.eu
Paola GALMARINI paola.galmarini@easa.europa.eu
Joaquin LOPEZ CORELLA joaquin.lopez@easa.europa.eu
Predrag SEKULIC predrag.sekulic@easa.europa.eu
Ruxanda Simona TARLIE ruxanda-simona.tarlie@easa.europa.eu
Vasileios STEFANIOROS vasileios.stefanioros@easa.europa.eu
Adina SZÖNYI adina.szonyi@easa.europa.eu

Partially:

Guillaume SOUDAIN Guillaume.soudain@easa.europa.eu
Mark KIEFT Mark.kieft@easa.europa.eu
Angeliki KARAKOLIOU angeliki.karakoliou@easa.europa.eu

Apologies (only some with prior notice):

Marco MADERNA (Milan Airport) marco.maderna@seamilano.eu
Thomas Mayer (ERAC) thomas.mayer@idrf.de
Evanicio Costa (Boeing) evanicio.c.costa@boeing.com
Veronique Paris-Roussel (ASD) Veronique.paris@thales.com
Pierluigi Fumagalli (EHA) pierluigi.fumagalli@outlook.com
Fabio Gamba (ASA) Fabio.Gamba@asaworld.aero
Johan GLANTZ (EBAA) jglantz@ebaa.org
Pascal Hochstrasser (CANSO) pascal.hochstrasser@skyguide.ch
Volker Moeller (ATCEUC) volker.moeller1@gmail.com
Jorge Pardo (ERAC) j.pardo@aerodromes.ch
Davide Pisoni (ACI) davide.pisoni@seamilano.eu
Horst Schmitt diel (ERAC) horst.schmitt diel@erac.aero
Michel ROCCA m.rocca@europe-air-sports.org
Miguel DIAS RODRIGUES (ATCEUC) nmigueldiasr@gmail.com
Stuart Anderson (ASD for SAB CG) stuart.anderson@asd-europe.org

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