	Summary of Conclusions DRAFT	
	Subject:	ADR.TEC 2021-03 (11th ADR.TEC)
	Date:	24 -25 November 2021 (one morning, one afternoon)
	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, 24 Nov. 2021, 14:00 – 17:00

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 two meetings

The ADR.TEC adopted the agenda and the summary of conclusions from the previous meetings.

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 - EASA Sustainable Aviation Programme,** see Presentation

The EASA Sustainable Aviation Programme manager provided an update of the RefuelEU (the European Commission´s legislative proposal on SAF[1] under the "Fit for 55" package by European Commission). Under the current proposal, the Agency's role in the proposal includes a monitoring function: Aircraft operators can report to EASA difficulties in accessing SAF at a Union airport. The Agency may request and assess information from an airport and inform EC if the airport is not fulfilling its obligations. Further details on the practical implementation of the proposal contained in article 6 and related procedures will be available to the ADR.TEC at a later stage.

Related action(s): Nr. 1-3-2021

AI 5 - EASA Data for Safety (D4S) presentation, see Presentation

EASA provided an update on the D4S programme and how it can be extended to also include aerodromes. ACI asked for information regarding the future financing of the D4S programme. EASA replied that future financing is currently discussed with the European Commission and D4S stakeholders. Feedback from ADR.TEC indicated that extending the scope of D4S to include aerodromes could be beneficial but would require more information on how aerodromes could be included and what data could be provided to aerodromes to allow them to benefit from the D4S programme.

---

[1]COM(2021) 561 final, see EUR-Lex - 52021PC0561 - EN - EUR-Lex (europa.eu)
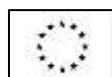
AI 6 – Evaluation of the Aerodrome Regulation, see [Combined presentation EASA & ACI](#)

EASA presented the plans for the evaluation of the ADR Regulation, planned EPAS action EVT.0012, that will have to be completed by the end 2024. The ADR.TEC agreed with a first draft of 'areas for regulatory improvements' that have been identified by ACI. The ADR.TEC made the following requests, which were adopted as one action from the meeting:

1) EASA to share the list of draft 'points for regulatory improvements', to prepare the 2022 WS on the evaluation of the ADR Regulation with the ADR.TEC.
2) ADR.TEC members to add their own items and to comment on the items included in the list via platform.
3) EASA to include RWY inspections & new technology in list for discussions with MS in preparation of WS on evaluation of the ADR Reg. (EVA.0012)

Related action(s): <mark>Nr. 2-3-2021 and 3-3-2021</mark>

AI 7 - ADR. Industry community: Update on new IT platform

The chair and the secretary presented the new collaborative platform [Aerodromes (ADR.TEC) Collaborative Platform](#) and showed its features to the members, such as how to access and customise it; how to upload and download information. The platform also allows members to set an alarm so that they are notified automatically whenever new information is uploaded. At the time of the meeting 66% of the members had activated their access; others are encouraged to follow suit to establish new ways to work among the ADR.TEC Industry Community.

Day two, 25 November 2021, 9:30 – 13:00

AI 8 - Work programme of the ADR. Industry community see [Presentation](#) on ADR/ANSP interaction and [Presentation](#) on Sustainability and innovation

The ADR.TEC discussed the work programme **Topic B - Interactions between Aerodrome Operator and ANSP:**

CANSO and ACI provided additional information on regulatory references to organisational/procedural interfaces between ATM and ADR domain. However, the ADR section does not see neither gaps nor uncertainties. CANSO mentioned that additional questions might surface after CANSO members have discussed their experiences of implementing relevant regulatory requirements. CANSO and ERAC/ACI agree to match up ATM and ADR regulation with each other and to report on regulatory gaps, if identified.

Related action(s): <mark>Nr. 7-3-2021</mark>

The ADR.TEC discussed the work programme **Topic A – Sustainability and innovation**. There is considerable interest and ADR.TEC agreed to focus on the following short-term issues of the list:

1) Windmills near aerodromes
2) Solar panels near aerodromes
3) Fire hazards of electric aircraft and vehicles

Expected outcome for each item is a one-pager developed by ADR.TEC members that briefly lists inter alia current regulatory requirements, a description of related hazards/ safety concerns, as well as details for the guidance needed from EASA. A template will be uploaded to the ADR.TEC workspace and the results may be circulated with ADR.TEB.

For mid-term issues (such as Autonomous vehicles and ramp operations) members are kindly asked to report on developments / use cases at the next ADR.TEC.

Related action(s): <mark>Nr. 4-3-2021, 5-3-2021 and 6-3-2021</mark>
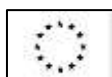
AI 9 - Runway inspections (technical/ innovation issues), see [Presentation](#) and [ACI presentation](#)

The ACI representative from MXP airport presented a technical innovation (runway pavement sensors for wet[2] runways) that can help the ADR to utilise Sensor information to create Runway Conditon Report (RCR) and to report the runway condition code (RWYCC) to ATS. This technology can substitute inspections by personnel and reduce runway down time. MXP airport is currently discussing with the local Italian CA the conditions that would allow to make use of this new sensor-based technology. Currently the CA refers to the additional need for visual inspections by personnel, while referring to guidance contained in GM1 ADR.OPS.B.037, which mentions <u>visual</u> inspections. ACI raised concern about an overinterpretation of the Guidance Material by the local CA (risk avoidance). ACI further pointed out the capacity and safety effects of (frequent) visual inspections in terms of the delayed RWY availability and the re-sequencing of flight operations, as well as the need to promote new innovative technological solutions.

EASA confirmed that the implementing rule is technology neutral and that new technologies can be deployed, provided that the safety objectives of the Implementing rule (ADR.OPS.B.037) on assessment of runway surface condition and assignment of runway condition code are met and the technology proves to be equally safe.

Related action(s): Nr. 2-3-2021 (point c)

AI 10 - Rulemaking update and feedback on ADR Standardisation activities, see [Presentation](#)

EASA presented an update on the EPAS (edition 2022-2026) and all current rulemaking activities:

- RMT.0591 (Regular update of the aerodrome rules)
- RMT.0681 (Occurrence Reporting)
- RMT.0722 (Provision of digital aeronautical data by the aerodrome operator)
- RMT.0728 (Ground Handling, GH)
- RMT.0379 (All-weather operations)

In the context of the storage of dangerous goods and the RMT on Ground handling the Chair notes that the underlying regulatory objective of AMC1 ADR.OR.D.020(b)[3] is not self-explanatory, because in most cases aerodrome operators have no information on the cargo loads of arriving/departing aircraft with respect to dangerous goods (DG). To allow for a flexible resource allocation, the obvious solution is to designate all aircraft stands for aircraft that carry DG. However, the positive safety impact of such a "pro-forma" designation is questionable. The GH expert noted the concern.

Regarding the RMT on Provision of digital aeronautical data by the aerodrome operator EASA informed about the planned upcoming pre-NPA orientation discussion in Q1/2022 with ANSPs, ADRs, and DAT service providers. Related action(s): Nr. 8-3-2021

EASA presented the standardisation activities of 2021 that have taken place under the prevailing conditions of the pandemic. Related action(s): Nr. 9-3-2021

AI 11 - C-UAS Action Plan - Drone incident management manual, [see presentation](#)

EASA presented the EASA manual for "Drone incident management at aerodromes" that was produced as part of the C-UAS action plan and with the help of industry representatives. EASA thanked the industry for their commitment to the work that come out on 8 March. The reactions to the manual both at European and

---

[2] WET — the surface is soaked but there is no standing water

[3] (b) The aerodrome operator shall designate appropriate areas at the aerodrome to be used for the storage of dangerous goods transported through the aerodrome, in accordance with the Technical Instructions.
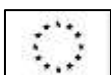
international level are considerable and EASA informed the ADR.TEC about ongoing discussions to make it available to other ICAO states. The means for this distribution are not yet decided.

The Chair informed in this context about the (new) German government's intention to consider drone detection and neutralisation as a sovereign task of the Member States.

AI 12 - Vertiport design, see presentation

EASA presented the current state of play regarding the Vertiports (VPT) design prototype specifications. Further input on the RFFS standards for vertiports is required. ADR.TEC members are invited to get in touch with EASA.

ACI mentioned difficulties with the local permits for so called "Vertiport and Drone" sandbox pilot projects. ADR section will therefore share the Summary of Conclusions with EASA's Drone section for information.

Related action(s): Nr. 10-3-2021

Post meeting note: the EASA High Level Conference on Drones: this hybrid meeting will now take place on Tuesday 29 March 2022 and Wednesday 30 March 2022 in Amsterdam.

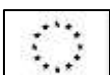**AI 13 - Any other business**, see presentation

- EASA published a tender for a study on "Runway Micro Texture", and another tender for a study on the "Status of implementation of the "triple one" concept at European/ EASA region aerodromes" is to follow in December.

- ACI draws the members' attention to the current review of the SAB's Rules of Procedure and the consultation on the draft Management Board Decision on a new rulemaking procedure.
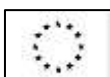
Next meetings: ADR.TEC#2/2022: 6 - 7 April 2022 ADR.TEC#1/2022: 9 – 10 November 2022		
Prepared by ADR.TEC Secretary	Sarah PORALLA	16 Dec. 2021
Reviewed by ADR.TEC chair	Florian SCHUR	17 Dec. 2021
Adopted by Head of Section FS.2.4	Julia EGERER	4 January 2022

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)
1-1-2021	ADR.TEC members are asked to give input/feedback on the ADR aspects of EASA's sustainability agenda and to point out to EASA potential for enablers in the ADR regulatory framework.	ADR.TEC members		Open
2-1-2021	EASA to organise an extraordinary mid- year meeting of ADR.TEC to explain the new tool and to also discuss the topic to work on, as well as clarify questions on governance of the community approach. In preparation of the meeting the ADR section should collect candidate cross-domain topics from the members of the ADR.TEC.	EASA *(meeting date is conditional on tool availability and a new candidate for chairman of ADR.TEC).*	Q3/2021	Agreed to close
3-1-2021	Members of ADR.TEC to identify a suitable candidate for chair of the ARD.TEC and to communicate this to EASA, so that the elections can be prepared at the earliest opportunity.	ADR.TEC	Q3/2021	Agreed to close
4-1-2021	EASA to investigate how to provide word file versions of new issues of CS, AMC and GM (incl. Track charges) to industry stakeholders for a specific purpose and upon request to the Agency.	EASA	Q3/2021	Agreed to close
5-1-2021	Members of ADR.TEC to provide a list of most promising innovation items that contribute to safety and environmental sustainability to EASA	ADR.TEC	30-Jun 2021	Agreed to close Comment: related to actions 1-1-2021 which remains open.
6-1-2021	ACI and EASA to organise facilitated joint WS on how airport	ACI and EASA	Q4/2021	Agreed to close Comment: related

An agency of the European Union

	Innovation can contribute to enhance safety and environmental sustainability.			to actions 1-1-2021 which remains open.
~~7-1-2021~~	~~Once the Sharepoint Platform (SP) is launched, ADR.TEC members are asked to try its functionalities and give feedback on the difficulties encountered (if any).~~	~~ADR.TEC~~	~~30 Sept 2021~~	Agreed to close and to delete as the SP was not live on time.
~~8-1-2021~~	~~Once the Sharepoint Platform (SP) is launched, ADR.TEC, members are asked use it and contribute already to topic A and B in the documents provided in SP.~~	~~ADR.TEC~~	~~30 Sept 2021.~~	Agreed to close and to delete as the SP was not live on time.
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
2-3-2021	**Evaluation of the ADR Regulation**: a) EASA to share the list of draft 'points for regulatory improvements', to prepare the 2022 WS on the evaluation of the ADR Regulation with the ADR. b) TEC members to add their own items and to comment on the items included in the list via platform. c) EASA to include RWY inspections & new technology in list for discussions with MS in preparation of WS on evaluation of the ADR Reg. (EVA.0012)	EASA and ADR.TEC	Q1/2022 Q1 2022 Q2 /2022	Open
3-3-2021	**Evaluation of the ADR Regulation**: Determine format and organise a WS with Member States and industry on the evaluation of the ADR Reg. (EVA.0012)	EASA	Q2/0222	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
5-3-2021	**Autonomous vehicle and ramp operations:** ACI to share its survey on expectations for the arrival of autonomous vehicles at ADRs.	ACI	Q1/2022	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
7-3-2021	**Interactions between Aerodrome Operator and ANSP:** Check for regulatory gaps on a more detailed /granular level. Report back to ADR.TEC /EASA in case of gaps identified	CANSO/ ACI/ ERAC	ADR.TREC 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
9-3-2021	**Standardisation:** Report on results of ADR standardisation activities (Aggregated form)	EASA	ADR.TEC meeting 01-2022	Open
10-3-2021	**Vertiports and VTLOs:** VTOL/ UAS flight pilot projects face locally some resistance to obtain permit. ADR section to share the SofC with drone section.	EASA	Q1/2022	Open
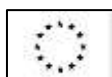
Annex 2: Attendees ADR.TEC 24-25 November:

Florian Schur (ACI, BBI)	florian.schur@berlin-airport.de
Laure BALTZINGER (ASD)	laure.baltzinger@thalesgroup.com
Delphine Blaise (Airbus)	delphine.blais@airbus.com
Evanicio Costa (Boeing)	evanicio.c.costa@boeing.com
Andrea GARTEMANN (CANSO)	andrea.gartemann@dfs.de
Johan GLANTZ (EBAA)	jglantz@ebaa.org
Edwin Grovenstein (ACI)	grovenstein_e@schiphol.nl
Marco MADERNA (Milan Airport)	marco.maderna@seamilano.eu
Thomas Mayer (ERAC)	thomas.mayer@idrf.de
Dragos Munteanu (IATA)	munteanud@iata.org
Veronique Paris-Roussel (ASD)	Veronique.paris@thales.com
Olivier Sciara (ACI/ UFA)	o.sciara@uaf.aeroport.fr
Ansgar Sickert (ACI, Fraport)	ansgar.sickert@aci-europe.org
Boris WILKE (ACI)	b.wilke@fraport.de

EASA:

Eduard CIOFU	eduard.ciofu@easa.europa.eu
Julia EGERER	julia.egerer@easa.europa.eu
Sarah PORALLA	sarah.poralla@easa.europa.eu
Jozef DE MOOR	jozef.de-moor@easa.europa.eu
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:

Dietmar BLOEMEN	Dietmar.Bloemen@easa.europa.eu
Bart DIERICKX	bart.dierickx.ext@easa.europa.eu
Erick FERRANDEZ	Erick.Ferrandez@easa.europa.eu
Bogdan STRATULAT	bogdan.stratulat@easa.europa.eu
Joana VIEIRA GOMES	joana.gomes@easa.europa.eu

Apologies:

Stuart Anderson (ASD for SAB CG)	stuart.anderson@asd-europe.org
Achim Baumann (A4E)	abaumanna4e@gmail.com
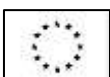
Pierluigi Fumagalli (EHA)	pierluigi.fumagalli@outlook.com
Fabio Gamba (ASA)	Fabio.Gamba@asaworld.aero
Pascal Hochstrasser (CANSO)	pascal.hochstrasser@skyguide.ch
Volker Moeller (ATCEUC)	volker.moeller1@gmail.com
Jorge Pardo (ERAC)	j.pardo@aerodromes.ch
Davide Pisoni (ACI)	davide.pisoni@seamilano.eu
Horst Schmittdiel (ERAC)	horst.schmittdiel@erac.aero
Michel ROCCA	m.rocca@europe-air-sports.org
Miguel DIAS Rodrigues (ATCEUC)	nmigueldiasr@gmail.com