

## SUMMARY OF CONCLUSIONS (SoC)

<b>Subject:</b>	ADR TEB 2021-02 (11th ADR TEB)
<b>Date:</b>	01-02 Dec 2021
<b>Location:</b>	WebEx IT Platform

Organised by:	Flight Standards / Air Operations Department, Aerodromes Standards and Implementation Section (FS.2.4)		
List of Participants:	See Attendance list		
SoC prepared by:	ADR.TEB Secretary	Sarah PORALLA	4 January 2022
SoC reviewed by:	Head of Section FS.2.4	Julia EGERER	12 January 2022
SoC reviewed by	Head of Department FS.2	Eduard CIOFU	17 January 2022

### Day one, 01-Dec-2021 from 10:00 – 14:00

#### AI 1: Welcome and introduction

- The ADR.TEB Chair, Mr. Eduard CIOFU (Head of department, EASA), welcomed the participants and shortly introduced new TEB members from France, Lithuania, Estonia, Spain and the European Commission, as well as new observers from Albania and North Macedonia. In addition, several guest experts were welcomed, notably the Vice-Chair of the ICAO Aerodrome Design and Operations Panel (ADOP), Mr. Constantino Pandolfi.
- The ADR.TEB Chair also thanked Jozef DE MOOR for his role as ADR.TEB Secretary during the last few meetings and welcomed Sarah Poralla, who takes over as ADR.TEB Secretary.

#### AI 2: Adoption of the agenda and minutes of the last meeting

- The [Agenda](#) was adopted as presented by the Secretary.
- The [Summary of Conclusion \(SoC\) of the TEB ADR 2021-01](#) was published for the members perusal ahead of the meeting and no further comments were raised by the members; which in turn means that the Summary of Conclusion of the meeting

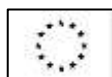
#### AI 3: Review of open action items

- The [action list](#) was updated by EASA and shared with the TEB members twice in advance of the meeting. The actions were reviewed and TEB members were invited to comment the EASA proposal to close most actions. An explanation of the reason of closure is recorded in each case.
- The ADR TEB agreed to close the actions proposed for closure.

#### AI 4: Rulemaking update

(Refer to the [presentation](#) from EASA for details)

- Julia EGERER (Head of ADR Section) presented a comprehensive overview over all current and recently achieved EPAS items and then passed the baton to the different ADR team members to present their tasks:
  - Future standalone ED Decision on CS (RMT.0591)



- Future opinion on update of aerodromes rules (RMT.0591) incl. Occurrence reporting (RMT.0168)
- Future opinion on Digital aeronautical data (RMT.0722)
- Groundhandling (RMT.0728)
- [Opinion 02/2021](#) on all weather operations (RMT.0379)
- NPA on Conformity Assessment (RMT.0161)
- Technical guidance for Vertiport design (RMT.0230)
- Opinion Management of Information Security (RMT.0720)
- Safety promotion material for drone incident management
- Regarding the planned future opinion containing a requirement for digital aeronautical data provision (RMT.0722), EASA explained that holistic, system-wide discussions with data originators, providers and processors of these aeronautical data is necessary. For this reason, EASA will plan an orientation discussion with NCAs and ADRs (being represented by TEB and TEC), as well as EASA ATM/ANS experts and DAT service providers in Q1 of 2022. It should be remembered that the overall aim of this RM initiative is to enable AWO, the ATM master plan and transpose related ICAO SARPs.
- TEB agreed with the merger of rulemaking tasks and noted that the opinion of RMT.0722 aeronautical data and RMT.0591 update ADR Regulation (incl. occurrence reporting) are moved from Q2/2022 to Q1/2023. Some TEB members cautioned EASA that the number of new regulations is a burden, both for the NCA and the Aerodrome Operators, and that the workload and economic burden to comply with new requirements are not always well foreseen by the organizations.
- After the RM overview, the Head of Section introduced the TEB members to the future evaluation of the 'Aerodrome Regulation' (EPAS action EVT.0012) planned for 2023 until 2024, which will also involve the review of industry prepared list of regulatory issues ("pain points") contained in the ADR rules. This list shall be shared with the whole TEB to make additions before then being the basis for a joint EASA/industry/MSs workshop in Q2/2022.
- Following a question from France regarding the inclusion of vertiports into the scope of the BR with its criteria in art. 2(1)(e). TEB was informed of the definition of 'vertiport' as *'an area of land, water, or structure used or intended to be used for the landing, take-off, and movement of aircraft with VTOL capability'*. EASA further explained that a vertiport is, like a heliport, also an aerodrome because it falls under the definition of 'aerodrome' given in the BR and ADR Regulation<sup>1</sup>. A new term for VTOL as *'aircraft with VTOL capability'* provides the link to helicopters and makes the criteria for aerodromes in the scope of the BR in article 2 (1)(e) applicable to vertiports.
- Regarding Ground handling the TEB members were assured of the cross-domain nature of the task RMT.0728, which will lead to additions and possibly changes to implementing rules in the respective domain specific rules.

New action 01-2-2021:

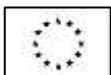
- [EASA to invite TEB to pre-NPA orientation discussion in Q2/2022 on aeronautical data \(RMT.0722\).](#)

Post meeting note: In relation to this action, the orientation discussion on the aeronautical data has changed from Q1/2022 to Q2/2022. Now further postponed pending internal approvals.

New action 02-2-2021:

- [EASA to provide industry 'pain points' \(list of regulatory issues\) to TEB member.](#)
- [TEB to nominate focal points to work with industry & EASA on future evaluation workshop Q2/2022.](#)

<sup>1</sup> 'aerodrome' means a defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed offshore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.



**Deadline: 15 January 2022**

#### **AI 5: Business Continuity**

(Refer to the [presentation](#) from AESA for details)

- The Spanish TEB member presented the Aerodrome Emergency Plans for the Volcanic eruption on island of La Palma to preserve and manage airport operations the face of the hazards and associated risks resulting from ash contamination of the manoeuvring areas (esp. runways, the friction of which can be degraded), the electronic, electrical, and mechanical ground equipment and markings, and the potential effects for parking and moving aircraft. As a reaction to the situation the airport and oversight authority (AESA) agreed on a protocol for the operation of the airport while being affected by volcanic ash clouds. The protocol is a part of the ADR manual and defines the actions to be taken when the airfield is affected by ash deposits, as well as defining the roles and responsibilities at the aerodrome.
- The Irish TEB member asked and shared information on their mass flight diversion plan for the impact on the air space and airport flows in reaction to volcanic eruptions; MSs could share existing/ draft national mass diversion plans for use by others as a template and knowledge sharing.
- EASA reported that European Aviation Crisis Coordination Cell (EACCC) recently held another simulation of a volcanic outbreak with 100 participants and offered that the EASA notes taken at this exercise could be shared. The most significant change is the full responsibility of the air operator for the conduct of flights based on an ash risk assessment so that air space closures may be avoided.

**New action: 03-2-2021:**

- [EASA to share conclusions of EUR/NAT VOLCEX 21 exercise of 16 and 17 Nov. 2021 with TEB members.](#)

#### **AI 6: Improve ICAO coordination between EASA and Member States**

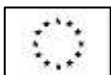
(Refer to the [presentation](#) and the [paper](#) from EASA for details)

- EASA welcomes the attendance of the EU members of the ADOP<sup>2</sup> and is proposing a renewed effort for European coordination vis-à-vis the ICAO ADOP to have better down/ up-stream follow-up of European issues and interests. Such coordination may also prevent difficulties in the State Letter process following any amendments to annex 14.
- The TEB members are supportive of the idea of coordination but would like to emphasise the continued possibility of MS experts to contribute their own views at the ADOP and subordinate WGs, not least in case of differences of opinion. Equally MS experts should be independent as to how they report from ICAO meetings. One TEB member emphasised that EASA's international work should aim at ensuring safe inter-regional air transport operations by reducing complexity.
- EASA reminded that the key proposal is that before the ADOP there should be coordination meetings before among the European experts on that panel or group. Also, the AD (Aerodrome Design) and AO (Aerodrome Operations) WGs were identified as priority issues for European coordination.
- Conclusion: the TEB agreed to coordinate a European view before meetings of ADOP, ADWG and AOWG. The ADR.TEB highlighted States' role as ICAO Contracting States and the expertise of nominated experts to ICAO panels and WGs.
- EASA will have the topic of "ICAO coordination" as a regular agenda item at future TEB meeting

**New action: 04-2-2021:**

- [EASA to set-up online coordination meetings with TEB, EASA-ADOP members & ECTL. Coordination on GRF matters and OLS \(Obstacle limitation surfaces\) as required.](#)

<sup>2</sup> Aerodrome Design and Operations Panel (ADOP)



New action: 05-2-2021:

- If available ADOP members to share their WPs/IPs ahead of submission to ICAO with TEB, ECTL, EASA.

Post meeting note: the European ICAO ADOP/4 Coordination meeting is planned for 8 Feb. 2022 (9.30 to 13.00). EASA is sharing the DPs & draft DPs on the ADR.TEB SharePoint and facilitates the collection of viewpoints.

## Day two, 02-Dec-2021 from 10:00 – 14:30

### **AI 7: Future Groundhandling Regulation**

(Refer to the [presentation](#) from EASA for details)

- The EASA experts presented the concept and offered a synthetic overview over the challenges in the AR, OR and OPS requirements. The key challenge to be developed is a simple yet effective Management System of the GHSP organisation. Equally important are appropriate training and competency assurance requirements.
- TEB members stated that oversight of GHSPs (who are required to submit a declaration for every ADR where they operate and offer activities) should be risk based, in line with existing practices, as there will be many stations and many GHSP to oversee. The GHSP organisation sizes vary very much in this segment. Also, ADR operators are at times also GHSP themselves<sup>3</sup> and the Management System requirements for both activities should match. EASA gave assurance that these elements are on the radar of the RMT.0728.
- The EASA expert also asked TEB members to provide useful data on the composition of the GH market and nominate GH focal points.

New action 06-2-2021:

- TEB to provide focal points for GH to enable a future exchange, and build-up a GH knowledge base. Deadline: February 2022 to the Email address: [ground-handling@easa.europa.eu](mailto:ground-handling@easa.europa.eu)

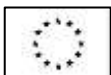
### **AI 8: Standardisation activities and implementation support**

(Refer to the [presentation](#) from EASA for details)

- EASA provided highlights on STD activities in 2021 and mentioned the main reoccurring findings (see presentation). Apart from the specific challenges related to oversight and the availability of sufficient and trained staff during the pandemic, the MSs should keep paying attention to topics that were already highlighted during previous meetings. A new topic is the implementation of the Global Reporting Format (GRF).
- EASA explained the future of the continuous monitoring approach (CMA) for the ADR domain, which was not yet actively applied in the first STD cycle. More attention will be given to the dedicated FTEs per domain and per MS compared to the size of the industry. A more accurate way of reporting FTEs for the ADR domain was proposed<sup>4</sup> and accepted without comments from the TEB members. Also, the new concept of enhanced CMA was presented to the TEB members (see the presentation).
- EASA highlighted that the establishment of Corrective Action Plans (CAPs) is often leading to difficulties. It was further explained how the new form for the extension of actions' due dates is to be used. MSs are asked to make use of the form.

<sup>3</sup> Those below the European thresholds (1 and 2 million passengers and 50 k tons of cargo) at which the possibility of self-handling and 3<sup>rd</sup> party handling is required.

<sup>4</sup> FTE's related to oversight activities for EASA certified aerodromes (without considering FTE's for exempted aerodromes and not counting NCA work on safeguarding and monitoring of aerodrome surroundings).



- EASA briefly explained the 2022 Implementation WS and asked MSs to bring technical topics that represent real challenges to them and to be ready to provide very active involvement. Topics suggested in the meeting were: *change management, on-going oversight, new regulations, mature management of SMS at aerodromes. Touchdown zone markings (CS ADR-DSN.L.545). The new OLS concept and the challenges that it poses.* More suggestions are welcome.

**New action 07-2-2021:**

- MS to provide topics for the next implementation workshop in 2022 (items mentioned during the meeting were recorded).

**Post meeting note:** EASA proposes that the next implementation WS takes place on the day normally reserved for day 1 of the next ADR.TEB (i.e. 4 May 2022). ~~This would allow for synergies in attendance if an in-person event should be possible.~~

- EASA presented the new “EASA FlexTool” for the notifications of exemptions using art. 71/ 71 and 76.7, and to have it soon extended to the art. 2(7), meaning exemptions of ADRs below the traffic and cargo threshold in that article.

**New action 08-2-2021:**

- MS to inform [aerodromes@easa.europa.eu](mailto:aerodromes@easa.europa.eu) if EASA needs to update the name of the Notifying Authority that in each country is dealing with Aerodromes low traffic exemptions (EASA will send a separate email to TEB shortly).  
**Deadline:** 13 December 2021
- MS to inform [exemptions@easa.europa.eu](mailto:exemptions@easa.europa.eu) if EASA needs to update list of traffic exemptions users not already registered in Flextool and if those new users need training.  
**Deadline:** 12 January 2022

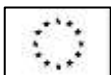
**AI 9: Aerodrome regulations and electric aircraft**

(Refer to the presentations from [NL](#), [SE](#) and [EASA](#) for details)

- The invited expert from NL presented challenges to the ADR rescue and firefighting services (RFFS) in relation to the hazards encountered by the electrification of aircraft and GH equipment in the ADR environment. The expert requested that EASA forms in the short-term a Task Force (TF) addressing the following topics related to the hazard: long-term cooling of batteries, the required volumes of RFF cooling agents, water, and foam<sup>5</sup>, the needed training syllabus modules for RFF personnel, the additionally required RFF respiratory equipment, and facilities for battery containment and storage, as well as any other topic that the TF may identify. The work of the TF should in the short-term lead to non-mandatory guidance material, then later new requirements should be added to the ADR-Regulation (139/2014), while in the long-term seeking ICAO material to be developed for the topic.
- The intervention was followed by an interesting presentation by the SE member of the TEB on Swedish instructions for fire-fighting tactics for LI-battery fires in electrical vehicles. While passenger car batteries are a bit smaller, the fire-fighting tactics and specific additional risks such as toxicity of fumes are transferable to the issue at ADRs.
- The ensuing lively discussion among the ADR.TEB showed that the impact of electrification of aircraft and vehicles on the RFFs capabilities and needs at the aerodrome must be assessed from all angles, including Air OPS, AIS, aircraft design, ADRs, as well as from the medical side due to the toxicity of fumes in case of LI-battery fires. The CH member of TEB pointed to a dedicated section on the FOCA website regarding the specificities of LI-fires in aviation.<sup>6</sup> Other TEB members believe that electrical aircraft are

<sup>5</sup>Because the large LI-batteries found in aircraft or vehicles require more extinguishing agents if a fire should occur.

<sup>6</sup>[Information for first responders in case of incidents or accidents](#)



“being pushed” for their perceived environmental advantages and therefore believe that it is important that the sector responds accordingly with changes to regulation, be it initially by a SIB until the regulatory changes can be developed. EASA pointed out the need for a RFFS requirement for so-called vertiports soon (2023-2024). The TEB member from SE was asked to provide the study to the ADR section on the impact of batteries on firefighting capabilities. The NL expert also pointed out that the electrification will affect all aviation domains, e.g. electrical aircraft or electrical cargo should be noted in flight plans and be standardised in the phraseology for distress calls.

- The ADR.TEB chair summed up the discussion as relevant, but the deployment of (certified) electrical aircraft as being still limited, so that the formation of a dedicated TF might not yet be warranted. More data and information exchange on LI-fire behaviour and its containment are needed in 2022 before proceeding further at European level and before assessing if rulemaking is needed. The ADR.TEB chair also announced that the topic will be passed to the relevant Collaborative Action Group, who are investigating a safety issue of dangerous goods handling and lithium batteries.

**New action 09-2-2021:**

- [TEB members to share studies, if available, on fires of lithium batteries with EASA & TEB.](#)

**New action 10-2-2021:**

- [EASA to share TEB presentations & feedback on lithium batteries with Collaborative Action Group \(CAG\) dealing with the Safety Issue: Dangerous goods handling and lithium batteries \(SI-1011\).](#)

**AI 10: GRF implementation**

(Refer to the [presentation](#) from EASA for details)

- The EASA expert for ADR operations explained the implementation issues in relation to the new GRF, notably the over-usage of SNOWTAMs even in case of WET and DRY conditions, to indicate the absence of contaminants and not just to cancel previous SNOWTAMs. In relation to this EASA had issued a SIB<sup>7</sup>, while for other issues that reveal an inconsistency of the GRF system found in ICAO PANS-ADR and PANS-AIM documents, as well as the problem of very lengthy ATIS voice Communications. On all these matters EASA has started discussion with ICAO and EAD to rectify the situations. In general, EASA reported that in general the world-wide implementation of the new GRF is a success. But some lessons can be learnt.
- EASA informed the TEB members of also about a sensor system at Malpensa airport for the reporting runway conditions when WET in lieu of physical inspections, which was presented at the recent industry advisory body, the ADR.TEC.

**New action 11-2-2021**

- [EASA to share ADR.TEC presentation \(Malpensa airport\) on new technological solutions for runway inspections.](#)

**AI 11: AOB & Conclusions**

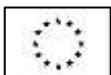
(Refer to the [presentation](#) and papers on [Change of Aerodromes Operator](#) and [Use of fluorine free foam](#) from EASA for details)

- EASA reported on the submitted TEB paper on the topic of Change of ADR operator, which recounts the results of a survey among TEB members and proposed way forward for medium term rulemaking on the issue in the next Opinion (2023). In relation to this the TEB action 13-2-2021 was closed.

**New action 12-2-2021**

- [TEB to comment on EASA’s proposed way forward for change of operator. Link to \[PAPER\]\(#\).](#)  
**[Deadline: 20 December 2021](#)**

<sup>7</sup> See EASA SIB 2021-15 of 27 September 2021.





Post meeting note: EASA has received feedback from one TEB member that the way forward is accepted. It is therefore assumed that the proposal for medium-term rulemaking is accepted.

- EASA reported on the recent FAA CERT alert on fluorine-free foams, which reminded US airports that while fluorinated foams are no longer required and may be replaced by more environmentally friendly alternatives, the performance standards for fire-fighting foams remain the same. The French TEB member reported about a technical study (by the technical division of the DGAC) on fluorine-free foams. The FR study has not found significant difference in the performance of these foams, other than their lesser fluidity. Moreover, these foams are limited in their use for Kerosene and Jet A1 fuel. They are not suitable for other energy sources. EASA asked for this study to be provided by FR.
- EASA presented an overview over two research studies that the ADR section had launched and will launch: one on Runway Micro Texture (Oct. 2021) and one on the status of implementation of the “Triple One concept” in Europe (Jan. 2022). Both these studies will begin some point in 2022.
- EASA also reported that resulting from its call for information on the lighting and marking of windmills, the DK member of TEB had provided a comparative study, which can be sent to the TEB members and which then allows the closure of TEB action 12-2-2021.

New action 13-2-2021

- [EASA to share Danish study on lighting and marking of windmills in the North Sea with TEB.](#)

**AI 12: Closure of the meeting**

(Refer to the [presentation](#) from EASA for details)

- Julia Egerer (ADR Section Manager) concluded the main outcomes of the meeting and the actions that were agreed.
- TEB members are kindly asked to follow up on their actions until the next meeting.

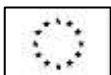
Next meetings:

ADR.TEB #1/2022: 4 - 5 May 2022

ADR.TEB #2/2022: 30 Nov - 1 Dec 2022

Attendance list:

- ADR TeB members, alternates, and technical experts from EASA Member States:  
Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovenia, Spain, Sweden, and Switzerland.
- Technical experts from EU Member States and ADR.TeB observers and alternates and from countries with a working arrangement:  
Albania, Bosnia and Herzegovina, Georgia, Montenegro, Republic of Moldova, Serbia, Turkey.
- Upon invitation: Mr Marcel Hartmann (ILT/Netherlands) and Mr Costantino Pandolfi (ENAC/Italy)
- European Commission (EC), European Defence Agency (EDA) and EUROCONTROL.
- EASA: Eduard CIOFU (chair, HoD), Julia EGERER (HoS), Sarah PORALLA (secretary), Paola GALMARINI, Jozef DE MOOR Daniel GALIC, Joaquin LOPEZ, Vasileios STEFANIOROS, Simona TARLIE, Predrag SEKULIC, Adina SZÖNYI, Daniela DEFOSSAR, Valerie LAUNDRY-SIVEL.



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