



European Aviation Safety Agency

Summary of conclusions

Subject: TAG ADR: Thematic Advisory Group Aerodromes

Date 8th April, 2014

Location 04/049, Cologne

**Organised by EASA, Rulemaking Directorate
ATM/Airports Department**

List of Participants:

Attendees	First name, Surname, State (CAA), organisation
Members:	
Thomas Liebert	Austria, Ministry of Transport
Jozef De Moor (alternate)	Belgium, Civil Aviation Authority
Mihail Bozheryanov	Bulgaria, DG Civil Aviation Authority
Lenka Ercegovic	Croatia, Croatian Civil Aviation Authority
Vladimir Nekvasil	Czech Republic, Civil Aviation Authority
Kamila Drevova (alternate)	Czech Republic, Civil Aviation Authority
Ovyind Hallquist	EC-DG Move
Andres Lainoja	Estonia, Civil Aviation Administration
Kari Siekkinen	Finland, Transport safety Agency
Carole Lenck	France, Direction Generale de l'Aviation Civile
Angelos Belyiannis	Greece, Civil Aviation Authority
Istvan Mudra	Hungary, National Transport Authority, Aviation Authority
Atle Vivas (alternate)	Iceland, Civil Aviation Administration
Brendan King	Ireland, Aviation Authority
Claudio Eminente	Italy, ENAC, Civil Aviation Authority
Raivo Bisenieks	Latvia, Civil Aviation Agency
Arunas Stankevicius	Lithuania, Civil Aviation Administration
David Greisch	Luxembourg, Direction de l'Aviation Civile
Stephen Muscat	Malta, Civil Aviation Directorate – Transport Malta
Robert Van den Heuvel	Netherlands, DGCA, Ministry of Infrastructure and Environment
Ryszard Kita	Poland, Civil Aviation Authority
Jorge Freitas	Portugal, Civil Aviation Authority
Traian Comsa	Romania, Civil Aeronautical Authority
Ludovit Gabris	Slovak Republic, Transport Authority
Raquel Lobato Galeote	Spain, Aviation Safety Agency
Jorgen Andersson	Sweden, Swedish Transport Agency
Martin Schilt	Switzerland, Federal Office of Civil Aviation
Observers:	
Hoxha Pellumb	Albania, Civil Aviation Authority
Geart Shehu (alternate)	Albania, Civil Aviation Authority
Milan Lezaic	Serbia, Civil Aviation Directorate
Jurgen Stegmeir	EDA, European Defense Agency

Hans-Joerg Fietz	Eurocontrol / MAB
Others:	
Miguel Iñigo Fernández	Spain, Aviation Safety Agency
Carlos García Gutiérrez-Marcet	Spain, Aviation Safety Agency
EASA:	
Jussi Myllärniemi (Chairman)	
Laury Anako	
Sarah Poralla	
Harry Seddon	
Predrag Sekulic	
Vasileios Stefanioros	
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Marina Koster	Germany, Bundesministerium fuer Verkehr, Bau und Stadtentwicklung
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Damjan Horvat	Slovenia, Ministry of Infrastructure and Spatial Planning
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Observers:	
Arif Mammadov	Azerbaijan,
Levan Moseshvili	Georgia, Civil Aviation Authority
Dusan Popchevaliev	FYRM, Civil Aviation Agency
Vladimir Bunitki	Moldova, Civil Aviation Authority
Milan Kuc	Montenegro, Civil Aviation Agency
Hüseyin Akdogan	Turkey, Directorate General of Civil Aviation
Marc Deboeck	Eurocontrol

1. Opening and Welcome

Presented by: Jussi Myllärniemi, Chairman

The meeting started at 10:00. The Chairman welcomed and thanked the members for attending the meeting. He explained also that EASA is going through a reorganisation process.

2. Adoption of the Agenda

Presented by: Predrag Sekulic

The agenda was presented and two additional items under AOB, that are the presentation on Art. 4 of the Regulation 139/2014 and the AOB discussion.

No objection or comment made. The agenda was updated and confirmed.

Conclusion:
The agenda was confirmed.

3. Adoption of Summary of conclusions of the previous meeting

Presented by: Predrag Sekulic

EASA explained that the documents recording the conclusions of the TAG ADR meeting was entitled as "summary of conclusion" aiming to better prioritisation and reinforcing practicality.

Summary of conclusions from the Joint TAG / Sub-SSCC meeting and the TAG ADR meeting on 10 October 2013 were reviewed. Comments given to the conclusions from the Joint meeting were confirmed. It was also explained that the conclusions from the Joint meeting will be fully adopted in June, once the Sub-SSCC ADR committee also approves it. In the summary of conclusions from the TAG ADR meeting it was explained that under Agenda item 4.3 the proposed conclusion concerning 'surroundings' could be misinterpreted or misunderstood, therefore it was proposed, and agreed, to delete the sentence concerned.

No more comments were made by members, thus the conclusions were approved.

Regarding an action mentioned for the Joint meeting "EASA to report on ADQ1 issue" to the Commission the Agency reported it had been done. Thus the action item was closed.

Conclusion:
The summary of conclusions were confirmed.

4. 4-year Rulemaking Programme

Presented by: Chairman

4.1 Rulemaking Programme 2014-2017

TAG ADR input for the draft 4-year Rulemaking Programme 2015-2018

The Agency gave a brief explanation on the current Rulemaking Programme (RMP) and its particularities. The Management Board had asked for the Rulemaking Programme to be revised and simplified. The revision impact on aerodromes was minimal. In this year the normal exercise of compiling a new RMP will not take place.

Some of the changes related to ADR are:

- In the past EASA had separate task numbers for IRs and related soft law, to differentiate their approval process. As a result it made the RMP heavy. Now the related tasks are combined and will be performed under one RM number.
- ADR equipment. Because of the stakeholder views, this task is postponed and is now limited to ADR equipment, only.
- Heliports: the scope is limited to VFR Heliports located at the aerodromes 'in the scope'.

No comments made by members.

The ADR Regulation No. 139/2014 was briefly presented. The regulation follows the same organisational structure as others EASA IRs, that contain a Cover Regulation with annexes of OR, AR, OPS and technical design certification specifications. The transition period is set up to four years (up to end 2017). The NAAs were asked to give their views.

It was noted by several TAG members that at the working level, there is a sense of urgency with the implementation, but there are some difficulties inside the NAAs to get a full commitment to allocate resources to respond to this need. It was concluded that the NAAs would wish to get technical support from the Agency in implementing the aerodrome rules. It was also pointed out that the competent authority needs to be designated by the Member States as soon as possible.

It was agreed that the members' concern on the implementation will be reported at the next RAG meeting and that the RAG will be made aware that the ADR rules are now in force and actions need to be taken.

EC also took note of the comments on lack of resources for implementation. It may be reported at the RAG meeting also by the EC or through other means.

Conclusion:

The report on the RMP was accepted. The regulation 139/2014 is now in force. During the transition period adequate resources should be made available for implementation. The Agency is invited to give technical support to Member States during the implementation process of the Regulation 139/2014. EASA and EC to raise this at the next RAG meeting that States would need EASA support in implementation of Regulation 139/2014.

4.2 TAG ADR comments on delivered Pre-RIAs

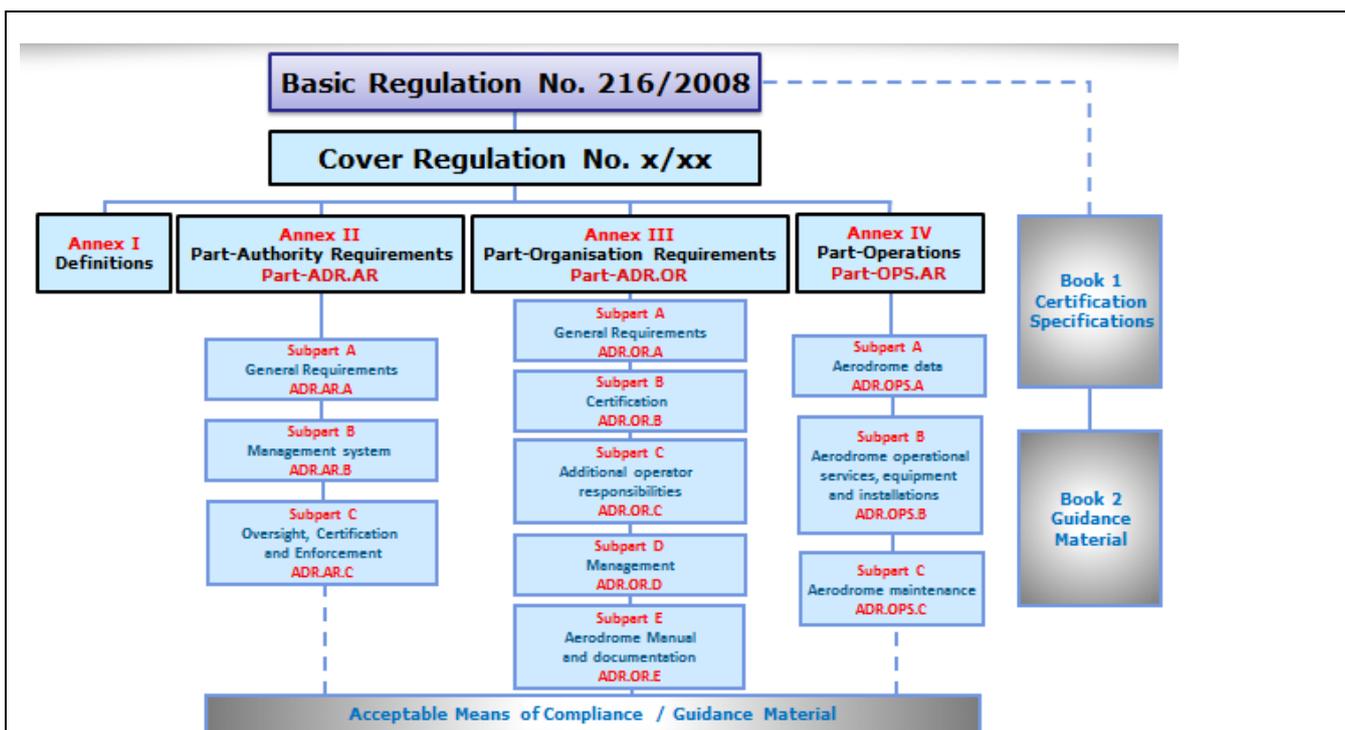
EASA noted that no comments were made on the Pre-RIAs. The group was also informed about the internal consultation on Pre-RIA on the ATM side on remote tower operations and that members will be invited to review it (as there are also issues related to aerodromes).

5. Progress Update on 4 year Rulemaking Programme 2014-17 and on-going Tasks

Presented by: EASA R5.2 team

The Agency explained that the technical publication (the book and the DVD) with the new ADR rules will soon be available. It is a consolidated version structured in a user friendly manner.

5.1 Commission regulation (EU) No. 139/2014 and EASA AMC/CS/GM



5.2 Maintenance of aerodrome rules task

The Agency gave a status report on the progress of the task maintenance of the aerodrome rules', that will form a revision and/or update of ADR rules. The ToR was published in January, consultation ended on the 25th February. It is foreseen to perform this task as an Agency task, meaning without rulemaking group. EASA will develop the proposal and will have a formal NPA. The task will be performed with focussed consultation meetings, as necessary. An NPA is planned to be published in first quarter of 2015.

The task focuses on changes related to Annex 14 Amendments 11A and 11B, plus the inclusion of some safety recommendation.

On the question to clarify what is meant with 'focussed consultation meetings' the Agency explained that based on the complexity and sensitivity of the issue or if during the drafting phase potential contentious issues are identified the Agency may specifically consult the stakeholders, including both the industry and Members States. Such activity is also to simplify and expedite the process. The Agency noted further in the discussion that it will indeed endeavour to be as transparent as possible during the process.

5.3 Apron Management Services task

The Agency informed the TAG Members that comments are evaluated and the Opinion is under preparation. In response to questions concerning the areas of major concern, the Agency replied that these are mainly related to the certification and oversight of providers of apron management services operating in different Member States, double certification of aerodrome operators and air traffic services providers and the definition of "principal place of business".

5.4 Rescue and Fire Fighting Services RFFS task

The status report on the task was given by the Agency. The task is seen as quite complex and there will be a Rulemaking Group established to perform the task. NPA is expected to be

published in Q1/2015.

Results of Questionnaire on remission factor will be presented to the Rulemaking group at the first meeting in May. the RMG will have 9-10 experts representing the industry and competent authorities.

On the question if remission factor as regards all-cargo or mail flights will be limited to aerodromes exclusively serving these types of flights, the Agency responded that this was the initial aim, but that now it will be expanded to include aerodromes serving these types of flights during part of the time. Besides, irrespective from the type of flight (all-cargo, passenger, etc.) the application of the remission factor will also take into account criteria linked with the number of movements.

5.5 Requirements for aerodrome equipment task

It was highlighted that this task was revised (due to the revision of the current RMP) from a joint to a single task focusing on aerodrome equipment only.

The presentation intended to highlight the scope of the rulemaking task and focused on the content of the current provisions of the BR and the envisaged benefits stemming from the development of a common regulatory framework for aerodrome equipment. The existing rulemaking task aims solely at the development of the rulemaking framework. Thus, what will be regulated and in accordance with what "standards" is not part of this task; these issues will be dealt with in the future. The planned timeframe for the task is not yet confirmed. But the airports are facing the issue with certification of aerodromes, including the related equipment and therefore the NAAs would like to know when this new task will be launched. The Agency also clarified that the task will be focussed on the regulatory framework, not yet defining which equipment could be subject to it.

5.6 Heliports task

The Agency presented the task which pertains only to Heliports located at airports which are 'in the scope' and predicted to prepare Certification Specifications and IR/AMC only, as necessary. NPA is scheduled to be published in Q1/2015. No RMG is envisaged, but focused thematic consultation will take place as necessary.

6. EASA Rulemaking process

1. The role of the TAG in EASA RM process

The members were informed on their role and its importance in the rulemaking processes. It was outlined that members will be particularly consulted on content, priorities and execution of the rulemaking Programme, Pre-RIAs and ToRs.

The CIRCA BC tool is available for use and has been presented to the group. CIRCA BC communication platform will be open when specific thematic consultation is needed. Common Response Tool (CRT) remains available on the EASA website.

2. CIRCA BC communication Platform

The Agency presented the functionality of CIRCA BC platform. The presentation used will be available to the group as a quick guideline on how to use its facilities.

3. Advisory bodies feedback

Members were informed that the Quality survey will be done only once a year at the end of the year.

7. **Technical issues:**

1. Implementation of the ADR rules, input by TAG members

- Spain presentation

The representatives of the CAA Spain presented three examples on Spanish approach on "How to get an Equivalent Level of Safety".

- Austrian approach for Certification, implementation AMC/CS/GM and oversight

The representative of the CAA Austria presented the status of the implementation of the Regulation 139/2014 in Austria.

2. New ICAO approach classification & PBN operations

The Agency presented a paper on the new ICAO approach classification, based on the Amendment 11B to Annex 14 which will be applicable as of November 2014. After the presentation there was a discussion on how will new definitions affect airports and if a PBN operation will be accommodated.

New approach classification disassociates an navigational aid and the type of the runway that can support a specific approach and depends mainly on the DA/H, runway visual range and/or visibility, as well as on how the approach is flown.

The requirements which possibly are affecting the certification specifications for aerodrome design will be included in the RMT.591.

3. Update on EFOD

The Agency presented the timeline for the development of the EFOD in the area of aerodromes. The results would be shared with the MS by the end of May. The Agency clarified that this is not a certification checklist but an assessment of the ADR rules versus the ICAO Annex 14 SARPs, which will also facilitate MS to discharge their Chicago Convention responsibilities (filing of differences under Art. 38 of the Chicago Convention, and publishing of significant differences in the AIP in accordance with Annex 15). EASA does not foresee to develop of aerodrome certification checklists for Competent Authorities.

4. Safety reports perspective on additional ground lights and meteorological equipment

The Agency presented few cases of AIB safety recommendations that are addressed to EASA in

order to analyse possibilities of developing requirements (certification specifications) for: a) runway centre line lights on CAT I runway and b) meteorological equipment for detecting windshear at aerodromes. In Annex 14 the installation and the characteristics of the centre line lights for CAT I runways are included only as a recommended practices which have been transposed as EASA GM to CS.

To get a better view on the issue and input from the Member States, the Agency will open the discussion forum on the Circa BC platform, where it will be possible to comment and propose on the subject. The results of the communication will be presented on the next TAG meeting in autumn and will present input for possible planning of the future Rulemaking programme.

Conclusion:

The Agency to open discussion forum on the issue of centre line lights for CAT I runways and meteorological equipment for wind shear. The group is invited to comment the paper. The results of the communication to be reported at the next TAG ADR meeting.

5. TAG members proposals - technical issues for future meetings

Nothing has been reported.

8. AOB

Presented by: EASA R5.2 staff

1. ICAO PANS ADR developments, Art 4 of Regulation 139/2014

PANS ADR – State letter:

Currently there is a lot of activity on PANS ADR in ICAO. The Agency informed participants about its draft recommendation for a reply to ICAO State letter, SL 81-13 on the proposal for the amendment of Annex 14, Vol. I Aerodromes and the issuance of PANS ADR (1st edition).

Art 4 of Regulation 139/2014:

Art.4 of Regulation 139/2014, imposes the obligation on Member States to inform EASA of the aerodromes that fall within the scope of Basic Regulation. The deadline to submit this information is the 6th of June. While Member States are free in the way to inform EASA, the Agency will offer an excel form to harmonise the required collection. The observer states do not have to take part in the exercise as they do not have to apply Regulation 139/2014, except in cases such a commitment is stemming from their legal agreements with EU.

It was explained also that under the regulation 139/2014 the process to accept an equivalent level of safety (ELOS) is done at national level and do not have to be reported to EASA.

2. EASA Training possibilities, update

The Agency informed the group about the developments on future courses concerning Regulation 139/2014. For each annex/part of the regulation (CR, AR, OR, OP, DSN) a separate syllabus will be developed. More details about the training will be published on the internet in due time. The group was asked on their proposed priorities on courses' syllabise and if NAA would envisage to

send their staff to the courses.

3. Proposal on TAG ADR coordination on ICAO tasks and issues

The Agency presented to the group the possibility to use the Circa BC communication platform for consulting the States on different tasks, for example ICAO State Letters responses in order to be able to better represent all Member States on different international forums (for example the ICAO Aerodrome panel). The proposal was broadly supported.

4. Workshops on ADR rules implementation

The Agency aims to facilitate and support Member States in the effective implementation of ADR rules. It has been already involved in different workshops and seminars during the year. In addition, if there is interest to host such implementation workshop the Agency will be happy to consider such proposals.

Based on a short exchange of views it was agreed to report the request for assistance at the forthcoming RAG meeting. EASA confirmed that some resources for supporting non EU states are also available.

At the moment EASA does not have established a standardisation team, because these activities are planned to perform after transition period, starting year 2018.

Conclusion:

The NAAs are invited to submit to the Agency their requests or proposals for implementation support of the Regulation 139/2014.

9. Closing

Presented by: Jussi Myllärniemi

The Chairman thanked everyone for their contributions and for attending.
The meeting closed at 16:55.

Next meeting:

TAG ADR (5th): 30 September 2014, EASA, room No. 04/049, Cologne;
RAG: 6 May 2014, EASA, office in Brussels, 15 October 2014, EASA, room No. 04/049, Cologne

MoM prepared/ reviewed by	Laury Anako, Predrag Sekulic Jussi Myllärniemi	Date	
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