European Aviation Safety Agency
Summary of conclusions
Subject: TAG ADR: Thematic Advisory Group Aerodromes
Date   20th June 2013
Location EASA

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

List of Participants:

Attendees	First name, Surname, State (organisation)
	National Authorities and Organisations represented by: Thomas Liebert, Austria Kris Clarysse, Belgium Vladimir Nekvasil, Czech Republic Ovyind Hallquist, EC-DG Move Andres Lainoja, Estonia Kari Siekkinen, Finland Carole Lenck, France Marina Köster, Germany Angelos Beliyiannis, Greece Istvan Mudra, Hungary Reynir Sigurdsson, Iceland Brendan King, Ireland Raivao Bisenieks, Latvia David Greisch, Luxembourg Stephen Muscat, Malta Jörn Seljeaas, Norway Ryszard Kita, Poland Jorge Freitas, Portugal Ludovit Gabris, Slovak Republic Petra Rupnik, Slovenia Raquel Lobato Galeote, Spain Martin Schilt, Switzerland Daniel Galic, Croatia Levan Moseshvili, Georgia Milan Kuc, Montenegro Milan Lezaic, Serbia Hüseyin Akdogan, Turkey Salih Yalcin, Turkey Nicolas Eertmans, Eurocontrol Hans-Joerg Fietz, Eurocontrol MAB EASA: Jussi Myllärniemi Gernot Kessler Predrag Sekulic Laury Anako
Apologies	Thomas Regan, Ireland

ISO 9001:2008 Certified

| | Claudio Eminente, Italy
Franco D'Amico, Italy
Henrik Caduff, Liechtenstein
Robbert Van den Heuvel, Netherlands
Traian Comsa, Romania
Damjan Horvat, Slovenia
Djordje Brdarski, Serbia
Jörgen Andersson, Sweden
Duschan Popchevaliev, The former Yugoslav Republic of Macedonia
Graeme Ritchie, UK
Marc Doebeck, Eurocontrol | |
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MoM prepared/ reviewed by	Laury Anako, Predrag Sekulic Jussi Myllärniemi	**Date**	

1. Opening and Welcome
Presented by: Jussi Myllärniemi, Chair

The Chair welcomed the attendees to the second TAG ADR meeting (which was also the first one in 2013). He emphasised the importance of the TAG feedback for EASA's future work in rulemaking. The meeting was opened and the TAG members and observers presented themselves.
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2. Approval of Agenda
Presented by: Jussi Myllärniemi

Predrag Sekulic (PSE) presented the draft Agenda as well as the proposed new items and changes to the Agenda, namely:
- Agenda item 4: TAG members comments on the CRD to pre-RIAs to the draft RMP 2014-17 and a presentation on Declaration of interest paper by the Agency
- Agenda item 5: Change to the sequence of some presentations
- Agenda item 7: Runway Status Lights and SESAR, information
- Agenda item 8: HETA update, ADR standardisation plans, inputs for the Joint meeting TAG ADR/sub-SSCC ADR, EASA survey on TAG ADR meetings

Conclusion: The Agenda was adopted with the proposed additions and changes.

3. Adoption of Minutes
Presented by: Predrag Sekulic

The draft Minutes of meeting from the 1st TAG ADR meeting held on 12 September 2012 had been circulated to the TAG members and observers for comments prior to the meeting. There were no comments returned to the Agency and no comments were raised at the meeting. The minutes from the TAG ADR meeting of 12 September 2012 was adopted.

Conclusion: The minutes from the TAG ADR meeting of 12 September 2012 was adopted.

4. 4-year Rulemaking Programme
Presented by: Jussi Myllärniemi, EASA staff

- Progress update on the 4-year Rulemaking Programme 2013-2016 (for the ADR related tasks), including information on on-going Rulemaking groups and activities

The chairman explained the background of the Agency Rulemaking process. He also remained of the revision of the RM process, which is now in the final implementing phase. The main changes included the consultative bodies established as various thematic bodies. This enabled more relevant and valuable contributions in the discussions and rulemaking processes on the experts level. He also pointed out that the roles of the bodies are to advise EASA with content and need for different RM tasks in RM processes and in the composition of RM groups. It was also explained that the final decision of the composition of the RM groups is made by Executive director. The overall rules structure on Aerodromes and ATM/ANS domains was also explained.

- TAG ADR opinion on the ADR related tasks in the draft 4-year Rulemaking Programme 2014-2017

Basic assumptions and proposed changes in the draft RMP 2013-17 as presented:

Basic ADR Rules (Implementing rules) are not in the new programme because they were adopted by EASA Committee in April 2013, following the EASA opinion issued in a timely manner in early 2013. The soft law (AMC, CS & GM) will follow the publication of the actual Commission Regulation.

Apron management services: Task initiated and is progressing well. (A more detailed presentation about the task was given later on according to the agenda order.)

ATM systems and ADR equipment: There will be a (slight) delay in launching the task. Delay is caused mainly because of the complexity of the task and resources available. (A more detailed presentation about the task was given later on according to the agenda order.)

Three new tasks appear in the draft RM programme 2014-17:
- Maintaining the current rules based on the ICAO SL Amendments (with a presentation later on)
- RFFS (presentation later on)
- Heliports (the task is based on the BR requirements and is a continuation of the establishment of the ADR rules)

Following the presentations by the Agency the draft RM Programme 2014-17 was unanimously confirmed. No comments on the draft RMP 2014-2017 was presented.

It was asked whether the BR covered aerodromes on water and whether EASA had any plan on the subject? The Agency clarified that water aerodromes are included in the definition of 'aerodromes', however they are not in the scope of applicability of the rules because they do not meet the technical requirements of the scope of the Basic Regulation. Therefore they should be covered by the national measures.

- CRD to Pre RIAs to RMP 214-2017), TAG comments

The Agency explained that the pre-RIAs were sent to all TAG members for transparency purposes who are also able and welcomed to comment on those.

No comments on the subject.

- Specific Declaration of Interests

The Agency gave a presentation focusing on the generic aspects of the requested 'Declaration of Interest'. (Presentation given was also disseminated later on to the TAG members and observers.)

Conclusion: The draft RM Programme 2014-17 was unanimously confirmed.

5. Progress Update on ADR Tasks
   Presented by: Gernot Kessler, EASA staff

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

    The Agency gave a presentation on the status of the ADR Regulation explaining (e.g.) the following:
    - The ADR IR are no longer shown in the RM programme 2014-17 while the text is final and will enter into force around the end of the year.
    - The effort invested into the rulemaking also by the stakeholders over the last three years has been significant.
    - The next step on the translations may cause some delays and will be followed with the scrutiny of the EU parliament later on this year.
    - Another stream of work to finalise the soft law development is purposed to align the earlier RM deliverables with those changes which were introduced to the rule in the final adoption process.
    - The plan is that the IR and soft law will be published at the same time
    - EASA acknowledges the need for support with implementation. Hence, five workshops will be held in coordination with ACI in 2013.
    - Standardisation visits: because of the long implementation time the standardisation visits will start only once NAAs and airports are in compliance with the rules (notably after the 4-year transition phase).

A TAG member queried whether the soft law will be translated. The Agency confirmed that this is not the case.

Another question concerned the themes of the implementation workshops. The Agency clarified that the focus is on regional and thematic requirements, but with flexibility based on specific needs.

- Requirements for Aerodrome equipment

The Agency presented (e.g.) that the legal basis stems from Art 8a and 8b of the BR and that there is difference in the way that aerodrome equipment and ATM/ANS systems and constituents are regulated. A joint rulemaking task is foreseen to avoid repetition of requirements and making artificial distinction between the two domains.

The task is planned to start in Q3 this year. EASA opinion could be issued in 2015. If it is decided to create a RM group, it will normally be composed of experts from NAAs, industry and professional organisations.

The question was raised about the integration of industry standards and relation to SESAR. The Agency confirmed that the regulatory framework allows using standards. When recognised in the EU regulatory instrument those standards are presumed as means of compliance. The Agency naturally needs to have a confidence that the standards achieve the purposed safety (or interoperability) objectives.

The Agency also clarified that no specific domain is concerned at this stage, because the intention is to develop the regulatory framework first; what might need to be regulated is not decided while this will be subject to another decision making process.

- Update on EASp – EAPPRE

Update on the actions taken by the Agency since the release of EAPPRE in early 2013. EASP is managed at EU level; EASp is endorsed by the EASA Management Board and managed by the Agency. The Agency presented the different recommendations of regulatory nature contained in EAPPRE and informed about the relevant actions. It is anticipated that by 2013/Q3 the Agency

will finalise the evaluation of the recommendations contained in EASp and will have identified if there is a need for further rulemaking activity to address them.

TAG members asked what is the legal status of these EASp plans. The Agency clarified that it is not a regulation, but it is to be followed because it is endorsed by the MB of the Agency. Also, in order to fulfil the ICAO SSP requirement one needs to act both at the EU and national level.
The question on runway incursions was also raised. The ToRs of ADR.001, 002 and 003 rulemaking tasks foresaw that the aerodrome rules should address the EAPPRI.
As far as the EAPPRE recommendations for the LRST are concerned, it was mentioned that they do not necessitate new regulatory actions, as the draft aerodromes rules already address the LRST issue.

- Apron Management Services

The Agency gave an update on the AMS task whose ToR and group composition were decided in July 2012. Participants of the RM group come from the industry (both airports and ATM), NAAs and professional organisations. EASA is currently reviewing the draft NPA text. NPA is planned to be published in Q1 2014 and Opinion in Q1 2015.

No comments were made on the issue.

- Rescue and Fire Fighting Service (RFFS)

The Agency gave an update on the RFFS task which is in preparation. Two main issues to be included in the ToR:
- Remission factor including aerodromes serving exclusively cargo flights.
- Medical standards for RFFS personnel.
The Agency also proposed that because medical standard is a complex question a questionnaire will be prepared and sent to Members State to gather information on this issue. The task is to be started in Q4 2013.

A TAG member agreed that the problem is quite cautious; for instance in their State the medical requirement are included in specific regulation created by the ministry of interior. He supports the proposal for sending questionnaire and will participate in survey.
A question was also made on the number of personnel required in relation to the level of RFFS category at aerodrome. It was briefly confirmed that the number depends of number and category of aircraft and depends of operational plan of RFFS at the airport level.

6. Presentation on Wildlife hazard management
Presented by: Wizz Air, UK FERA

- Hazard and risk mitigation on Wildlife Hazard by Wizz Air and UK FERA.

As a thematic subject the Agency had invited Wizz Air Safety manager, Mr Antal Pekk and Phil Mountain from UK FERA (consultant on bird strike for the UK CAA) to give an informative presentation on Bird strike and wildlife management experiences on European airports in the last years. The very interesting presentation gave plenty of important safety information to the attendees, who also confirmed their readiness to contribute in the next steps of the process. Presentations were agreed to be disseminated to the TAG members afterwards.

TAG members pointed out e.g. that there is a concern with national legislation in relation to

municipalities, while it is difficult to make a single recommendation for each municipality that deals with wildlife in a different manner. There would be a need to start harmonised approach on the issue, but the problem is in resources at aerodromes as well as within airlines; also in EU States we have different approach on the matter regarding Annex 14 SARPs which is difficult. Very limited action on the subject is recognised across EU and it would be useful to highlighting this question on EU/EASA level. The Agency confirmed that the issue could be raised on regulatory level in the future RM programming and asked for further support from the NAAs on this issue. National bird strike committees used to invite all airport operators and carriers and to share best practices on how to avoid collision with wild life were also noted.

A question of the use of the lethal control was also raised; the method is effective, there are countries using that method and they work closely with police and security.

The Agency also highlighted that it could be possible to have research done over bird strike and wildlife.

Action: The Agency to propose Bird strike and wild life hazard management for the future RM programming.

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7. Technical Issues
Presented by: EASA Staff

- ICAO SL 41-2011 / SL 20-2013

An update was given by the Agency on the status on SL 40 and SL20.

TAG members welcomed the proposed actions on amendment and integrating the regulatory material as soon as possible which will help to avoid gap between ICAO and EASA. Discussion also concerned the optimal timeline and which regulatory measures are impacted when transposing the relevant changes in the ICAO material.

It was noted that the maintenance of rules task in the RM programme is of a high priority for EASA.

- Information on the pre-RIA of the Rulemaking task: Provision of requirements in support of global PBN Operations

The Agency gave an update on the Performance Based Navigation pre-RIA. PBN ICAO Resolution A37-11 states that States need to implement PBN by 2016. PBN goes across many stakeholders and hence there is a great need for harmonization and complementary set of rules.

No comments were made by the TAG.

- Information on the pre-RIA of the new rulemaking task: Low visibility operations

The Agency gave an update on Low visibility and Advance vision systems, which are new technologies and which will be also addressed in regulations. Affected are potentially: Design organisations of advanced vision systems, Air operators, Aerodromes operators, ANSPs and National Aviation Authorities. The task is scheduled to start in 2014 with a delivery planned for 2016.

TAG member raised a comment on the use of different lights. The Agency noted that apart the conventional lights there are also many cases where LED lights are being used, which currently do not support advanced vision systems. EASA is aware of the problems and will involve experts

and all parameters will be considered.

- Information on Runway Status Lights and SESAR

The Agency has been approached by various stakeholders requesting reaction on the issue. The Runway Status Lights system is to prevent runway incursions. It is meant to be a fully automated system; the system indicating that movement on the runway is signalled by a red line lights to warn others that the runway is occupied. Lights on the taxiway leading to runway also light red to alert Runway occupancy. As the system is fully automated and does not require any intervention from the TWR may cause concern also by ATC. Currently Runway Status Lights are validated under SESAR where they are considered as an Airport Safety Net. There are some airports in US, France and Japan which installed such system on the testing phase.

No comments by the TAG members.

- Proposals from the members on technical issues to be discussed on future meetings of the group.

Chairman invited the members to submit technical issues they wish/propose to discuss at the next TAG ADR meetings.

Proposals were made on the use Laser lights and how the prevention with Obstacle Limitation Surfaces is dealt with in different countries. The Agency took note of the proposals.

Actions	The TAG ADR members and observers are invited to submit technical issues they wish/propose to discuss at the next TAG ADR meetings.
Conclusion:	The Agency took note of the proposals to discuss and share experiences on the use of Laser lights and how the prevention with Obstacle Limitation Surfaces is dealt with in different countries.

8. AOB
Presented by: EASA Staff

- EU Ground handling requirements

Ground Handling is not subject to EASA remit. The Agency gave a presentation on it for information purposes and future support.

Ground Handling (GH) is the last aviation safety area not tackled in the BR scope. The culture of ground handling is not always conducive to safety. Statistics suggests that it is alarming as 50% of fuselage damage is related to GH and 70% of damages are not reported. There is a great demand to tackle this issue. A short discussion was held on the Airport package submitted to EU parliament and Council. The draft proposal on GH does not deal directly with safety. But there may be a legal basis established to launch in the future some rulemaking action on the safety aspects. The package will not be finalised before 2014. It was noted that it would be premature to say if the future rules would lead to a technical certification of the GH service providers.

- HETA update and plans

The Agency informed the members on the rulemaking task on HETA (Harmonised European Transition Altitude). Group composition will be proposed soon as part of the ToR. There will be a joint workshop (with EUROCONTROL) on 30 September - 1 October on the subject.

- ADR standardisation plans, information

The issue was covered in the earlier presentation.

- Inputs for the joint meeting(s) TAG ADR/sub-SSCC ADR
- Future meeting of TAG ADR (10 October 2013)

TAG secretary informed all about the joint meeting between industry (sub-SSCC) and authorities (TAG) in October. The Agency would like to provoke authority/industry discussion to have (e.g.) better input for RM programming in the future. All are invited to submit their suggestions to be raised at the meeting. There will be also a rulemaking procedure presentation for new members (and update for the existing members) as well as a report of the outcome of the RAG.

A TAG member proposed that a project review on the changes to BR (that was just published by the Agency) should be discussed by RAG.

9. Closing
Presented by: Jussi Myllärniemi

The Chair thanked everyone for their contributions and for attending.
The meeting closed at 17:00 on 20 June 2013.

List of actions:

Item No.	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)
1	The Agency to propose Bird strike and wild life hazard management for the future RM programming.	The Agency	open	open
2	The TAG ADR members and observers are invited to submit technical issues they wish/propose to discuss at the next TAG ADR meetings	TAG ADR members/observers	open	open

Next meeting:

The next TAG ADR meeting is arranged on 10 October 2013 in Cologne. The morning session is reserved for a joint meeting TAG ADR/sub-SSCC ADR, the afternoon session will be a dedicated TAG meeting.