



EASA
European Aviation Safety Agency

Summary of Conclusions

Subject	ADR TAG meeting / 1-2015
Date	5 March 2015
Location	EASA, Cologne, meeting room No. 04.049

Organised by: Flight Standards Directorate, ATM/ANS and Aerodromes Department

List of Participants: Please refer to the attached attendance list.

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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.

2. Adoption of Agenda – WP provided

Presented by: Jussi Myllärniemi, Chairman, Predrag Sekulic, Secretary TAG ADR

Agenda was reviewed and adopted as shown.

3. Adoption of the Summary of Conclusion of the previous meeting – WP provided

Presented by: Predrag Sekulic

The Summary of Conclusion of the 5th TAG ADR meeting was adopted.

4. Regulation activities, status of on-going tasks

Maintaining aerodromes rules (including update on SL 14/097) – WP provided

Progress report over the last three months:

- CS issue 2, revision of TableD-1, Taxiway separation distances is published.
- Publication of NPA for 3rd issue of CSs is scheduled for Q4 2015.
- The following changes are predicted for the issue 3 of CS-ADR-DSN:
 - Definitions;
 - Aeronautical Data;
 - Physical Characteristics (objects on strip etc);
 - Obstacle limitation surfaces;
 - Visual aids (markings, lights);
 - Aerodrome Operational Services;
 - RWY starter extension (a questionnaire will be distribute to MS and industry).
- For ICAO SL14/97 the proposed changes will be part of CS issue 4 (NPA scheduled for Q4 2016). Some of the proposed changes provided in the SL are:
 - Definitions;
 - Aerodrome data;
 - Physical characteristics (aprons, taxiway),
 - Taxiway separation distances;
 - Lighting, signs, markings;
 - Maintenance, pavements, friction;
 - Holding position, RESA, RWY width, CL lights,
 - RWY Status lights, Met. Equip.

The Agency also showed in chronological order how EASA kept abreast on ICAO developments. The



mechanism and timing used for this RMT on SL14 is lighter and faster and allow EASA to keep up with ICAO developments, however this mechanism is only available for soft law and EASA needs to find way to do so for IRs.

COMMENTS:

The question was asked whether EASA plans to become a spokesman for Member States (MS) at ICAO level. The Agency responded that it does not foresee to speak on behalf of Member States, but sees an increase in coordination among MS, with EASA adopting an advisory role to MS. The Agency will perform coordination among EC, MS and EASA in preparation for panel meetings and will continue the coordination with EASA recommendations on ICAO SL via EC.

CONCLUSION:

- **MS are encouraged to coordinate with EASA for ICAO panel meetings.**
- **Apron Management Services**

The Agency gave a progress report on the adoption of the Apron Management Services Opinion and informed that the vote is scheduled for 2015, AMC and GM will be published simultaneously. EC explained the new comitology rule / process which allows full publication in a matter of weeks.

Post meeting note: the AMS file is not being discussed.

COMMENTS:

The question was asked whether the consolidated version of the rules will be readily available? EC responded no but it will follow.

Concern was expressed on the fact that the version included that responsibility to determine the work and intervention of marshals rested on the aerodrome operator. In the members' opinion this would be in contradiction to previous rules and it should not be the aerodromes operators' responsibility, but a responsibility of the marshaller itself as a ground-handling operator. EC responded that in the next version of the text this provision was changed back to the previous version, thereby addressing the concern.

CONCLUSION:

- **Rescue and Fire Fighting Services**

The Agency reported that the draft text is ready, but needed some review and further coordination. The NPA will be published by the end of the year.

DGAC France presentation on the training of RFFS personnel.

DGAC gave a presentation and explained that provisions on RFFS training in Regulation 139/2014 were different to pre-existing national law. In the regulation it is the operator's responsibility to establish and dispense training whereas under national law it was the state's responsibility. DGAC asked the Agency to confirm whether the state can format or propose a training. DGAC also commented that it sees potential safety risks with defining no learning objective in the regulation, and would like to make few proposals to complete the regulation to this effect. DGAC also wonders to what extent the current state individual approval requirement for RFFS personnel, which stems from the pre-existing national regulation, is compatible with the provisions in Regulation 139/2014.



COMMENTS:

The Agency acknowledged the fact that along the rulemaking of medical standards for fire fighters attention must be paid to the existing differences among MS today. The future rules will have to be very well balanced and make use of ample flexibility in order to account for possible social and budgetary implications.

The representative from EDA recommended EASA and CAAs to liaise with military as they provide GAT on mixed airfield and any rules that also impact the military. The comment was duly noted.

In one MS anyone can open a training school but training has to be approved by the CAA. In another MS, RFFS is performed by the National brigade under the responsibility of the state and abiding by AMC requirement is like being approved by the state and there is still room for agreement between fire brigade and operator.

DGAC was asked for the clarification on the content of RFFS training, the syllabus and the standards that need to be met in the French system. DGAC explained they are gearing towards providing objectives rather than being prescriptive as in the past.

On the question whether EU should tackle RFFS training requirements to install basic level of quality the EC responded that at the moment no such mechanism exist, meaning that it is left to MS to establish requirements. What DGAC proposes is to shift some provisions from GM to AMC and the members are invited to comment on this trend. The Agency responded to DGAC that national provision can be kept and DGAC is in the position to determine whether the provided training programme meets AMC provisions and to help operator to install it. DGAC could also propose a training programme. DGAC can use AMC as guidance to propose training program to operators.

EC informed that the issue is noted, the outcome relies on the agreement reached in MS but the EC will cooperate wherever possible. The Agency is also fully aware of the delicate nature of this task. AMC remains as it is. One can provide and approve alternatives to any AMC.

CONCLUSION:

- NAAs invited to consult RFFS with the Military via EDA.

- Requirements for aerodromes equipment

The Agency informed that this task has been terminated.

- Remote tower operations

The Agency explained how the task impacts on airports and invited the group to consider whether this topic in their mind is an airport issue.

In the presentation the Agency gave a progress report on the task and explained that the AMC will focus on ATCO licensing and GM will focus on the implementation at aerodromes. All material to be published in 2015, which will be the first phase of the task. The Agency explained that one Nordic state is now leading this change in aviation and chairs the rulemaking group.

COMMENTS:

The question was asked whether emergency cases had been considered, when ATCO is responsible for more than one airport and need to concentrate on the incident? What happens to other operations in such cases? The Agency responded that right now EASA aims at issuing guidance on simple cases to test the community reaction on the topic. In any case emergency situations will be addressed.



MS agreed that the presence of an ADR representative in the group is a good practice. Also, the importance of maintaining the relation between the airport and the ANSP was stressed.

There were also comments on the demolition of control towers, to which EASA responded it is up to the operator to decide what to do as this area is not regulated.

CONCLUSION:

- **EASA and MS agree that the airport aspect in the Remote Tower task is important and should be taken into account. EASA expects to have the airport community's views on the NPA on RTO and the task will remain on the future ADR TAG agenda.**

5. Regulations activities (cont.)

- **Proposals to be included in Rulemaking Plan**

- FOCA, rulemaking proposal

FOCA gave a presentation on provisions of Regulation 139/2014, concerning some GM. The non-binding nature of the GM allowed some existing safety features to be done away with. FOCA explained that ICAO was directly applicable in CH but when the EASA system is fully in force this will no longer be the case, therefore the obligation on the presented points will be lost.

Furthermore, there was a disproportion created between smaller airports and bigger airports that fall under the scope of EU Regulation 139/2014. Given the fact that smaller airport do not fall under Regulation 139/2014, they are under ICAO rules and CH national rules. As such they have to abide by ICAO provisions that sometimes are not found under the EU regulation, being transposed as GM, resulting in smaller airports being more strictly regulated than bigger airports. As solution FOCA proposes certain GM provisions be shifted to AMC or CS, to maintain the existing level of safety and address the issue of disproportion.

COMMENTS:

One member pointed out that the move from GM to CS was not a priority at the moment, while another member pointed out that the spirit of the new rule puts more responsibility on the operator and that the CAA needs to resign from this control role they formally had. Also, it was asked whether it would be possible to implement a GM into the CB in order to make some provision mandatory. Another member supports FOCA's proposal on the move from GM to CS in order to preserve national regulation.

The Agency noted all comments, with the matter emerging from the structural differences between ICAO and EU rules.

Regarding GM being moved to CB the rules only foresee applicable CS, however Special Conditions may be considered as basis for specific need to include GM material in individual, local cases.

CONCLUSION:

- **EASA to look into possibilities of GM to be moved to AMC or CS along the 'regular maintaining ADR rules' process.**

- **Safety recommendations addressed to the Agency**

This segment was given for information only on the way EASA deals with safety recommendations.

COMMENTS: No comments made.



- **Other proposals and discussion**

The question was whether EASA will regulate Ground Handling?

The Agency responded that it seems to be agreed by the aviation community that 'Ground Handling is the missing element' in the safety chain. Accordingly, the revision of the BR plans to include it under the Agency's remit. EASA plans to use existing industry standards as base for future rules.

6. Technical Issues

6.1 Location of the runway holding points apart ILS critical/sensitive areas (CS/GN ADR-DSN.D.335 and 340)

The Agency informed that this presentation generated from a safety recommendation whereby EASA is required to inform its Members States. There should be no holding position in critical areas during any approach in. EASA will publish a SIB (Safety Information Bulletin) on this issue and there could be further work in this area in maintaining CS, depending on the members' advice.

COMMENTS:

The Agency's initiative to issue SIB was endorsed.

6.2 CAA Norway proposal on runway surface friction

CAA Norway presented that there is a gap in ICAO SARPS concerning Runway friction. Additionally it is the state's responsibility to report on runway surface condition in Norway and CAA Norway therefore requests EASA to issue rules on the responsibility of the state regarding Runway friction requirements.

The Agency agrees on the proposal that it should be a state requirement. Concerning training of personnel EASA needs to look into it, because it is an ICAO requirement, and foresees forthcoming further coordination in order to come up with a proposal that will be later submitted for consultation.

COMMENTS:

The Agency's initiative was supported by MS, while Spain, Switzerland, Belgium, Spain fully support the activity and agreed to nominate experts into the future activities on the subject.

CONCLUSION:

- **MS to nominate Experts on Runway friction for consultation.**
- **EASA to look at all tools available to address the runway friction issues.**

6.3 DGAC FR: Differences in definitions between ADR rules and Annex 14

DGAC raised the issue that current IRs are not in line with the new ICAO definitions on Non-Precision and Precision Approach runways, with consequences that APV airports are now classified as precision runways according to EU Regulation 139/2014, while ICAO classified those as non-precision runways. DGAC proposes to adopt the ICAO definitions.

EASA agrees and is working on a change of relevant definitions to have effect as soon as possible.

CONCLUSION:

- **EASA to update definitions with new ICAO definition on approach runways.**



6.4 Runway starter extension, proposal for ADR rules maintenance

This project is of interest to certain MS which have already indicated their high level of interest. Some states already have national regulation in place. The Agency intends to include provisions for runway starter extensions in the upcoming CS issue 3.

COMMENT:

In support to the EASA initiative one member proposed that this should also be addressed at ICAO level.

CONCLUSION:

- **TAG ADR supports the runway starter extension task.**
- **The Agency to further propose a working paper to ICAO on Runway Starter Extension.**

6.5 Implementation of NLA (new Large Aircraft) and ADR Rules

At the request of industry and MS, EASA proposes the inclusion of the AACG paper in the ADR rules for the operation of large and longer aircraft. This will be part of the forthcoming ADR rules developments.

CONCLUSION:

- **TAG ADR fully supports the Agency's proposal on Large Aircraft developments.**

6.6 RWY CL Lights & Met. equipment update

This topic falls under received safety recommendations. The Agency gave an update on the subject.

COMMENTS and discussion:

One member commented that the costs should be taken into consideration, as for 40 airports certified for CAT I operations in his state, the costs are estimated to 1,2 million euros per one airport. Another member supported installation of centre lights in his country

The Agency fully understands the safety and costs factors. It is very delicate and the MS input is highly important. The agency is aiming to issue the safety pamphlet on the issue of CLL. A possible solutions for aerodromes could be to install CLL during maintenance work or in the time when the runway is less occupied.

CONCLUSION:

- **The Agency will report the further developments on CLL & Met equipment on the next TAG ADR meeting.**

6.7 Implementation of Regulation 139/2014

MS art 4. Reports

The Agency presented the results of a query on Art. 4 of Regulation 139/2014. In total 592 aerodromes are in the scope. A final table with the result is now available on the EASA website.

CONCLUSION:

- **MS to send updates on Art. 4 to EASA.**
- **Post meeting note: MS to send updates on Art. 5 to EASA**

6.8 MS feedback on Implementation of Regulation 139/2014



Slovenia informed that they are in the process of certifying Ljubljana airport and the UK has so far certified 12 airports with the aim of certifying all 50 in the next two years.

6.9 Information paper on obstacles outside aerodromes boundary and en-route obstacles

The paper on En-route Obstacles was presented to TAG Members as per their request. The issue being that En-route obstacles are outside airport operators' remit, but nevertheless they are a safety concern. The paper was drafted and submitted to evaluate whether there are real safety benefit to common rules and analyse whether this should remain a state responsibility.

The Agency proposes the following:

1. Leave it to MS, or
2. Postpone action until end of transition of regulation 139/2014; or
3. Postpone until clearly identified, compelling need.

COMMENTS:

On the question what type of regulatory procedure is EASA thinking of, the Agency responded there is no such procedure proposed so far. The question is only if members consider it should be a rulemaking task. Then the pre-RIA will determine the necessity of the rule.

Italy informed that it has started an exercise on this issue. The results will be available in a few months and will be communicated to EASA with proposals. The Netherlands have also conducted a study on reduced lighting and the outcome will be shared with EASA.

It was also noted that when the paper on obstacles was requested from EASA, it was not intended for a RMT to be launched, but just wanted to address the current absence of transfer of related ICAO provisions. One member also indicated his state prefers to keep national rules. However, if there is any EU rules in the future on the subject, they request for flexibility to accommodate also military restrictions.

The Agency duly noted all comments.

EASA noted that overall MS do not support EU level rules on obstacles outside aerodromes boundaries and en-route obstacles.

CONCLUSION:

- **ENAC Italy to present the outcome of the study on obstacles.**
- **CAA Netherlands to present the outcome of the study on reduced lighting.**

7. A.O.B

- **A-NPA 2014-12, Revision of BR** (addressed earlier, in rulemaking proposal on Ground Handling).
- **ICAO ADOP, new structure, feedback from the 1st meeting Feb 2015**

The Agency presented the ICAO Panel and its role.

Annex 14 will be subject to a strategic level review, with a view to make it more performance and objective based. The Agency asked what kind of level on involvement MS would like to have with EASA at ICAO Level.



COMMENTS:

The involvement of the Agency in ADOP is appreciated, as well as the effort is supported to have coordination meetings with EASA in the advent of ADOP meetings. It was concluded that EASA will continue to perform such coordination meeting with MS.

- ICAO PANS ADR developments

PANS ADR will be applicable as of November 2017. The Agency explained the legal value of the PANS, and clarified that it is addressed to ADR operations. A 'Wildlife chapter' is being written by EASA and France DGAC and will be finalised soon.

- Discussion

The Agency stressed that the aerodrome team is available for local workshops on the implementation of Regulation 139/2014. They are available for both NAA and industry. EASA has already participated in workshops in France, Spain, Germany with both NAA and industry. Future workshop are planned for 2015 with Denmark, France, Nordic Countries and Romania.

It was proposed that future TAG ADR meetings be held from 09:00 to 17:00, to be able to address the full agenda.

CONCLUSION:

- **Future TAG ADR meetings to start at 9.00.**

8. Closing

The Chair thanked everyone for attending. The meeting closed at 17:00 hrs.

Next meeting:

The next meeting is arranged for 29th September 2015, Cologne, room 04.049.

MoM prepared /	Laury Anako, Predrag Sekulic		
Reviewed by	Jussi Myllärniemi		

List of actions:

Item:	Action (What)	Responsible (Who)	Deadline (When)	Status:	Comments:
1/1-2015	MS are encouraged to coordinate with EASA for ICAO panel meetings.	NAA	permanent		
2/1-2015	NAAs invited to consult RFFS with the Military via EDA.	NAA	permanent		



3/1-2015	RTO task to remain on the ADR TAG future Agenda	EASA	29 Sep 2015	open	
4/1-2015	EASA to look into possibilities on GM to be moved to AMC or CS along the 'regular maintaining ADR rules' process	EASA	Q4/2015 Q4/2016	open	
5/1-2015	MS to nominate experts on Runway friction future activities for consultation	NAA	Q4/2015	open	
6/1-2015	EASA to look at all tools available to address the runway friction issue	EASA	Q4/2015	open	
7/1-2015	EASA to update definitions with new ICAO definition on approach runways	EASA	Q4/2015	open	
8/1-2015	EASA to continue work on Runway Starter Extension	EASA	Q4/2015	open	
9/1-2015	EASA to continue work on Large Aircraft accommodation at aerodromes	EASA	Q2/2016	open	
10/1-2015	EASA to report the further developments on RWY CL Lights & Met. equipment on the next TAG ADR meeting	EASA	29.09.2015	open	
11/1-2015	NAA to send comments on Art 4 to EASA MS to send updates on Art. 5 to EASA	NAA	permanent		
12/1-2015	ENAC Italy to present the outcome of the study on obstacles	ENAC		open	
13/1-2015	CAA Netherland to present the outcome of the study on reduced lighting	CAA NL		open	