

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

List of participants:

Attendees	Kris Clarysse	Belgium, Civil Aviation Authority
	Daniel Galic (alternate)	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
	Kari Siekkinen	Finland, Transport Safety Agency
	Aude Bernadac (alternate)	France, Direction Générale 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
	Jörn Seljeaas	Norway, Civil Aviation Authority
	Ryszard Kita	Poland, Civil Aviation Authority
	Sylvia Lins (alternate)	Portugal, Civil Aviation Authority
	Traian Comsa	Romania, Civil Aeronautical Authority
	Matej Mareth	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
	Andrew Badham	United Kingdom, Civil Aviation Authority
	Hoxha Pellumb	Albania, Civil Aviation Authority
	Geart Shehu (alternate)	Albania, Civil Aviation Authority
	Milan Lezaic	Serbia, Civil Aviation Directorate
	Denis Souvier	EDA, European Defense Agency
	Onder Turker	Turkey, Directorate General of Civil Aviation
	Jussi Myllärniemi (Chairman)	EASA
	Laury Anako	EASA
Sarah Poralla	EASA	
Harry Seddon	EASA	
Predrag Sekulic	EASA	
Vasileios Stefanioros	EASA	
Emmanouil Vardakis	EASA	

Apologies	Thomas Liebert Mihail Bozheryanov Andres Lainoja Marina Koster Henrick Caduff Damjan Horvat Arif Mammadov Levan Moseshvili Dusan Popchevaliev Vladimir Buinitki Marc Deboeck Hans-Joerg Fietz	Austria, Ministry of Transport Bulgaria, DG Civil Aviation Authority Estonia, Civil Aviation Administration Germany, Bundesministerium fuer Verkehr, Bau und Stadtentwicklung Liechtenstein, Office of Economic Affairs - Division of Civil Aviation Slovenia, Ministry of Infrastructure and Spatial Planning Azerbaijan Georgia, Civil Aviation Authority FYRM, Civil Aviation Agency Moldova, Civil Aviation Authority Eurocontrol Eurocontrol / MAB
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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

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

Agenda was adopted as presented. Representative of DGAC of France requested to address the matter of standardisation activities which was accepted under AOB agenda item.

A short presentation by the Chair was given to the group on EASA's reorganisation. On the question whether the new organisation will have an impact on the industry and stakeholders' current relations the Agency responded that there are no foreseen changes, but better Agency's efficiencies.

3. Approval of Summary of Conclusions

Presented by: Predrag Sekulic

The Summary of Conclusions of the 4th ADR TAG meeting held on 4 April 2014 were reviewed. A comment on the Agenda item 5.4 'Rescue and Fire Fighting Services RFFS task' concerning remission factor on all-cargo or mail flights was accepted and the text was updated accordingly. No further comments were noted and the Summary of Conclusions from the 4th TAG ADR meeting were adopted.

4. 4- year Rulemaking Programme

Presented by: EASA

- Revised Rulemaking Programme 2014-17

The Agency gave a short synopsis on the rule making programme. On the question whether the Agency is planning to go ahead with the issue of the reduction of taxiway separation distances in advance of ICAO it was answered confirmatory. The task will be further discussed in a later presentation.

- TAG ADR input for the draft 4-year Rulemaking Programme 2015-2018 (IP: Final Revised Rulemaking Programme 2014-2017)

No further comment noted from the members.

5. 4-Year Rulemaking Programme (cont.)

Progress update, including information on on-going Rulemaking activities:

- Maintaining aerodromes rules task

The Agency presented the current status of the task and further explained that the task allows the Agency to update rules at a moment's notice and one of these tasks is the planned reduced taxiway distances. The task will therefore not include a Rulemaking Group, but the work will be submitted through thematic



consultations.

It was further explained that among the regulatory framework this way allows the Agency necessary flexibility in her work which also help in quick responses to possible needs in the ADR domain.

The Agency is planning to adopt the ICAO proposals on reduction of the Table 3-1 taxiway minimum separation distances. This revision is proposed to be performed in advance of the formal adoption by ICAO, as the European airport industry, together with the respective competent authorities, are currently performing an aerodrome certification processes in accordance of Commission Regulation (EU) No 139/2014 and this certification process would need to take into account proposed changes in taxiway separation distances in order to facilitate the process and to avoid unnecessary increase in effort. The plan is to have the decision published by the end of 2014.

The EASA initiative was generally welcomed, but it was also pointed out that it poses difficulty in regards to the airport manual. One would not be able to refer to it because ICAO has not yet published it. The observation was noted. It was pointed out that this is a long standing work of ICAO ADWG and that lot of effort and study supported proposed initiative and urged everybody to support this effort at EASA and ICAO level.

Post meeting note: the ED Decision, No 2015/001/R was published on 29 January 2015, amending Certification Specifications and Guidance Material for Aerodrome Design 'CS-ADR-DSN — Issue 2'.
http://easa.europa.eu/document-library/official-publication?search=ADR&date_filter%5Bmin%5D%5Bdate%5D=&date_filter%5Bmax%5D%5Bdate%5D=&=Apply

On the question if there is any Agency's task on authority requirement link to this task it was explained that the task on reduction the taxiway distances is linked only to the technical requirement in CS. However, the aerodrome maintenance task is the vehicle to address such issues and the Agency will welcome ideas proposed by the Advisory body. In support to that the Agency explained that currently is in preparation an 'omnibus' TOR on ADR maintenance task which will allow smooth implementation of rule proposals. EC-DG MOVE supported the EASA's statement and initiative.

The representative of CAA Norway presented a proposal on Incorporating Annex 14, Amendment 11 provisions relating to runway surface friction characteristics assessment and reporting into EASA regulations and pointed out the following:

1. There is a gap between ICAO SARP and EASA regulation on the States responsibility for setting the minimum friction level for runway surface friction characteristics; and
2. That the states responsibility in training personnel reporting on runway surface conditions is not properly addressed.

The Agency is asked to develop an AMC/GM on the State responsibility for setting minimum friction level and its implementation. It was agreed that the Agency review the proposal and inform the group on its view.

It was also pointed out that the ICAO Runway Friction task will go to the PANS ADR developments and the Agency was asked for its position on it. The Agency responded it is difficult to foresee what action need to be taken when nothing is yet clear at ICAO level, however it will attempt to influence these changes in ICAO to ensure that EU needs are reflected.

It was also clarified by the Agency that the 1st edition of PANS ADR does not cover operations matters, which will be addressed in chapter 5, later. One participant commented that the friction issue is linked to other



aerodrome areas connected and there we need to be cautious to develop consistent rules. Some members would like to participate in the work, if EASA would launch such task.

Conclusions:

- **EASA to look into Table D-1 and Airport manual reference.**
- **the Agency to look into Norway's proposal and welcomed the support it offered to provide in producing the AMC and GM.**

- Apron Management Services task

The Agency presented a status report on the Apron management task and informed the group that the Opinion was published on 24 September 2014. The next step is to be submitted to the EASA committee for discussion. The presentation was agreed with no comments made.

Post meeting note: The Opinion has been discussed during the EASA Committees in October 2014 and January 2015 and some very minor comments have been made. Voting is expected in the EASA Committee on 15 – 16 April 2015. According to the information so far, if there is a positive vote in April the publication in the Official Journal is expected by summer 2015. AMC and GM will be published by the time of the publication of the regulation into the Official Journal.

- Requirements for aerodrome equipment task

The Agency explained at the moment there is no progress on this task. The issue being the interaction between ATM and Aerodromes. The Agency is with the opinion that equipment need to be certified but it needs a systems to do so. There is also the additional challenge of dealing with stakeholder.

Comments and Observations:

On request to clarify on what constitutes aerodrome equipment, the Agency responded that BR does not define which type of equipment might be subject to regulation, but there needs to be a systematic procedure to identify the equipment to be certified. The aim is not to regulate every single object.

It was commented that this task was originally an ATM/ADR task and further pointed that equipment have different functions in different member states. ILS is ADR or ATM equipment in different states and it would be helpful to first determine if an equipment belongs to ATM or ADR. The Agency responded irrespective of the category, the main point is whether the equipment is critical to aviation safety and if it is, it should be regulated irrespective of who uses it.

Members States are also invited to liaise with the military on this topic.

The participants agreed that some harmonisation in this area and interface of ATM and ADR needs to be done.

- RFFS task

The Agency presented a status report on RFFS and explained that the work is currently underway and well progressing, while there is a good consensus in the RMG. The public consultation will be available on publication of NPA.



Comments and Observations:

On the question, why EASA in the current AMC didn't consider the modular testing for aerodrome emergency exercises, according to the new provisions included in ICAO Annex 14, the Agency responded that ICAO proposal was not accepted because it was not considered to give any safety benefit. It was further asked whether this ICAO provision could be used as an alternative means of compliance and the Agency responded that AltMoC is on the responsibility of particular MS, however it could be further discussed.

One participant expressed his concerns about medical standard being too high. This will be a problem for existing fire fighters to fulfil with requirements. The Agency responded that the group was looking for a harmonised and reasonable solution and that the current standards from MS are also taken into account, however the proposal is still being reviewed. The Agency is fully aware of the sensitivity and possible implications of this task. There is no final proposal, and being aware that the medical standards are quite complex, everything is taken into consideration, as social implication and operational issues. Another participant also expressed his concern on the previous comment, however supported the Agency's caution in addressing this issue. The Agency confirmed the group being very good and composed of medical professionals and authorities. Extensive consultation on the draft proposal will be also performed. The Agency noted the concerns expressed and confirmed they will be taken into account.

Conclusions:

- **EASA to take into consideration concerns of MS on high medical standards.**

- Heliports task

The TOR on the task has been published on the 22 September 2014. Title of the task is changed to Heliports located at airports 'in the scope. Opinion/decision is planned to be published in Q4 2015. Focused consultation and thematic meeting will be the method of consultation. Members were informed that EASA will send a questionnaire in this context.

6. EASA Rulemaking process

- CIRCA BC communication platform; RWY CL lights & Meteo equipment;

The group was presented the CIRCA BC platform, its benefit to the members and to the work of this body. The Agency explained the background on the creation of the CIRCA BC platform that it was created to encourage technical exchange and members are invited to use the tool.

- RWY CL lights and Met. equipment

The Agency presented to the group the received comments and the summary of views. Although the presented results were not commented the group supported the Agency in continuing its work.

Conclusion:

- **The Agency is supported to continue its work in collecting further comments and compiling the task**

Windshear issue:

The Agency presented the received comments and the summary of views.



Comments and Observations:

It was commented that such requirement would cause significant cost to the aerodrome operator and that EASA should consider this factor. Some states would have problems committing with such requirement. Also it was commented that performance based regulation will probably show that most airports wouldn't need it.

On the question whether there were any safety studies conducted on this issue, it was responded that Safety Recommendations support the introduction of such requirements, however, the Agency agreed that perhaps deeper analysis to substantiate any actions might be needed and also supported performance based regulation.

The Agency noted all comments.

Conclusion:

- **The Agency is supported to continue its work in collecting further facts and identify possible ways ahead, while possible significant cost on such requirement are noted.**

7. Technical issues

- TAG members proposals - technical issues for future meetings.

On the question concerning standardisation the Agency explained that the certification process is ongoing with full implementation to be in 2018 and the formal standardisation not to begin before. Preparation of future standardisation activities will be initiated in 2015, with first recruitment procedures to be launched in 2015.

Regarding the exchange in areas of standardisation activities, Members are proposing regular meetings to be held to address technical implementation issues and exchange experiences, which could be performed just after the TAG meeting.

Comments and observations:

In considering extending the TAG to also include a technical meeting on the implementation of the new rules and possible future standardisation issues the following were expressed:

- Initiative is generally welcomed, especially with the implementation of the ADR rules;
- It will help with consistent application of the rules;
- Extending the meeting is a budget issue for some NAA;
- The concept of local workshops was also discussed and many liked the idea, especially with regard to involving stakeholders.

Conclusion:

- **Standardisation issues will be dealt with in due time;**
- **Focus on local workshops.**



- Implementation of Regulation 139/2014:

- MS Art. 4 reports, EASA presentation

The Agency presented the summary of the questionnaire. The report showed that a total of 589 aerodromes are in the scope, 102 aerodromes eligible for possible exemptions.

- TAG members reports on ADR rules implementation

Report on the result of the questionnaire on the progress on implementation of Regulation 139/2014:

- 4 airports already being certified.
- Pilots projects are in place in a few countries.
- All Member States started kick-off meetings with ADR operators and stakeholders.
- Few Member States have provided guidance material on how to perform convergence procedures. The group is asked to send to the Agency this material in any language it might be.

Comments and Observations:

One participant commented that in his state they are facing a challenge with transposing the new rule into national law. They are considering a possibility of changing the Aviation Act.

Another participant commented that in term of implementation of Regulation 139/2014, a trail exercise was performed at 2 aerodromes. It took 50 days for ADR staff without counting CAA involvement.

- Update on EFOD

The Agency presented EFOD task and pointed out that since the last meeting the Agency developed guidance for the “identification and notification of differences and completion of the compliance checklist”.

Comments and observations:

One participant commented that the document is quite large and although the deadline for submitting the comment was 31 July, asked if it is still possible to send the comments to the Agency. The proposal was supported by some other participants. The Agency responded it is not foreseen to extend the deadline, however as the document is still in drafting phase additional comments will be taken into account.

On the remark to clarify the status of AMC and GM, which are non-binding, and in one state categorise less stringent in relation to SARP, the Agency responded that in respect to the structure of the rules it is important to point out that EU approach is more flexible as opposed to the hard line followed at ICAO level. There is no ‘one size fit all’ solution. The EFOD is a recommendation only. It was also noted that the EFOD document and the Agency’s recommendations will be revised after implementation of ICAO Amendment 11 into the rules.

Conclusion:

- **Comments additionally sent to the Agency will be considered.**

- Information paper on obstacles outside aerodrome boundary and en-route obstacles

The Agency presented paper on obstacles and invited the group to comment the paper.



Comments and Observations:

A gap on OLS requirements and obstacles outside aerodrome boundary was observed. It is not a clear aviation regulation and in the remit of Regulation 139/2014. The States need additional regulation process to make these requirements applicable.

It was also commented the problem and effect of Wind turbine, which are typically located outside airports. It is a spatial planning process issue and occasionally NAA is uninformed and simply bypassed when submitting construction permit.

Conclusions:

- **EASA will inform the group once all feedbacks are collected.**

5. AOB

- A-NPA 2014-12 on possible revision of BR

The Agency explained that the A-NPA was issued and the overall reaction was supportive. Ground handling and security might be area to be considered by the Agency remit. The Opinion is scheduled for 2015.

- ICAO AP new structure

The Agency informed about the ICAO developments in change to ADOP (Airport Design and Operations Panel).

- ICAO PANS ADR developments

The Agency informed the group on PANS ADR, 1st edition document, coming out soon.

- Wildlife hazard Management
- Runway Safety debris.
- Foreign object

- MS coordination on ICAO tasks and issues

The Group was asked whether an ICAO coordination's effort (among TAG members) on issues that are of interest to EU, would be of use to the members. The issue will be discussed at the next TAG meeting and participants are requested for comments.

Conclusions:

- **TAG ADR members are invited to comment on the proposal and need for joint coordination among MS on ICAO tasks.**

- EASA Training possibilities

The training courses on the ADR rules are available.

- Aerodrome Conference, 26-27 November 2014



The group was informed that EASA would hold a Conference on the implementation of EU Regulation 139/2014 on 26 – 27 November 2015.

- AOB discussion

It was commented that the structure of the Aerodrome Manual in new rules does not match that of ICAO. The Agency confirmed that the rules list certain key areas that should be involved in the Manual but deliberately stayed away from the structure.

Conclusion:

- **EASA to look at the structure of Aerodrome Manual and give an interpretation on how to follow paragraphs.**

8. Closing

Presented by: Jussi Myllärniemi

The Chairman thanked everyone for their contributions and for attending. The meeting closed at 16:30.

Next meeting:

TAG ADR (6th): 5 March 2015, EASA, meeting room No. 04/049, Cologne;
TAG ADR (7th): 29 September 2015, EASA, meeting room N. 04/049, Cologne.

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