



European Aviation Safety Agency

Summary of conclusions (2/2013)

Subject: Sub-SSCC ADR: Thematic Advisory Group Aerodromes

Date 9th October 2013

Location 21/012 EASA premises

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

DRAFT

List of Participants:

Attendees	First name, Surname, organisation
Attendees	Lorenz Boettcher ECA Isabelle Devatine-Lacaze ASD Dick Meerman ACI Bernard Pauly ASD Bosko Rafailovic CANSO Host Schmittdiel ERAC Jussi Myllärniemi EASA Gernot Kessler EASA Predrag Sekulic EASA Laury Anako EASA
Apologies	Andres Eichinger ACI

1. Opening and Welcome

Presented by: Dick Meerman, Chairman

The chair welcomed the group. New members to the Sub-SSCC ADR were announced as follow:

Michael Hickey	ELFAA (absent)
Bernard Pauly	ASD (present)
Horst Schmittziel	ERAC (present)

2. Approval of Agenda

Presented by: Predrag Sekulic

The following points were added to the agenda:

6. Land and Hold Short Operations (LAHSO).

On questions regarding the content of LAHSO EASA explained that it is mainly an US based issue but that EASA received complaints from EU airlines. A later presentation will outline actions planned to respond to the complaints.

EASA suggested to CANSO representative and the group to have a standing ATM item under AOB on future agendas, to give an overview of ATM matters in relation to ADR.

ACI requested that Status Light be an item under AOB.

EASA explained that in the future the current design of the agenda will change.

It was agreed that:

1. ATM matters and Status light will be standing agenda points at future SUB-SSCC ADR meetings; and
2. BRA will take charge of the ATM matter agenda point provided CANSO consultation first.

3. Adoption of Minutes

Conclusions from the meeting 1/2013 were adopted. Only editorial corrections noted.

4. 4-year Rulemaking Programme

4.1 Final Rulemaking Programme 2014-2017

EASA reported on:

- the status of the new Rulemaking programme 2014-2017.
- the new ADR rules and the fact that they are scheduled for adoption by February 2014. As it stands the text is final. And therefore afforded EASA ADR to work on the soft law package, which is currently in internal consultation to be finalised by the end of next week. He also explained that there is a strong need for guidance in the implementation of the IR and that stakeholders are asking to have soft law available to them to help in this process. However, due to legality it is difficult to release the soft law before the IR is available. So a solution to that is currently being looked into.

- the task "Equipment and Systems", explained the complexity of the task and the fact that it is a cross domain matter.

Also a brief overview of ATM rulemaking structures and task was given.

The Chairman asked about conflict between EASA rules and ICAO SL. EASA explained that the consultation outcome invited EASA to ignore the SL proposals and that rules will be based on existing provisions only. All SL provisions were removed except arresting systems. At AMC and GM level EASA took into account some SL provisions and any other updates will fall under maintaining of the ADR rules.

4.2 Sub-SSCC ADR inputs for the draft 4-year Rulemaking Programme 2015-2018

4.3 Sub-SSCC ADR comments to CRD on the Pre RIAs to RMP 2014-2017

EASA underlined the importance of the consultation with the TAG on the new draft 4 year rulemaking programme and went through the main milestone to highlight where contribution could be made.

1. Dec 2013 - EASP
2. Pre-RIA, none for ADR because task stems from the BR.
3. May 2014 – consultation with TAG and SUB SSCC.
4. Summer 2014 - final update of the programme with ED decision.

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

5.1 Progress report

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

EASA referred to previous report on the status of soft law in relation to IR.

- Apron Management Services RM task

EASA explained the status of the tasks. Currently finalising the text. Streamlining text for AR and OR. Planning NPA to be published coming weeks. Publication of Opinion one year after

NPA, depending on reaction.

On the question whether we should expect an extension on NPA consultation for this task EASA answered perhaps it will be one or two weeks because of the Christmas break and any extension will only be based on demand. There will be 2-3 pages of AR and AMC and GM will be 20 pages. A full CRD is expected.

- RFFS

EASA explained that this task addresses issues of medical standards for personnel and remission factors and the observation of the questionnaire results so far are that practices are widely different in certain states; there are requirements and in others there is nothing. TOR expected for publication end of 2013.

On the question on training for RFFS personnel EASA answered the training is included in existing rules. This task only addresses medical rules. Regarding training perhaps in the future there is an agreed need for a new rulemaking task on accreditation and certification of RFFS training providers (and potentially others in the ADR domain).

One member commented on the inclusion of external personnel in ADR emergency actions. Is this personnel included in the proposed in the present or possible future rules. EASA answered that it depends on the expected safety level and the responsibility of this issue is addressed to the Members State. After the explanation the issue was discussed as possible future rulemaking task.

- Requirements for aerodrome equipment RM task

EASA explained that it is a common task because of overlap and grey areas and it will be handled cross domain because it will address the overlaps, similarities, avoid repetition and allow a better allocation of internal and external resources.

The intention is to focus on regulatory framework and not technical substance, hence no EASA CS were foreseen. The framework is needed because what is regulated will be decided within the framework, while the existing practise of installing industry standards shall not be distorted.

Primary objective is to maintain legal certainty. EASA explained that, under the ETSO concept, there is no need for demonstration of compliance for equipment that are already certified . EASA's intend is not to burden and not to impair well-functioning mechanisms.

It is planned to start with the task in Q3 / 2013, currently experiencing some delays. Nothing technical will be introduced in IR. TOR has not be published yet.

[No firm approach was decided, but all comments and proposal were noted and will be taken into account.](#)

- HETA RM task

EASA explained on the effort to Harmonise the European Transition Altitude (HETA). Therefore, a full scale elaborate impact assessment will be done. Which will focus on cost/benefit. Ultimately the intention is to have unanimous consent.

[For information only , as it is mainly an ATM matter.](#)

- Heliports RM task

EASA explained that the task stems from BR art 3 par 3a. No Pre-RIA is necessary. The task requires Implementing measures: IR, AMC, CS and GM.

Because of ADR design (CS) CS ADR-DSN.A.001, the Heliport which is inside the ADR boundary is in the EASA scope. The working method of the task not yet decided. Either thematic discussion or formal RMK Group.

Task will include ICAO Annex 14, Volume II, Heliports.

Discussion was on ICAO WG discussion of possibilities on separate heliport Design, Services and OPS manuals.

EASA invited comments on possible approach to this task? Chairman suggested to stay close to ICAO development. Not to make it too big but there is a need because of safety issues.

It was commented that no data is available on wake vortex that Helicopter produce at airports. ICAO does not specify anything specific on ATM rule. But is addressed at ADR design level only. TOR will help to provide overview. But area should be considered as a cross domain task. No firm standing or harmonised approach within Europe. Need for research particularly with wake vortex.

EASA reported on ICAO group on Heliports - Experts from Germany, France, Australia, USA and UK were present. They expressed willingness to participate in the EASA work on Heliports, in thematic or RM Groups.

No firm approach was decided, only suggestions were made.

5.2 Proposals to be discussed during the Joint-meeting Sub-SSCC ADR/TAG ADR

Chairman invited all participants into the discussion particularly on common NAA and Industry questions

6. Technical issues

6.1 Amendment No.11 to ICAO annex 14, inputs into ADR Rules

Applicable as of November 2103. It contains changes to Annex 14. Some amendments are included in the ADR AMC, CS and GM which are explained in the executive summary of the new ADR rules.

The question was given on what happens when ICAO's provision gets elevated from Recommendation to Standards and EASA keep it in AMC? Under Chicago convention states are required to report differences from standards. If EASA puts it at AMC level it means that states can deviate from ICAO standards.

EASA response: Standard into AMC means that indeed that Member States would not necessarily follow AMC but do it by different means, but still assure the same level of safety. Hence this would not qualify for the need to file difference to ICAO.

- RFFSS – performance level C form. This is not about the type of performance.
- Integrity classification and levels – RMK group discussion about American value and achieve integrity of number.

6.2 Bird strike and wildlife management

To raise awareness on this tasks, EASA reported on the presentation Wizzair gave on bird strike management at the last TAG Meeting. Their results reveals different level of wildlife management around airports.

EASA also explained that it comes as a Safety Recommendation to the Agency and that there is a call for EASA to study the subject matter and provide possible solutions. EASA explained that so far results reveal a lack of awareness on how to best conduct wildlife management, such as: Relying on static equipment. No active bird control management and very low reporting so no clear image on current situation. No safety measure and lack of regulatory oversight.

The Annex 14 requirements on wildlife management are transposed into the guidance material of the new ADR rules on how to prepare the wildlife management and training. Furthermore, EASA is planning to issue questionnaire to Aerodromes to ask what measure they have in place to tackle wildlife.

The chairman pointed out that this question should be wider than airports and should include Member States and that there is no room now for further investment at airport level. In NL and UK bird problem was not an airport problem but a government problem.

[It was agreed to invite Wizzair to the next Sub-SSCC ADR meeting and for secretary to ask for authorisation to share the presentation before.](#)

6.3 Detection of windshear and wind sensors at aerodromes

EASA explained that Annex 14 has clear requirements for windsocks but not explicitly requirements for wind sensors and windshear equipment.

The necessity of a regulatory approach to this matter has been discussed. From a pilot point of view windshear warning appears necessary. Cost and operation techniques would need to be looked into. Very different local requirements and criteria to be respected.

[Agreed that it is a local issue, most appropriate will be guidance and possible assessment at local level.](#)

6.5 Land Horst Operation LAHSO

EASA explained this issue was raised at the EASAC committee where EU operators expressed concern on this practice (a US practice) and the fact that it seems to be used in some EU airports. Furthermore in the US this practice is only performed once specific requirements have been met. EASA's response will be to issue a SIB on LAHSO outlining US requirements that need to be met and the need to follow those provisions and to clarify that at EU level there are no provisions for such practice.

6.6 Sub-SSCC ADR members' proposals on technical issues

- Wizzair Wildlife Management presentation for next Sub-SSCC ADR meeting.

7. AOB

Presented by EASA Staff

7.1 Specific Declaration of interest

Members were informed that pending further information, this procedure is no longer required.

7.2 EU ground Handling requirements

GKE informed that presently there are no movements at EU level on the subject matter.

7.3 Update on EASP –EAPPRE

EASA explained the EAPPRE. EASA to provide a progress update which will ultimately be adopted by the MB. Open on going tasks are:

- Friction assessment methodology on-going task.
- Maintenance
- Wind sensors

Other issues that require ATM cooperation:

- LRST

7.4 ADR standardisation plans

EASA stated that the IRs foresee legal applicability of the requirements to the Member States' authorities not before year 2018.

7.5 update on EASA/ ACI workshops

So far two Workshops took place and were successful. Next workshops will be in Warsaw, Tallin, Turin and Porto. NAAs appreciate the initiative and EASA received formal invitation to Denmark, Spain to hold further workshops. EASA plans to lend support to any such future events.

7.6 Rules and procedure on election of Chair

EASA explained the rules on Chairing Sub-SSCC group. It was proposed that current chair will bridge the gap until next June and that perhaps further new members will also be nominated to the group.

Chairman – confirmed.

7.7 Status Lights

EASA explained a new technical development : Status lights and the fact that some parties seem to be pushing for it to be implemented in EU airports.

Chairman – no rulemaking task on Status lights from ICAO and ACI would not like to have a rulemaking task on this. There will be a meeting in Paris on the subject matter. ACI will object. ACI (DME) stated that CANSO should have a look into it. CANSO (BRA) appreciates the information, however will be firstly coordinated within Skyguide.

[EASA explained that the issue is on the ICAO VAWG meeting agendas and will communicate updates to the group.](#)

On the question if this is included in the existing RM programme EASA explained at the moment does not foster the development of a task. EU wide opposition to mandatory installation.

It was agreed to wait for the next ICAO meeting outcome to come to an agreement on RMK task launch.

8. Conclusion

Presented by:

Conclusion on the main points to be reported by the Chair to the full SSCC meeting

- See conclusion from meeting notes.

9. Closing

Presented by: Dick Meerman and Predrag Sekulic

Dates of future meetings to be communicated at a later stage.

It was commented that the agenda is becoming increasingly busy. It was proposed installing a full working day for Sub-SSCC meeting to provide meaningful discussion.
Chairman – need to refer this request to full SSCC first.

It was also agreed that future agenda will include a brief summary of issues on relevant agenda points. So that it gives the members the opportunity to discuss it within their respective organisation.

The Chair thanked everyone for their contributions and for attending.
The meeting closed at 17:50.

List of actions:

Item No.	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)
1	To invite Wizzair for the next meeting and to consult for sharing the presentation	PSE		
2	Report back on ICAO Visual Working group for visual aid. PSE to share outcome of the meeting.	PSE		
3	Include short summary with agenda points for the Chair report.	PSE		
4	Standard agenda item: short briefing on ATM/ANS issues	BRA		

Next meeting:

RAG, 13 November 2013, 2 July 2014, Cologne (location Jugendherberge - Barcelona room)

Post meeting Note (all dates not finally confirmed):

Sub SSCC ADR: 4 June 2014 (1/2014), 2 December 2014 (2/2014), EASA Premises

Plenary SSCC: 5 June 2014 (1/2014), 3 December 2014 (2/2014), location: tbd

ADR TAG: 8 April 2014 (1/2014), 30 September 2014 (2/2014), location: tbd

RAG: 5 May 2014 (1/2014), 15 October 2014 (2/2014), location: tbd

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MoM prepared/ reviewed by	Laury Anako, Predrag Sekulic Gernot Kessler	Date	
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