



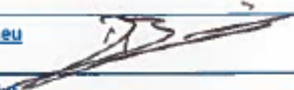
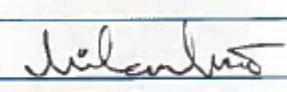




Participants list (list is ordered by country)

FIRST NAME	NAME	COUNTRY	CONTACT	SIGNATURE
Thomas	Liebert	Austria	Thomas.liebert@bmvit.gv.at	
Serge (alternate)	Delfosse	Belgium	Serge.Delfosse@mobilite.fgov.be	
Mihail	Bozheryanov	Bulgaria	mbozheryanov@caa.org	
Daniel (alternate)	Galic	Croatia	daniel.galic@ccaa.hr	
Lenka	Javurkova	Czech Republic	javurkova@caa.cz	
Kamila (accompany)	Devrova DREVOVA	Czech Republic	Drevova@caa.cz	
Tom	Andersen	Denmark	toma@trafikstyrelsen.dk	Works no longer for Danish CAA
Sadia (Observer)	Akbar Manan	Denmark	sadia@trafikstyrelsen.dk sama@tbst.dk	
Jean-Jacques	Woeldgen	EC-DG move	Jean-Jacques.Woeldgen@ec.europa.eu	
Andres	Lainoja	Estonia	Andres.lainoja@ecaa.ee	
Kari	Siekkinen	Finland	Kari.siekkinen@trafi.fi	
Carole	Lenck	France	Carole.lenck@aviation-civile.souv.fr	
Florian	Willers	Germany	Florian.willers@bmvi.bund.de	
Angeliki	Oikonomou	Greece	d3a@hcaa.org	
Gergo (Alternate)	Bedrogkozi	Hungary	Bedrogkozi.gergo@nkh.hu	
Reynir	Sigurdsson	Iceland	reynir@caa.is	
Atle (Alternate)	Vivas	Iceland	atlev@icetra.is	
Brendan	King	Ireland	Bredan.king@iaa.ie BRENDAN.King@iaa.ie	
Claudio	Eminente	Italy	c.eminente@enac.gov.it	
Sebastiano	Vecchia	Italy	S.Vecchia@enac.gov.it	
Raivo	Bisenieks	Latvia	Raivo.bisenieks@latcaa.gov.lv	

FIRST NAME	NAME	COUNTRY	CONTACT	SIGNATURE
Rolf	Felger	Liechtenstein	rolf.felger@llv.li	
Arunas	Stankevicius	Lithuania	Arunas.stankevicius@caa.lt	
Danute (Alternate)	Slepiklene	Lithuania	Danute.slepiklene@caa.lt	
David	Greisch	Luxembourg	David.greisch@av.etat.lu	
Stephen	Muscat	Malta	Stephen.j.muscat@transport.gov.mt	
Robert	Van den Heuvel	Netherlands	Robbert.vanden.heuvel@minienm.nl	
Jörn	Seljeaas	Norway	jes@caa.no	
Ryszard	Kita	Poland	rkita@ulc.gov.pl	
Jorge	Freitas	Portugal	jorge.freitas@nac.pt @ANAC.PT	
Traian	Comsa	Romania	Traian.comsa@caa.ro	
Matej	Mareth	Slovak Republic	Matej.mareth@NSAT.SK	
Damjan	Horvat	Slovenia	Damjan.horvat@gov.si	
Garcia	Gutierrez-Marcet	Spain	cgarciam@seguridadaera.es	
Ruth	Herrero	Spain	rherrero@seguridadaera.es	
Jorgen	Andersson	Sweden	jorgen.anderson@transportstyrelsen.se	Jörcan Andersson
Tomas (accompany)	Olsson	Sweden	Tomas.olsson@transportstyrelsen.se	
Martin	Schilt	Switzerland	Martin.schilt@bazi.admin.ch	
Andrew	Badham	United kingdom	andrew.badham@caa.co.uk	
Observers				
Hoxha	Pellumb	Albania	hoxhan@acaa.gov.al	
Arif	Mammadov	Azerbaijan		
Davor	Budimir	Bosnia and Herzegovina	davor.budimir@bhdca.gov.ba	
Laarhoven	Jos	EDA: European Defence Agency	Jos.laarhoven@eda.europa.eu	

List of



FIRST NAME	NAME	COUNTRY	CONTACT	SIGNATURE
Denis (alternate)	Bouvier	EDA: European Defence Agency	Denis.BOUVIER@eda.europa.eu	
Marc	Deboeck	EUROCONTROL	Marc.deboeck@eurocontrol.int	
Levan	Moseshvili	Georgia	L.moseshvili@gcaa.ge	
Milan	Kuc	Montenegro	mkuc@caa.me	
Vladimir	Buinitki	Republic of Moldova	buinitki@caa.gov.md	
Milan	Lezaic	Serbia	mlezaic@cad.gov.rs	
Dushan	Popchevaliev	The former Yugoslav Republic of Macedonia	dpopchevaliev@caa.gov.mk	
Onder	Turker	Turkey	oturker@shgm.gov.tr	
Abdulkerim (accompany)	Eris	Turkey	Not provided kerim.eris@shgm.gov.tr	
Leo	Hansen	ACI: Airports Council International Europe	leo.hansen@aci-europe.org	



1. Opening and Welcome

Presented by: Jussi Myllarniemi, Chairman

The meeting started at 9:00. The Chairman welcomed and thanked the members for attending the meeting.

2. Adoption of Agenda

Presented by: Jussi Myllarniemi / Predrag Sekulic

PSE went through the Agenda. Additional agenda items are submitted under AOB from CAA Italy on aerodrome surroundings.

3. Approval of Summary of Conclusions

Presented by: Jussi Myllarniemi / Predrag Sekulic

PSE went through the Summary of Conclusions from the previous meeting. The correction brought by the DGAC were incorporated into the text. The action list was updated. The SoC, 1-2015 was adopted.

4. Regulation activities, status of ongoing tasks

Presented by: EASA

4.1 Maintaining aerodrome rules, (PR)

(See presentation for more details)

The Agency presented the update on the CS Issue 3. Consultation with the stakeholders will take the form of thematic meetings. The Agency proposed that the thematic meetings gather professionals from Industry, NAA and EASA. The Meetings will take place throughout November in three slots each addressing particular part of the CSs. EASA therefore requests members to propose relevant experts to the particular thematic meeting.

The Agency clarified that the thematic meetings are an option to contribute to the aerodromes regulatory work, but they do not replace formal consultation on the NPA.

COMMENTS: No comments made.

4.2 ICAO, Amendment 11B, New approach classification

The Agency gave a progress report on the task, where EASA is adopting a fast track process with short consultancy with the stakeholders. The publication of the opinion is foreseen in November 2015. The same definitions are already discussed at CION level in SERA, so a smooth adopting process is expected. The definitions will be included in CS Issue 3, as well.

The Agency underlined that proposed changes are needed to be consistent with ICAO, and as they are already adopted at ICAO level, it is not expected to have any major impact.

COMMENTS: no comments made.

4.3 Rescue and Fire Fighting Services



The Agency has published the NPA on the 9th of July 2015 with a consultation period that will last until 9 October 2015. Very few comments are registered so far and they are addressed on remission factors in cargo. Decision is expected to be published end of 2015.

COMMENTS:

On the question if there has been any progress on the RFFS medical standard the Agency reported the draft IRs are prepared. The Agency plans to make a formal presentation to NAAs and industry when it is ready. It was underlined that the task is approached with great caution to ensure that NPA text is acceptable to all. The mature text is planned to be distributed to NAA for formal consultation.

4.4 Remote tower operations

The Agency reported that the task was performed as 'fast track', also with FAA participation. The task focused on the development of material in order to allow the remote provision of Air Traffic Services through the use of new technologies. In July 2015 the Agency published two decisions: one related to ATCO training and another one related to implementation of the remote tower concept for single mode of operation. This task went beyond the barriers of each affected aviation domain by adopting a holistic approach to aviation safety

Questions regarding the way forward for RTO, that is moving from the single mode of operation to the multiple mode of operations, were discussed. These questions are also submitted to the ATM TAG and all inputs are welcomed.

The Agency emphasised the need to promote and integrate new technological developments. The RTO task is a prime example of accommodating such technological development without compromising safety. The Agency also emphasised that ADR and ATM do not operate in isolation, hence ADR and ATM are working closely together on this issue.

COMMENTS:

A comment was raised on the developments of new technologies and the need to ensure common standards. The Agency noted the comment and explained that it is important for EASA to know which direction to take. The level of guidance should depend on the level of safety the new technology provides. Some other commented that there should be flexibility for each State. The Agency agreed that any proposal has to be assessed by all involved, ANSP and ADR operator, and underlined that some elements of change management are already present in existing regulation.

4.5 TAG ADR members proposals on rulemaking activities

The Agency invited MS to submit proposals or comments on the Rulemaking Programme.

COMMENTS:

On the question to the progress on Ground Handling the Agency replied that Ground Handling is part of the BR review. On this topic the community agrees that there is need for change; the rules are expected in a few years.



The question was if there are procedures or common rules on how to conduct safety assessment in Europe. The Agency explained that the rules leave it open for now and gives room for state to manoeuvre and to allow for lighter process. The commenter pointed the difficulties to the scope of safety assessment for obstacles and that more precise guidance would be beneficial. Other aspect of safety can easily be covered by operators.

The questions were if EASA plans to consider operation of Aerodromes on water as it is not covered under the current EU rules and when Annex Vol II, Heliports will be considered by EASA. The Agency replied that addressing these questions are valid, however the Agency is given a specific mandate and water aerodromes are not considered in its remit. On the question which states are facing difficulties with water aerodromes, the following states are noted: Norway, Ireland, Italy, Estonia, Slovenia, Malta, France, Montenegro, Greece, Bulgaria and UK. Annex 14, Vol II, Heliports will be addressed by the rulemaking activities in 2016.

On the question how EASA plans to consider PANS Aerodromes the reply was that the document is reviewed, and particularly the chapter on safety assessment is under consideration. The Agency plans to prepare an EFOD document on differences versus ICAO until spring 2016.

Concerning the question on ICAO 'White paper' on developing future SARPs it was proposed to address this issue later, under agenda item dedicated to the ICAO developments.

The question was also on the status of Apron Management rules, the Agency informed that the opinion has been finalised and presented to EASA committee and submitted for the confirmation among Member States. However, there were some observations on legal grounds and the Agency has no further information. Member States are invited to address further questions to CION.

5. Implementation of Regulation 139/2014

EASA and MS

5.1 List of certified aerodromes in MS according Regulation 139/2014

The Agency invited Member States to regularly communicate their list of certified ADR with EASA. It is voluntary but will help to inform the public and stakeholders, as they ask for it. The information will be added at the list of aerodromes in the scope and published on the EASA website.

Notifications of Member States under Art.5 of exempted aerodromes is compulsory. The Agency reminded that Member States informed EASA about their intention to which aerodromes might be exempted, however they should now formally inform EASA of exempted aerodromes (preferably to the ADR mailbox in an excel format).

COMMENTS: No comments made.

5.2 Continuous oversight over aerodromes in Spain, (AESA)

(see presentation for more details)

The representatives of AESA presented aerodromes oversight in Spain.

COMMENTS:

On the question what level of staff carry out the oversight programme, AESA replied about 40 technical people.



5.3 MS feedback on implementation of Regulation 139/2014

The clarification on the use of AltMoC has been requested, as well as the exchange of MS Focal Points. MS support a common platform for AltMoC at EU level, rather than have each MS notifies others. The Agency noted the proposal and will verify possibilities on how to support MS.

The question was on understanding the role of accountable manager and if it should be CEO? One MS commented that accountable manager should be from a more technical position, because CEO is high managerial level in the organisation and not connected with technical and operational issues of the airport. The Agency explained that logical solution should be followed and designate someone who has the authority and power to ensure the good and safe operation of the Organisation. The AMC describes the skills and knowledge that Accountable Manager might have. The main objectives is to ensure safety. The Agency also explained that the Accountable Manager is responsible for signing the compliance document and it should be verified who has the competences in the organisation to sign such a document. The agency also pointed out the decision depends on the particular case and should be taken at Local level.

In some states the experience shown the Managing Director being the accountable manager has positive sides in making him aware of safety and operational matters of an aerodrome.

One MS explained a conflict with aerodrome operator on the level of demonstration of compliance. The operator, decided to extend demonstration to only new elements as old ones where already checked.

CONCLUSION:

- EASA to look into establishing a common platform for notification of AltMoC.
- The accountable Manager should be identified at local level.

5.4 Standardisation activities,

The Agency explained that the ADR team is organising its future standardisation activities and as soon as the process is established a specific event will be performed to explain future standardisation activities.

COMMENTS:

Sweden supports the workshop and the experimental visits to be performed before formal standardisation and suggested themselves as a candidate. Other states also supported the proposal on the workshop and the experimental visits. Denmark also proposed themselves as a second volunteer.

5.5 CIRCA BC,

The Circa BC platform was briefly presented and discussed.

6. Technical Issues

EASA and MS



6.1 SIB on the location of the runway holding position in relation to ILS Critical / Sensitive areas

(see presentation for more details)

The Agency presented the SIB addressing the safety issue whereby aircraft interference with ILS caused missed approach. It was also highlighted that the Agency will be using these safety promotional tool for more often in the future instead of full blown regulatory matters.

COMMENTS: No comments made.

6.2 Publication of declared distances for intersection take-offs

(see presentation for more details)

The Agency reported that a complaint was made against some Member States on not publishing declared distances in the AIP. EASA considered the issue and concluded it has safety risk and hence, published a SIB on the topic. MS are invited to ensure the publication of Declared Distances for intersection take-off points in AIP.

COMMENTS: No comments made.

6.3 Implementation of Large Aircraft at existing aerodromes

The Agency reported on current activities related to the initiative on accommodation of Large Aircraft at existing aerodromes at both, ICAO and EASA level. At the ICAO level a task force ARCTF was launched, under ADWG, via Job card No. 5. Number of SARPPS will be affected by the proposed changes. The task force proposes four code elements which will include: landing speed, runway length, landing gear and wing span.

The Agency aims to support this task and ensure a harmonised implementation across MS and EASA countries and will launch its own initiative to explore the ways in which EASA can support NAA and Industry and in parallel to ICAO progress at the same time. As a starting point the Agency will explore the AACG documents as a possible starting point.

COMMENTS:

Some MS concerned on the data accuracy on which the AACG document was prepared and noted to be cautious on using AACG in this area.

6.4 RWY CL Lights & Met. equipment, update, outcome of the survey

(see presentation for more details)

The Agency presented the results on the survey conducted on RWY CL lights, Met. equipment, objects on RWY strip and Runway Starter Extension. The main conclusions of the survey are:

- Rwy CL Lights: based on the survey outcome the Agency see no regulatory action required. The installation of CL represent a heavy financial burden to ADR without any significant improvement to safety. However some technical guidance will be provided at local level.
- Windshear and Met: no further action will be taken.
- Object on Rwy strip: CS B.165 will be modified in CS issue 3.
- Rwy Starter Extensions: EASA will provide provision for the operation of starter extensions. It will be proposed in CS issue 3.

COMMENTS:



The question was to clarify the existing reference in GM to centre line lights for CAT I. The Agency replied the aim was to investigate a possibility to upgrade GM to CS level. The outcome of the communication with stakeholders and the result of survey didn't find it necessary for the significant improvement of safety and disagreed with the proposal. However, it is fruitful to have something in place to provide technical support and arise awareness, the Agency will issue the safety promotion pamphlet. MS agreed on the given initiative.

6.5 Implementation of CS ADR-DSN.T.915(g) regarding the siting of ILS glide path antennas, (DGAC)

(see Working paper for details)

DGAC France, raised the following issues:

- Siting of ILS Glide path antennas and the implementation of CS ADR-DSN.915(g).
- It implies additional cost for ANSP and Aerodrome Operators and raises certain operation safety issues.

DGAC explained the topic and invited all to discuss a possibility to change CS in order to allow siting of ILS equipment on the runway strip under certain conditions. Also, participants were invited to support DGAC with its proposal towards ICAO in order to change Paragraph 9.9 of Annex 14.

COMMENTS:

Some MS are facing the same problem as presented by DGAC, however also believed that a safety risk assessment to evaluate the situation would also help, but didn't support a proposal to change the CS. In the same line, some MS proposed not to change CS, but to continue with issuing a DAAD when there is a deviation.

On this topic the Agency is open for consultation. There is also a DGAC working paper at ICAO level, which is agreed to be further discussed. For the time being the Agency reserves its position until further consideration of the paper submitted.

CONCLUSION: The DGAC proposal on CS. DSN. 915 (g) will be further discussed in line with ICAO developments and also on the Agency's thematic meetings concerning maintaining aerodrome rules.

7. ICAO Developments

Presented by: EASA

7.1 State letter recommendations

The Agency reported on the process for processing SL in general and explained the SL that the ADR section is currently dealing with.

COMMENTS:

The Agency was asked to explain the process in dealing with the States Letters. The provisions that are proposed in the SL are internally reviewed by the Agency. Further on the conclusions and proposed responses made by the Agency are coordinated with MS. The Agency's recommendations on SL are uploaded on CIRCA BC. If MS expect to be late with response it should be noted to EASA. The Agency is ready to discuss any issue MS might have so that the fruitful recommendations on SL are provided.

7.2 EASA member states' coordination meetings



The Agency reported on the newly formed ICAO ADR Design & Operations Panel and pointed out that the coordination with MS and the Agency, before the ADOP, is very important. As before with the AP, the Commission and EASA is holding regular coordination meetings before the panel and one even during the panel meetings, where the European views are coordinated and ADOP matters are discussed in a smaller, informal manner.

7.3 ICAO ADOP / working group results

(See presentation for more details)

The Agency reported on current developments at ICAO level, in the content of Annex 14 and the new structure within the area of Aerodromes.

ADOP meeting result was a reporting mechanism based on a mix of working groups and job card leaders. A discussion and positive consideration of a restructure of the Annex 14 Volume I, but with no work plan and white paper adopted yet. Other matters discussed were the Budget constraints within MS and Organisations, the lack of ICAO resources, at a time of a large number of job cards attributed to the ADOP (19 job cards).

AOSWG has been suspended, no pressing need and lack of resources. (note: the RFFWG is now revived again after having been dormant in 2015). The work on the Annex 14 restructure job card is expected to take 3 – 5 years and MS and the Agency should follow the activities and be attentive on the possible effects on Regulation 139/2014.

COMMENTS:

The Agency replied the recommendations on SL 51 and 53 are uploaded on CIRCA BC.

8. A.O.B

A-NPA 2014-12, revision of BR

The Agency informed that the EASA opinion on BR has been delivered to EU CION as part of the transport strategic package. On substance it includes ground handling and security. The Agency is not proposing a change in security, the option is given to deal with it at CION level and with technical input from EASA. Some other points in the opinion are possibilities of outsourcing responsibilities from MS to EASA and the provisions of flexibility.

COMMENTS:

On the question for more clarifications on security, the Agency explained that currently EASA has no competencies in security. Security is handled internally at CION level with the technical team for oversight and with a light rulemaking process. The argument is should the CION be involved in such technical areas, hence the creation of the Agency to deal with these technical matters. The possibilities are from handing over the activities to EASA to involve EASA on a delegation basis. The Agency also replied that cyber security is included in the review of BR.

EASA aerodrome trainings – update



The Agency informed on the available training courses of Regulation 139/2014 that will take place in 2015 and requested members to promote the trainings in their CAAs.

COMMENTS and conclusion:

Some MS expressed their observations on mixing of authority and industry participants at courses.

Bird strike reports to ICAO

The Agency invited members to submit any possible concerns with reporting on this topic.

COMMENTS: No comment made.

ATM/ANS, regulatory developments, (PR)

The Agency reported on the rulemaking developments in ATM and ANS:

- ATCO licensing rules has been adopted and entered into force,
- Requirement on ANSPs : Opinion delivered to the CION, presented to Single Sky Committee, a vote is expected in October. The proposal does not include all ATM ANS services.
- SERA: Part C is also submitted to SS Committee and awaiting for vote in October. There will be SERA Workshop end of October.

Q & A on demonstration of compliance by Art. 6 of R139/2014

The Agency explained the level of demonstration needed for Art.6 and addressed:

- National requirements;
- Conversion of certificates; decision is made by competent authority when demonstration is disproportionate.

COMMENTS:

The question was on how to deal with existing deviations and the need for demonstration of compliance. The Agency replied if an aerodrome is already certified, the Art. 6 applies. The level of demonstration is engaged when there are new elements in deviations.

Arresting systems for runways and RESA, Military equipment at civil/military used aerodromes (Arresting Gear).

The Agency explained the purpose of this Agenda Item is only to collect information and experiences how CAAs and aerodromes deal with military equipment at civil aerodromes such as arresting gear, and not to regulate it in any way.

COMMENTS:

Some states supported the idea on collecting information on military equipment at civil aerodromes and more research on this topic in order to offer aerodromes best technical solution, because arresting gear installed at runway present an obstacle within the runway strip. It was commented that arresting system considered as an obstacle might cause some difficulties for the aerodrome certificate. If there are any evidence or studies on arresting gear or more information on this topic it will be beneficial for many airports and CAAs.

FOCA proposed a presentation on project of building EMAS on one aerodrome in Swiss which was accepted.

Aerodrome surrounding



ENAC Italy informed on the development of a national regulation on aerodrome surrounding, addressing constraints around an aerodrome and management of wildlife. The regulation will be dealing with farms near aerodrome, solar panel, bird attractions, noise, waste facilities, etc. The regulation will be enacted end of 2015. It was proposed to present this regulation to TAG at one of next meetings.

COMMENTS:

The meeting expressed interest in the future ENAC developments on regulation and welcomed ENAC proposal to present it to TAG ADR when published.

AOB:

The question was to update the developments on the aerodrome equipment rulemaking task, since the states are facing issues on this topic. The Agency replied, there is no progress on it, but might be addressed in BR review.

9. Closing

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

Next meeting:

The Chair informed participants that there is not yet decision on the date of the next ADR TAG meeting, currently the role of TAG is under discussion and there will be some changes in restructuring the Advisory Bodies. The TAG will be informed about it in due time.

MoM prepared /	Laury Anako, Predrag Sekulic		
Reviewed by	Giulio de Crescenzo		



List of actions:					
Item:	Action (What)	Responsible (Who)	Deadline (When)	Status:	Comments:
3/1-2015	RTO task to remain on the ADR TAG future Agenda	EASA	29 Sep 2015	Closed	
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	Closed	Q2/2016 and under Maintaining aerodromes rules RM task
7/1-2015	EASA to update definitions with new ICAO definition on approach runways	EASA	Q4/2015	closed, Q2/2016	
8/1-2015	EASA to continue work on Runway Starter Extension	EASA	Q4/2015	closed, Q2/2016	
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	closed, 3 May 2016	
11/1-2015	NAA 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		closed, 2-2015	
13/1-2015	CAA Netherland to present the outcome of the study on reduced lighting	CAA NL		open	
1/2-2015	The Agency to verify possibilities of creating common platform for MS AltMoC exchange	EASA	Q2/2016	open	
2/2-2015	FOCA proposed a presentation on project of building EMAS on one aerodrome in Swiss	FOCA	Q2/2016	open	
3/2-2015	ENAC to present regulation on aerodromes surrounding	ENAC	Q2/2016	open	

