



**European Aviation Safety Agency**

## **Summary of conclusions**

**Subject: TAG ADR: Thematic Advisory Group Aerodromes**

**Date 10th October 2013**

**Location Jugendherberge, Cologne**

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

### **List of Participants:**

Attendees	First name, Surname, State (organisation)
<b>Members :</b>	
Thomas Liebert	Austria
Kris Clarysse	Belgium
Vladimir Nekvasil	Czech Republic
Kamila Drevova	Czech Republic
Ovyind Hallquist	EC-DG Move
Andres Lainoja	Estonia
Carole Lenck	France
Susanne Symalla	Germany
Angelos Beliyiannis	Greece
Istvan Mudra	Hungary
Atle Vivas	Iceland
Brendan King	Ireland
Claudio Eminente	Italy
Raivo Bisenieks	Latvia
Arunas Stankevicius	Stankevicius
David Greisch	Luxembourg
Robert Van den Heuvel	Netherlands
Jörn Seljeaas	Norway
Ryszard Kita	Poland
Jorge Freitas	Portugal
Traian Comsa	Romania
Ludovit Gabris	Slovak Republic
Raquel Lobato Galeote	Spain
Jorgen Andersson	Sweden
Martin Schilt	Switzerland
Graeme Ritchie	United Kingdom
<b>Observers</b>	
Martin Biba	Albania
Lenka Ercegovic	Croatia
Milan Kuc	Montenegro
Milan Lezaic	Serbia
Hüseyin Akdogan	Turkey
Salih Yalcin	Turkey
Marc Deboeck	Eurocontrol
Hans-Joerg Fietz	Eurocontrol MAB

**EASA:**

Jussi Myllärniemi

Gernot Kessler

Predrag Sekulic

Vasileios Stefanioros

Emmanouil Vardakis

Sarah Poralla

Laury Anako

## **1. Opening and Welcome**

*Presented by: Jussi Myllärniemi, Chair*

The Chairman welcomed the members and emphasised the importance of the TAG feedback for EASA's future work in rulemaking. The session started at 13:40.

## **2. Approval of Agenda**

*Presented by: Chair*

The planned agenda was presented and then approved with the following changes:

- LAHSO as an additional agenda point.
- Bird Strike item brought forward by a TAG member.

## **3. Adoption of Minutes**

*Presented by: Predrag Sekulic*

The draft Summary of Conclusions from the previous ADR TAG meeting had been circulated to the TAG members and observers in advance and a correction from Belgium was acknowledged and the Summary was approved.

## **4. 4-year Rulemaking Programme**

*Presented by: Chair*

### **4.1 Rulemaking Programme 2014-2017**

EASA presented a general overview of the confirmed RMP 2014-2017.

ADR related tasks from the RMP 2014-17 will be explained in detail during the following agenda items.

ATM related issues were pointed out as follows:

- Annex on SESAR addressing the anticipated impact of SESAR deployment.
- ATCO licensing project is progressing as planned.
- Harmonised European Transition Altitude (HETA): The approach is to provide a set of profound impact and cost data first. Then the rule drafting will be launched. No idea yet on the direction of the rule but all will be strictly based on the data that will be collected.
- Systems and constituents: Widely diverging views among the stakeholder community. No clear decision yet on how task will be approached – EASA undertook to consider the most appropriate way to proceed.
- Interoperability rules – on-going discussion on implementation problems and how to be developed in the future.

Key dates of next Rulemaking programme were reviewed:

- Draft EASP – mid Dec 2013
- Pre-RIA - 21 Feb 2014
- Draft RMP – 24 May 2014
- Sub-SSCC – to be decided June 2014
- Meeting TAG ADR: Post meeting note: 8 April 2014
- Publication of RMP – September 2014.

Question on the influence of the rulemaking programme on certification:

No impact on certification process. Nothing in the programme will impact the implementation of the certification process.

No comments made by the TAG members on the actual RMP 2014-2017.

#### 4.2 TAG ADR inputs for the draft 4-year Rulemaking Programme 2015-2018

No comments made by the TAG members on the planning for the RMP 2015-2018.

#### 4.3 TAG ADR comments to the CRDs on the pre-RIAs to RMP 2014-2017

The question was issued why the 'Obstacle rules' was excluded in the Pre-RIAs disseminated for possible comments. Also, it was asked if it will be part of the ADR rulemaking processes in the future RM programme.

Some TAG ADR members commented on the issue and requested off-airport obstacles to be made subject to European regulation. The proposal by the TAG ADR to the Agency was to issue GM in this area.

EASA encouraged the Member State representatives to raise this issue and explore whether there is a common interest and need for a common action in this area. Some TAG members, particularly Sweden, Holland, UK and Germany, supported a common approach on developing some guidance for obstacles outside the aerodrome boundary and en-route obstacles. A proposal was made for EASA to prepare a concept paper on marking, lighting, mapping, charting of obstacles and to present it to the advisory bodies.

**Conclusion:** Agreement for EASA to develop a concept paper on "obstacles outside the aerodrome boundary and en-route obstacles" and to circulate to TAG members by next meeting.

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

#### 5.1 Wildlife Management

EASA presented the wildlife management issue and explained that it stems from a Safety Recommendation. EASA is asked to explore different solutions to wildlife management.

Two options are considered to fulfil the request: to conduct a study (but possible budget restrictions) or to look further into available systems of wild life management. EASA requested advise by the TAG on what would be the preferred method.

Comments indicated some concerns that a rule might not solve the problem and it might not be enough. The issue deserved much more attention than what is proposed. It was agreed that what is now in the regulation has gone a step further than national level rules. However, EASA should take more initiative for instance write a concept paper to see reaction from stakeholders.

**Conclusion:** EASA will see for possible proposals and what particular action need to be taken.

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

EASA reported that the implementing rules are now under parliament scrutiny. All languages are available. He further explained that the soft law (AMC, GM and CS) is in final internal review and that the Agency is exploring potential ways to make the document available on an informal basis before the IR are put into force. This will allow all impacted stakeholder to start getting ready. The foreseen transition period until end 2017 will be kept.

EC informed IR scrutiny will end before Christmas. Adoption is foreseen for January with entry into force before the end of February.

It was asked whether AMC, GM and CS will be translated. Translation of any soft law document will not be performed, following a EU wide decision only hard law is translated.

## 5.2 Apron Management Services RM task

EASA provided the status on the task. Currently the drafting is in a final phase and the NPA publication is foreseen in the coming weeks.

No comments made.

## 5.3 RFFS RM Task

EASA reported the status on RFFS and thanked everyone who participated in the recent survey and informed that the outcome of the survey will be reflected in the TOR.

EASA outlined that it is a new task, the TAG ADR was consulted and the group supported the launch of this task.

No comments made.

## 5.4 Requirements for aerodrome equipment RM task

EASA explained that it is a joint task because it touches on ADR and ATM issues, it is complex and that there is a delay in the start of the RM task. it was further explained that EASA is exploring a non-binding concept for aerodrome equipment certification.

EASA underlined that due to the complexity of the task NAA views on this issue would help clarify any grey area.

On a question who will test the equipment EASA explained that under the envisaged concept when a prototype has been certified or approved all following products will be considered as meeting the relevant requirements.

A TAG member proposes the preparation of a concept paper on this issue by EASA, to enable the TAG ADR to have a deepened view on this issue. EASA will consider the proposal.

A question was made concerning the type of aerodrome equipment that will be covered by this task.

EASA clarified that at this stage the intent is only to develop the regulatory framework, which, amongst others, will enable the use of ICAO SARPs and Industry Standards in the form of soft law. Moreover, it was clarified that the identification of the regulated aerodrome equipment, as well as the development of the related technical specifications will be developed at a later stage.

**Conclusion:** EASA to provide concept paper to TAG ADR to subsequently provide comment and advise on the approach to the task.

5.5 HETA RM task – dealt with under RMP.  
( see above)

5.6 Heliports RM task

EASA provided the background and status on the task. The task is expected to start in Q4 2013.

Question: Are Heliports for medical purposes in the scope of EASA regulation? Only IFR stand-alone heliports and heliports co-located at in scope-aerodromes are in the EASA scope.

## **6. Technical issues**

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

EASA reported that amendment 11 to ICAO Annex 14 is applicable in November 2013. Some provisions in the amendment were included in the AMC, CS and GM. The remaining provisions will be incorporated into the new task to start Q4/2013.

Question: will EASA file differences with ICAO in the future?

EASA cannot file on behalf of a state because it is not part to the Chicago Convention. There is another mechanism in place with EFOD which should be used in the future.

6.2 Bird strike and wildlife management (dealt with earlier)

6.2 Detection of wind shear and wind sensors at aerodromes

EASA explained that this technical issue is raised to collect TAG ADR's view on the matter. Currently it is a task within the Agency but at Ops level nor ADR and that EASA is looking at it as a potential requirement in ADR CS or GM.

EASA will not make of it a mandatory obligation, but it should be dealt with as a rulemaking task.

No comments made.

6.3 Land and Hold Short Operations (LAHSO)

EASA explained the FAA LAHSO practice and the legal requirements behind this operation. The issue is that some EU airports seem to follow this operation which is not an ICAO standard and generally not practice within the EU. EASA informed that it will issue a SIB in Europe to raise awareness and provide the information and requirement necessary to practice this operations.

6.4 TAG ADR members' proposals on technical issues

EASA formally invited the TAG members to submit technical issues to be presented at future meetings.

<b>7. A.O.B</b> <i>Presented by: EASA Staff</i>	
<u>7.1 Specific Declaration of interest</u> <p>All were informed that this requirement is on hold until further notice.</p>	
<u>7.2 EU Ground Handling requirements</u> <p>EASA reported that at the moment there are no new developments in this area.</p>	
<u>7.3 Update on EASP – EAPPRE</u> <p>EASA gave an update on the evolution of EAPPRE.</p> <p>Runway friction and the recent EASA study were discussed. A Member State proposed to assess the study and that a manufacturer could provide a solution. It was confirmed that the study will be presented at the next ADR TAG meeting in 2014.</p>	
<u>7.4 ADR standardisation plans</u> <p>EASA confirmed that standardisation will not take place during the transition period. Rules specify that the rules are not applicable to Member States before transition period is over.</p>	
<u>7.5 Review of the report on EASA survey on TAG ADR meeting of the 20<sup>th</sup> of June 2013</u> <p>EASA thanked the members for participating and went through the results of the survey and welcomed the active participation of the members as advisors.</p>	
<u>7.6 Information on Glossaries on following domains: ADR, ATM, Airworthiness, FCL and OPS. NAA focal points.</u> <p>EASA informed members of the availability of the glossary and that it will be distributed.</p>	

<b>8. Closing</b> <i>Presented by: Jussi Myllärniemi</i>	
<p>The Chair thanked everyone for their contributions and for attending.  The meeting closed at 16:55.</p>	

<b>Next meeting:</b>
<p>RAG, 13 November 2013, 2 July 2014, Cologne (location Jugendherberge - Barcelona room)</p> <p>Post meeting Note (all dates not finally confirmed):  ADR TAG: 8 April 2014 (1/2014), 30 September 2014 (2/2014), location: tbd  RAG: 6 May 2014 (1/2014), 15 October 2014 (2/2014), location: tbd  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</p>

<b>MoM prepared/ reviewed by</b>	Laury Anako, Predrag Sekulic Jussi Myllärniemi	<b>Date</b>	
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