



**European Aviation Safety Agency**

**Summary of Conclusions**

**Subject: Aerodromes Sub-SSCC**

**Date: 4/06/2014**

**Location: EASA, Cologne**

Organised by EASA, Rulemaking Directorate, ATM/Aerodromes Department,  
Aerodromes Section

List of Participants

Attendees	Dick MEERMAN	Chair, ACI Europe
	Isabelle DEVATINE-LACAZE	Airbus
	Andreas EICHINGER	ACI
	Lorenz BOETTCHER	ECA
	Horst SCHMITTDIEL	ERAC
	Gernot KESSLER	EASA
	Predrag SEKULIC	EASA
	Harry SEDDON	EASA
	Sarah PORALLA	EASA
	Laury ANAKO	EASA
	Vasileios STEFANIOROS	EASA
	Emmanouil VARDAKIS	EASA
	Antal PEKK	Wizzair
	Phil MOUNTAIN	UK FERA
Apologies	Enrique CARMONA	ETF
	Bosko RAFAILOVIC	CANSO (Skyguide)
	Brad Bachtel	Boeing
	Ian Witter	ACI
	Bernard Pauly	ASD

MoM prepared by	Laury ANAKO	Date	Signature
MoM reviewed by	Predrag SEKULIC	Date	Signature

## **1. Opening and Welcome**

Gernot Kessler welcomed the attendees and handed over to Dick Meerman.

## **2. Adoption of the agenda**

The draft agenda has been adopted with no change.

## **3. Adoption of the summary of conclusions of the previous meeting**

The Secretary informed the group that the Summary of conclusions from the Joint meeting between ADR TAG and Sub-SSCC have been adopted by the TAG ADR on its meeting on 8 April 2014 and need to be approved by the Sub-SSCC to make it final. The Sub-SSCC approved the Summary of conclusions from the Joint ADR TAG and Sub-SSCC meeting.

The Secretary informed the group that the action from the joint meeting on EASA to inform the Commission about the ADQ issues was completed. Chair asked whether the CION reacted to that? No action as far as ADR knows. Mr Eichinger informed that the CION will hold a workshop on ADQ on 23<sup>rd</sup> of June in Brussels.

## **4. Election of the Sub-SSCC ADR Chair and Vice Chair**

The Secretary presented the applications received for the Chair and Vice Chair of the group and informed that only two applications have been received (one for Chair and one for Vice Chair). As there were no other applications Dick Meerman has been confirmed for the Chair and Andreas Eichinger for the Vice Chair. The group welcomed their nominations.

Andreas Eichinger informed the group that he will be leaving ACI in October 2014 back to Frankfurt airport, but will remain as member of the ADR Sub-SSCC as ACI representative.

## **5. 4-year Rulemaking Programme**

### **5.1**

- Revised Rulemaking Programme 2014-17
- Changes in the revised RMP 2014-2017

The Rulemaking programme 2014 – 17 was revised based on the MB request and ED Decision 2013/029/R. The hard law and soft law parts of the tasks have been merged in the RRP. There are no substantial changes in the aerodromes tasks. The equipment/systems rulemaking task has been limited to aerodrome equipment only and the scope of the Heliports task is limited to heliports at aerodromes in the scope only.

- Sub-SSCC ADR input for the draft 4-year Rulemaking programme 2015-2018

The members were invited to submit what they believe should be included the new rulemaking programme.

No suggestions have been given at the moment.

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

- Commission Regulation (EU) 139/2014 and EASA rules

EASA informed that Regulation 139/2014 is in force as of 6 March 2014 and by Art. 4 of the Regulation Member States have to inform the Agency about the number of aerodromes 'in the scope'. Based on the reports received so far, 323 airport fall in the Scope of this regulation. Post meeting note: in total 589 airports 'in the scope' have been reported.

It was commented by ACI that at the moment the aerodrome operators are familiarising with the Regulation and expecting to be ready in 4 years transition frame. EASA pointed out that the close cooperation between national authorities and aerodrome operators are of significant importance. ACI is concerned about the different implementation approaches in the members states.

### **Comment/Conclusion:**

- [EASA to support industry stakeholders and MS in the implementation of the Regulation 139/2014. ACI is invited to give support EASA.](#)
- Aerodrome rules maintenance task

EASA presented the developments of the task. Besides to the rules maintenance task EASA informed that it will create an 'omnibus' rulemaking task which will allow easy and non-confronting issues to be addressed quickly in the rulemaking process. ACI asked if it will be possible to set priorities for the omnibus task on which EASA replied that it will be possible in principle and that ACI is invited to suggest areas of priorities.

### **Comments/Conclusions:**

- [Members to suggest areas of priorities concerning new RMT.](#)
- Apron Management Service task

EASA gave a presentation on the status of the task and pointed the issue on comments to the NPA and underlined that repetition of same comments does not serve any purpose other than increase workload for EASA. This issue will be discussed at the upcoming thematic meeting.

### **Comments/Conclusions:**

- [Comments on the NPA to be discussed at the upcoming thematic meeting](#)
- RFFS task

EASA presented the status of the task and highlighted the main issues of the task. The working progress was reported on the NPA drafting and possible timely delivery. The draft proposal is expected to be delivered on time.

- Requirements for aerodrome equipment task

EASA gave a status report on the task and explained the difficulties of the task in determining what is safety critical equipment. The Agency also explained that an ad-hoc basis regulation was more effective than a prescriptive type regulation in this case. The aim of such procedure would be to establish a framework that will map out the decision making process to determine if an equipment is really safety critical.

Airport representatives did not support the task as presented. They expressed that such proposal will create another layer of regulation where there are already ICAO SARPs. He also asked how many incidents reported related to equipment.

### **Comments/Conclusions**

- Conclusion: after the discussion it was concluded that ACI will come back to EASA on this subject after internal consultation. (Post meeting note: ACI position paper on the RMT.0161 is received and will be distributed to the group.)
- VFR Heliports located at an aerodrome (in the scope)

The Agency gave a presentation on the status of the task.

### **Comments/Conclusions:**

- No comments
- HETA task

EASA presented the status on the task. The task is more ATM related and not of particular interest to this group. However, it was explained that the objective is to establish an harmonised Transition Altitude in Europe.

- Sub-SSCC ADR Comments on delivered pre-RIAs

No ADR related Pre-RIAs has been delivered at the moment.

## **6. EASA Rulemaking process**

- The role of the Sub-SSCC ADR in EASA Rulemaking process

The Agency briefly went through the RM process to remind the members of their important role in the compilation of the rulemaking programme and EASA regulatory activities.

- CIRCA BC communication platform

The Agency gave a short informative presentation on how to use CIRCA BC communication platform.

## 7. Presentation on wild life hazard management , WIZZ Air

Mr Antal Pekk (WizzAir) and Mr Phil Mountain (UK FERA) gave a presentation outlining the issue of bird strikes at airports and measures taken so far against it. The aim of the project is to educate and motivate efforts in order for bird strike to be properly addressed.

### Comments and reactions:

The following points were discussed:

- Funding of the project was discussed and Wizzair informed that the initiative was funded by the insurance company.
- It was observed that at airport level birds strike tended to be addressed through installation of equipment rather than have active bird management system. And NAA do not feel the urgency to address the problem.
- Main issue is that bird management is difficult because it needs management from outside the parameters of the airport. The burden does not fall on airport only.
- UK FERA concurred that the lack of pressure in the chain that goes Airlines – Airports- NAA-local authorities is presently weak. Thus the lack of overall concern and action.
- Also, it was observed a lack of education, example was one state where after proper training they have more confidence to address the issue.
- Some airlines have expressed interest in the proposed actions.
- Wizzair confirmed that there is return on investment, as for Wizzair it translated in 50% less damage to aircrafts. This is interesting to insurance companies because it is shown that the preventive measures are cheaper than maintenance.
- Problem in aviation is that safety is addressed from aeronautical point of view only and have no space for biology or ornithology as the case may be.
- Problem is that most bird strikes are reported as mechanical problem, which has effect on statistics and reports.

## 8. Technical issues

- Report on ATM rulemaking tasks

EASA gave a report on the ATM activities in EASA.

SESAR Deployment and the PCP were discussed. Conclusion is that the RM task for that is needed. Regarding the PCP, it is in the hands of another decision makers. At this moment EASA activities are on the PBN, while other elements need to be addressed as well. At the moment EASA is considering the type of rule which will allow the deployment.

ACI commented that EASA and CION should ensure that rules are in place to allow deployment. EASA specified that there are other bodies also, like EUROCAE who also have to do its part, like in remote tower tasks.

- ICAO new approach classification and PBN operations

EASA gave a presentation on ICAO new approach classification which mainly consider introducing new elements in the definitions of Instrumental and Non-instrument runway, Instrument approach operations (Annex 6) and Performances of any procedure on any runway.

- Update on EFOD

The Agency explained that this task is mainly related to MS. The CC is for an assistance to MS to discharge their responsibilities to ICAO. Currently, EASA is finalising the text to provide recommendation to MS.

- Safety reports perspective on additional ground lights and meteorological equipment

The Agency gave a presentation on RWY CL lights and Meteorological equipment and explained that the proposal of introducing centre line lights on runways for CAT I operations and wind shear sensors are driven by safety recommendations to EASA to study the possibilities of creating CS (upgrading GM) for such equipment. The background of such proposals may be found in BR, ICAO Annex 6, Annex 3, EAPRE.

ECA supports upgrading the requirements for centre line lights into CS, particularly the lights are welcome for non-precision runways during night operation. ACI commented that the installation of such lights will require high costs, yet there is no discussion on ICAO level to upgrade such requirement from Recommendation to Standard level. Also, ACI commented that the safety recommendation should not necessarily lead to the rulemaking task and that ACI needs more time to come up with the final opinion.

ERAC commented that proposed provisions are all good and contributing to the safety, however an issue is how to finance such projects and as the example pointed small German airports. ERAC also proposed a selective approach to be considered for airports that really need equipment such as centre line lights or wind shear sensors.

EASA clarified that the aim of the exercise is to get feed-back and advice from the group on the proposals.

#### **Comments/Conclusions:**

- Action: Members to put comments on the discussion platform at Circa BC.
- Action: EASA to ensure that the members have access to the platform.
- EASA to present the outcome of the MS Art 4 reports.

- Sub-SSCC members proposal – technical issue for future meetings

Chair stated that the technical issues raised in the meeting are valuable and they should be shared prior to the meeting so as to allow members to prepare by gathering the view of their various organisation.

### **9. Conclusions on the main points to be reported by the chair to the full SSCC meeting**

Chair and Secretary to coordinate topics to be presented at the SSCC after the meeting.  
Post meeting note: The conclusions from the meeting have been presented at the SSCC meeting.

### **10. AOB**

- ICAO Aerodrome Panel 3, briefing
- ICAO PANS ADR developments

EASA presented the status on PANS ADR. ICAO will prepare the State letter concerning PANS ADR as an separate document.

The group discussed and agreed that there is a need for coordination with MS on ICAO issues. ACI EU suggested that EU industry should also participate in such coordination on ICAO issues as the voice of the industry is hardly heard on ICAO level when different opinions between ACI

regions exist. In such instances ACI World is unable to position itself. The members of the Sub SSCC ADR and the Agency agreed on this proposal.

#### **Comments/Conclusions:**

- It was communicated that the tentative meeting will be on 16<sup>th</sup> of July 2014.
- Post meeting note: the meeting was cancelled.

#### **- Basic Regulation Review**

EASA gave a brief status report on the review of the BR. The A-NPA of BR review is drafted by EASA and CION as questionnaire addressing proposals on general principals of BR. Consultation phase lasts until the 15<sup>th</sup> of September.

#### **- Workshops on ADR rules implementation**

EASA and industry agreed to support MS and aerodrome operators on implementation of Regulation 139/2014 and to hold ADR workshops to encourage further exchange views about the new aerodrome rules and the principles of their application.

#### **Comments/Conclusions:**

- This is initial phase of implementation of Regulation 139/2014 and EASA and ACI to follow implementation of the new aerodrome rules and to support MS and industry during transition phase.

### **11. Closing**

The Chair thanked everyone for attending the meeting. The meeting closed at 16:40.

### **Next meeting:**

The next meeting is arranged for 2<sup>nd</sup> December 2014, EASA Cologne

<b>List of actions:</b>					
Item	Action (What)	Person Responsible (Who)	Deadline (When)	Status (Optional)	Comments
01-2014	To propose priorities for 'ADR rules maintenance' omnibus task	Sub SSCC ADR members	permanent		
01-2014	ACI to comment the proposal for the ADR equipment task	ACI	2-2014		
01-2014	To comment the safety recommendations of creating CS for CL lights for CAT I and windshear sensors	Sub SSCC ADR members via CIRCA BC	January 2015		
1-2014	EASA to present the outcome of the MS Art. 4 reports	PSE	2-2014		