 European Union Aviation Safety Agency	SUMMARY OF CONCLUSIONS (SoC)	
	Subject:	10 th ADR.TeB
	Date:	05-06 May 2021
	Location:	WebEx IT Platform

Organised by: Flight Standards / Air Operations Department, Aerodromes Standards and Implementation Section

List of Participants: See Attendance list

SoC prepared by: Jozef De Moor

SoC reviewed by: Julia Egerer

05 May 09:30 - 11:30

AI 1 : Welcome

- Eduard Ciofu (EASA) welcomed the participants and shortly introduced the new members:
 - Davis Blaus (LV Alternate)
 - György Péter Makovnik (HU member)
 - Péter Kiss (HU Alternate)
 - Henning R. Tennes (NO alternate)
 - Juan Vazquez Sanz (Eurocontrol observer)
- The chair reminded that this is the third remote ADR TeB meeting and acknowledged the limitations. The chair encouraged all participants to actively contribute to the meeting and welcomed the input and agenda items that have been proposed by Member States.

AI 2: Adoption of the agenda

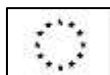
- The [Agenda](#) was adopted as presented.

AI 3: Summary of Conclusions of the previous meeting(s) & Review of the TeB ADR action list

- Some comments were received on the draft Summary of Conclusion (SoC) of the TeB ADR 2020-02. The presented SoC with the addition was published as final after the commenting deadline. No further comments raised in the meeting.
- The [action list](#) was updated by EASA in advance of the meeting and shared with the TeB members. The actions were reviewed and TeB members were invited to comment the EASA proposals for closure of certain actions.
- The ADR TeB agreed to close the actions proposed for closure.
- *Post meeting note:*
[Action list](#) updated after the meeting with new agreed actions and additional comment.

Action 1:

- ADR TeB to keep EASA's Aerodrome section informed about consultations between Member States among each other and developments with the industry on lighting of wind turbines and other large structures.
Deadline: 31/10/2021 (to be included in the ADR TeB draft agenda)



AI 3.3: Feedback from MAB: work program

(Refer to [2021 Work program of EAB](#) for details)

- EASA presented the confirmation and adoption from the MAB of the ADR TeB work programme in an effort to increase transfer of knowledge and information between the technical level TeBs and the more political level of the MAB. The endorsed work programme will enable the MAB to ensure a better overview of the activities of the ADR TeB, while allowing the ADR TeB members to also gain an overview of activities from other TEBS (e.g. ATM-ANS TeB).

AI 4: Validation of take-aways from workshop on oversight challenges

(Refer to the [presentation from EASA](#) and the main [take-aways of the WS](#) for details)

- Joaquin Lopez from EASA presented the outcome of the workshop on oversight continuity, contingency plans, emerging risks: wildlife, training and qualifications.
- EASA stated that the items presented by the ADR TeB members were similar to the items identified by the EASA risk portfolio process.
- The ADR TeB validated the outcome of the workshop and the main take-aways from the WS.

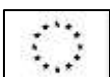
AI 5.1.: COVID-19: Support to MS and industry

(Refer to the presentations from [ACI](#) and [ASA](#) for details)

- ACI (Airports Council International) Europe and ASA (Groundhandling Service Providers) presented on the impact of the pandemic on the airport and ground handling industry.
- ACI presented the state of the industry with a focus on past traffic developments that have shown a dramatic drop in passenger numbers and future outlook. ACI currently estimates that full recovery of the industry will take place not before 2025. With the more pessimistic scenario being the most likely scenario. With regards to the debt burden that the industry body will be accumulating over the coming decade, ACI foresees that airports will cancel all investment projects where it is possible and makes sense, while at the same time cutting all avoidable costs, especially regarding labour costs. The wider impacts on the tourism sector and the economy of the regions where airports provide important connectivity are also considerable. ACI estimates that the negative impact on indirect connectivity in the month of May 2020 stood at -98%.
- ASA is representing ca. 60% of the groundhandling industry. The groundhandling industry has several activities, e.g. passenger and services, ramp services and cargo and warehouse operations. Worldwide the numbers of employees was estimated at around 700 000 employees in 2019. Groundhandling represents ca. 8% of the costs of airlines. ASA presented the different types of handling (independent, self-handling, airport subsidiaries). ASA represents the independent groundhandlers, that are estimated to have a share of ca. 70% of the market, with a considerable increase of the share of the independent groundhandling service providers over the last years. Regarding the negative impact of the pandemic on the industry, it is estimated 65% of employees have been or are in the process of being furloughed or laid off. Major pain points of the groundhandling industry are the lack of common regulations and / or commonly accepted standards.

Discussion and questions:

- Following the presentation, Sweden asked about the impacts in different regions. ACI responded that the impact in large domestic markets, e.g. US, Russia, Turkey was less pronounced than in international markets or smaller countries with high levels of international traffic.
- Ireland asked if there are provision of government funding for safety and security related projects for aerodromes in financial difficulty. ACI is not aware of such funding. Compensations were given for infrastructure to keep the airport open (mainly for cargo). EASA informed that EU has implemented the European Resilience Funds to boost the MSs recovery following the pandemic. EASA has no role in approving, but provided some input.



AI 5.2: EASA COVID-19 risk portfolio

(Refer to the [presentation from EASA](#) for details)

- Rowan Powell from EASA provided an update of the COVID-19 risk portfolio, which had been published in the previous week on the EASA website. The following are the systemic, cross-domain risks that have been identified:
 - Skills and knowledge degradation due to lack of recent practice
 - Reduced adherence to procedures in the new working environment
 - Flight crew fatigue due to unavailability of rest facilities and/or extended duty period
 - Transfer of pilots from one fleet to another resulting in low hours on type
 - Extent and duration of Covid-19 exemptions and temporary rules
 - Unusual approach profiles in the circumstances of the pandemic
 - A general increase of cyber security issues related to the pandemic not only concerning Aviation

Discussion and questions:

- Following the presentation, Sweden raised a concern that the number of runway incursions has remained at a similar level, despite the downturn in traffic. However, since they have just started analysing the data no further information can be provided on the type of RWY incursions (i.e. being a/c, vehicles, etc.). EASA encouraged Member States to share information on occurrences with EASA and in particular with the Network of Analysts (NoA), who would be interested in investigating this information.

AI 5.3: Update on Return to Normal Operations (RNO); Safety Information Bulletins (SIB) related to COVID-19 & EASA safety week from 21 to 24 June 2021.

(Refer to the [presentation from EASA](#) for details)

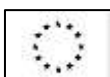
- Eduard Ciofu provided an update on the RNO project. Since the last meeting, EASA has provided support to MS and industry in a wide variety of areas.
- The [SIB 2020-07R2](#) "Preparation for aerodromes to resume operations" was updated on 27/01/2021. The SIB has been an important deliverable from EASA particularly for aerodrome operators.
- Regarding the Aviation Health Safety Protocol, EASA is providing industry and Member States with monitoring information.
- EASA will also organise a "Safety Week" in June 21-24 on important topics, including a focus on the risks of the erosion of skills.

Discussions and questions:

- The Swedish government has requested an assessment from the Swedish CAA of the potential risks when traffic is expected to increase and also wishes to receive information about proposals for any measures or initiatives that may need to be taken. Sweden commented that aerodrome operators need time to regain their ability to deliver the service they did before COVID-19. There is a need to train staff and ensure that everyone has the right skills and ability to perform their tasks in order to be able to handle the expected future traffic increase. Equipment and materials also need to be tested so that they meet regulatory requirements and the organization's own requirements. The role as an authority is to ensure, through permits and supervision activities, that the return to a normal situation takes place in a safe manner.
- EASA emphasized that safety remains paramount and the importance of reviewing the safety risks and acknowledged the fact that the work of the NCA together with the aerodrome operators is very important as well as the relationship between EASA and MSs.

Action 2:

- [ADR TeB members to give input regarding the top safety issues to be considered for the Aerodromes sessions during the "COVID Ramp Up Safety Week" \(21-24 June 2021\) and confirmation that skills and knowledge degradation is the main topic that needs to be addressed.](#)



AI 5.4 Exemptions and AltMoCs related to COVID-19

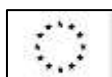
- National Competent Authorities (NCAs) were reminded about the important difference between the AltMoC and Exemption processes. AltMoCs may be used to establish compliance with the Implementing Rules (IRs). Exemptions may be granted for non-compliance with the IRs (but not with the Essential Requirements (ERs).
- In case of AltMoCs, NCAs were reminded that there are two options available to notify the Agency: Regular AltMoC and so called “COVID-19 AltMoCs.
- In case of Exemptions, NCAs were reminded that, in accordance with Article 71, there are also two options available to notify the Agency: Article 71.1 (temporary, limited in scope and for maximum 8 months) and Article 71.2 (repetitive exemption or its duration exceeds eight months).
- With the new Runway Safety Regulation in place and new applicable requirements in the Implementing Rules for training, EASA expects more requests for Art.71 exemptions.

05 May 13:30 - 15:50

AI 6: EASA Sustainable Aviation Programme

(Refer to the [presentation from EASA on the ESAP](#) and the main [presentation on ADR sustainability](#) for details)

- Dietmar Bloemen and Jef De Moor from EASA presented EASA’s sustainability aviation programme (ESAP) and proposals for specific topics regarding aerodromes. Sustainable aviation initiatives are a key part of the green recovery. EASA presented the different workstreams of the ESAP programme.
- One workstream is on aviation fuel with the objective to incentivise the uptake of sustainable aviation fuels. Another workstream is research and innovation (linked to the research mandate of the BR for EASA). Regarding research and innovation EASA is involved in research projects, e.g. study on climate impact of non-CO2 effects, noise and emissions, hydrogen fuel cells and combustion engines.
- There is also a workstream on transparency, responding to the expectations from the citizens. Data should be available and published and shared with the public. To this end EASA is publishing the European Aviation Environmental Report every 3 years (www.easa.europa.eu/eaer). The next report will be published in June 2022. The other transparency project is a project on environmental labelling for aviation for which EASA obtained a grant from the EU. Main objective here is to increase awareness and transparency to allow passengers make more sustainable choices.
- Another workstream relates to Environmental Standards and Certification, where EASA is mandated by the EU to collect data on aircraft noise and performance. Regarding flight standards and air traffic management, the programme will also look at aerodromes. For air traffic management EASA cooperates with Eurocontrol.
- In addition, EASA also provides technical support to the EU Commission, e.g. on market-based measures for example on ETS and CORSIA. The last workstream is regarding international cooperation, where EASA is coordinating European input to international fora, such as ICAO.
- Jef De Moor, EASA, presented the draft aerodrome environmental strategy. EASA presented the following possible work packages for aerodromes:
 - Assess if the ADR Regulation is enabling sustainable aviation and innovative solutions at the airports.
 - Electrification of vehicles and taxiing. The aim is to take stock of existing initiatives, e.g. taxibot initiative in Frankfurt and Schiphol.



- New fuels and energy and the impact on the aerodrome system and the way aerodromes are organised (e.g. impact on the aerodrome infrastructure regarding hydrogen, but also electrical aviation).

Discussion and questions:

- Ireland stated that it would be good that MS share experiences on environmental activities, e.g. on taxibots.
- Portugal asked if the use of drones for calibration flights requires any previous approval from EASA. EASA replied that the EU regulatory framework for drones is available (Open and Specific Category) allowing the NCA to approve the operation under the applicable framework. The NCA will also have to approve the specific type of operation, e.g. navaid calibration flights.
- France would appreciate sharing experiences regarding drone topic for calibration as they have only very light experience.

Action 3:

- [ADR TeB members are asked to give input/feedback on the ADR aspects of EASA's sustainability agenda and to point out to EASA potential needs for sustainable enablers in the ADR regulatory framework. Deadline: 30 June 2021.](#)

AI 7: EGNOS-based IFR approaches

(Refer to the [presentation from EASA](#) and the [Note](#) from EASA for details)

- Vladimir Foltin from EASA provided an update on the development of new guidance by the Agency GSA on Safety assessment guidelines for the implementation of EGNOS-based IFR approaches to non-instrument runways located at aerodromes serving General Aviation.
- The revised draft guidelines for the implementation of EGNOS-based IFR approaches to non-instrument runways located at aerodromes with non-instrument runways serving General Aviation, will now be discussed at a dedicated GSA working group.

Discussion and questions:

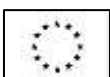
France stated that it welcomes that the guidance applies to GA operations and MVL approaches.

- France asked for clarification how:
the guidance proposed limitation to non-CAT operations will be implemented when developing aGNSS procedure at aerodromes when both types of operations (commercial and non-commercial) are possible ;
- to understand the non-instrument EASA definition since it was understood that only instrument runways could be served by instrument approaches so far ;
- EASA confirmed that the GSA document will make a focus on NCC and NCO operations but that CAT operations won't be forbidden ; EASA also confirmed that there is currently no available guidance from ICAO or another organisation on those operations to non-instrument runways, which are not the norm.
- While the ICAO EUR Doc 025 'RNP APPCH Guidance' refers to instrument runways only, the draft GSA guidance may provide guidance on how these type of approaches could be implemented to non-instrument runways.
- The draft GSA guidance is providing guidelines on how to perform the assessment and it also clarifies the types of approaches that could be allowed, i.e. visual manoeuvring, that can be used.

AI 8: Drone Incident Management at Aerodromes

(Refer to the [presentation from EASA](#) for details)

- Sarah Poralla presented the guidance material on "Drone Incident Management at Aerodromes". The material contains non-binding guidance material on how aerodrome operator should collaborate with other aviation stakeholders and law enforcement authorities in light of their respective roles and responsibilities with respect to article 38 of the BR on the safeguarding of aerodrome surroundings.



- EASA pointed out that the material offers many practical tools and templates for aerodromes to use in their preparation for drone incidents and their management during such events (e.g. support on the safety/security assessment and guidance for a so called “threat zone map”). EASA stressed the need for collaboration between aerodrome, ATC and Law enforcement authorities (LEA), but also encourages aerodromes to apply the SMS framework to the issue and carefully manage the interfaces with others actors that share in the threat, which will be important in the future when aviation will take-off again.
- EASA reported that the document is the only comprehensive document worldwide on the topic offering advice to all aviation stakeholders and also addresses police and other LEA.
- So far EASA has received many requests for the full document, incl. from the US-FAA, Japan, Singapore, Thailand, Ethiopia, Georgia, Russia, and New Zealand, as well from European ANSPs, police forces, technology providers and aerodromes.

Discussions and questions:

- IE asked for the permission for the NCAs to distribute to the full version of the manual to aerodrome operators. EASA explicitly encourages the sharing of the material, but would be grateful if the NCAs could inform EASA to which aerodromes the document has been provided, as EASA is keeping a log of the distribution to limit the distribution and prevent accidental publication of the document on uncontrolled websites.
- EASA also encourages NCAs to discuss the material with the aerodrome operators at forthcoming meetings and offers that the NCAs may use the presentation in the public domain found on the EASA web pages ([promotion material on “Drone Incident Management at Aerodromes”](#)).

AI 9.1: Rulemaking update

(Refer to the [presentation from EASA](#) for details)

- Simona Tarlie presented a detailed and complete update on the ongoing rulemaking tasks, supported by the Rulemaking team.
- Particularly in relation to RMT.0722, EASA invited theTeB members to participate in the survey on the IA which will be launched in the coming weeks. Objective here is more oriented in collecting information related to the availability of electronic terrain, obstacle and aerodrome mapping data, the areas in which such data is provided and the criteria used to determine which aerodromes will make this data available. In parallel, industry (ADR TEC) will also be invited to contribute with cost figures in additional to the technical data.

Discussion and questions:

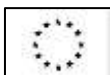
- Belgium requested advice on a new heliport that is planned to be co-located at an “in-the-scope” aerodrome. Belgium asked about the design specifications need to be applied by the developer taking into account upcoming changes in ICAO Annex 14 Vol II. EASA will reply with a post meeting note.

Action 4:

- [EASA to provide further clarifications on the question from Belgium regarding the applications of new Annex 14 Vol II SARPS that are not part yet of the current CS-HPT-DSN.](#)
Deadline: Post-meeting note in SoC.

Post meeting note:

In 2019, EASA published the certification specifications (CS) for heliports design (CS-HPT-DSN Issue 1) which are for the most part in line with ICAO annex 14, Vol II and include amendment 8 and those parts of amendment 9 that relate to physical characteristics. These EASA CS are applicable for the design of VFR heliports located at the aerodromes in the scope of Basic Regulation and are thus relevant and applicable to an existing aerodrome intending to design and construct a new heliport. For the establishment of the certification basis for such a project the applicant should use these CS, in line with ADR.AR.C.020 Certification basis, which says:



The certification basis is to be established and notified to an applicant by the Competent Authority and shall consist of:

(a) the certification specifications issued by the Agency which the Competent Authority finds applicable to the design and the type of operation of the aerodrome and which are effective on the date of application for that certificate, unless:

1) the applicant elects compliance with later effective amendments; or

2) the Competent Authority finds that compliance with such later effective amendments is necessary;

In the case at hand in Belgium the above rule applies, however, the applicant should be made aware that there will substantial changes to the SARPs found in ICAO's Annex 14, Vol. 2 on heliport design and operations in the next couple of years, which will shortly afterwards be considered by EASA in RMT.0591 and transposed into the EASA rules. According to the current planning in the EPAS ([link](#)) this will be expected after 2024. The outcome of these anticipated rules cannot be predicted with surety and as a general principle it needs to be reminded that the aerodrome operator is required to ensure continuing compliance with the Agency's certification specifications, as per ADR.OR.B.050, and if needed that the aerodrome operator has to initiate a change process in accordance with ADR.OR.B.040 Changes which means to request a prior approval for a new CB and to implement any necessary changes at the aerodrome, if so required.

AI 9.2: France : Presentation on evolution of regulations

(Refer to the [presentation from DGAC France](#) for details)

- France presented on the result of discussions and a survey with aerodrome organisations regarding the impact of the pandemic. DGAC wanted to share their concerns about the industry and the CAAs' capabilities to keep delivering the same level of safety in the challenging context of the pandemic situation and to cope with ambitious new regulatory frameworks and changes.

Discussions and questions:

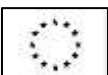
- Belgium supported France statement and noted that RMT activity was already challenging before COVID-19. Spain commented that the feedback from the Spanish industry is similar to the feedback referenced by France.
- EASA recognised that the crisis accelerated many processes not only in aviation but in many other business and offered a lot of new tools, new methods. EASA invited not to waste these new opportunities. EPAS 2021 was drawn with a very much COVID impacted agenda and EPAS 2022 will consider all stakeholders feedback on how much new RMTs are needed, how much effort is requested to be efficiently and safely implemented in the new context.
- Spain and France pointed out that EASA should give the applicability dates of new rules (in particular with respect to those applying to authorities and organisations) careful thought. It is for example necessary that NCAs first put processes, work instructions as well as staff training in place before they can receive and process new applications for approvals/certificates/declarations.

06 May 09:30 – 11:30

AI 9.4: Information Security Risks

(Refer to the [presentation from EASA](#) for details)

- Juan Anton (EASA) presented the draft Opinion on information security risk management (cybersecurity) under RMT.0720 and the impact on organisations and authorities. EASA explained that the draft Opinion will apply to competent authorities and all aerodromes in the EASA scope. It enables them to make use of existing national structures and organisational set-ups that deal with cybersecurity, provided that the intent of the forthcoming rules is met.



- For example reliance on existing provisions of the NIS Directive* and the Aviation Security (AVSEC) requirements are possible and the authorities and organisations will have to do an assessment if the intent of the new European requirements are met.
- Timeline: adoption by Member States is expected in 2022. Applicability: 1 year after adoption (this date is the date when the competent authorities would start the oversight on the organisations to check that they are complying with the rule). Transition measures: 2 years after adoption, all organisations will have to be fully compliant with the rule.

Discussions and questions:

- The TEB raised several question regarding the applicability of the future Regulation to aerodromes.
- EASA confirmed that the future regulation would only apply to ADRs within the scope of the Basic Regulation that are not exempted.

Action 5:

- [EASA to ensure cross-domain information sessions with MS representatives on Information Security Risks \(RMT.0720\) after the publication of the opinion and its adoption.](#)

AI 10: Developments on Vertiports

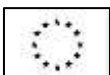
(Refer to the [joint presentation from BMVI and EASA](#) for details)

- Predrag Sekulic, EASA and Micha Vehlow from the German BMVI presented jointly on the recent developments regarding vertiport and the development of the prototype technical specifications for vertiports. The joint presentation provided a good overview of the state of play of the task force on vertiports and of other taskforces dealing with VTOL capability aircraft. The presentation explained that having the technical specifications for vertiports is not an easy task, but is an important enabler for VTOL technologies and operations.
- In the long-term the Vertiports technical specification will also enable EASA and Member States to gain experience.
- VTOL manufacturers can provide information to better define the requirements for the vertiport infrastructure design. On this purpose TeB members are encouraged to forward the Note "[VTOL AIRCRAFT DATA SURVEY NEEDED FOR DEVELOPING THE PROTOTYPE TECHNICAL SPECIFICATIONS FOR THE VERTIPORT DESIGN](#)" to relevant VTOL aircraft manufacturers.
- EASA thanked Member States for their active participation to the VPT taskforce (currently France, Germany, Italy, Spain) and welcomed additional questions from TeB members on the activities of the VPT taskforce.

Discussions and questions:

- Denmark asked regarding the classification of Vertiports as aerodromes and what are the legal requirements/regulations today of having vertiports situated at EASA aerodromes? EASA replied that vertiports are defined as aerodromes, based on Article 2 of Basic Regulation (BR). For vertiport that are located at the aerodromes in the scope of BR and stand alone vertiports that under the scope of BR EASA will develop full set of rules including IRs for authority, operator and operations along with AMC, CSs and GM.
- Sweden asked, if future vertiports will fall under the EU regulatory framework. EASA replied that the first issuance of the vertiports technical specification can be used by Member States as guidance to develop national regulations. However, it is expected that the future operation of VTOL capability aircraft, will use some elements of instrument flight procedures and future vertiport operations will therefore fall under the scope of the EU regulatory framework, provided they comply with the conditions under the BR (Article 2) for aerodromes.

* Directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union



Action 6:

- ADR TeB members are invited to send answers to the ADR mailbox on the questions provided in the presentation on Vertiports (VPT) design developments.
Deadline: 30 June 2021

AI 11: Standardisation activities

(Refer to the [presentation from EASA](#) for details)

- Spain and Switzerland provided feedback on their experience with the ad-hoc remote inspection as the first part of a comprehensive inspection that took place recently. Due to the remote ad hoc inspections the Member States reminded the TeB that a focussed follow-up on-site inspection would have to follow, which creates some difficulties for small MSs due to the logistics and the additional workload.
- EASA thanked Switzerland and Spain for their comments and sharing of experience with the TeB regarding remote inspections in the context of 1st cycle of inspection. EASA also clarified that in order to finalise a comprehensive first cycle inspection of a Member State, there would be one remote inspection, followed by a second on-site inspection.
- EASA also provided an update of the state of play regarding standardisation inspections and an update on the enhanced CMA concept and how it would apply to ADR standardisation in the future.
- EASA presented the topic of findings raised during standardisation inspections about Oversight Planning Cycles being fixed at 48 months, with the intention of having a common understanding: the system defined for determining the oversight planning cycles and oversight programmes should reflect the risk exposure of the aerodromes and the safety performance of the aerodrome operator. Fixing by definition the cycles to a rigid period does not comply with the requirement. However, there is freedom within the regulation to adjust the sensibility of the system, considering other adequate tools to monitor closer the critical areas, therefore achieving the objectives of the risk and performance-based oversight approach.
- Regarding aerodromes controlled by the military, EASA referred to an old action 3-2-2019 on military aerodromes with civil use, which originates from a rushed discussion at end of TeB#2-2019 and is probably not well scoped. EASA confirmed that aerodromes controlled and operated by the military are out of scope of the Basic Regulation. In addition, EASA highlighted that there is no voluntary opt-in for military aerodromes. There is a low number of findings on this topic and the findings raised in the past have all been closed in the meanwhile.

Discussion and questions:

- Sweden stated that in Sweden there are no military aerodromes with a certificate under the EU safety rules.
- The European Defense Agency (EDA) confirmed that military aerodromes fall outside the scope of the EU safety framework. EDA also stated that many of those aerodromes while falling outside the scope of the Basic Regulation, apply civil safety standards.

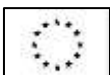
Action 7:

- ADR TeB members to provide feedback to the EASA ADR mailbox on their exact needs for clarification, if any, regarding the topic of mixed-use military/civil aerodromes, taking into consideration the limitations in the scope of the BR.
Deadline: 30 June 2021

AI 12: ICAO Strategy

(Refer to the presentations from [ENAC](#) and [EASA](#) for details and presentation on the [Obstacle Limitations Surfaces Taskforce](#))

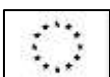
- Costantino Pandolfi from ENAC Italy, deputy chair of the ADOP, presented an overview of the ICAO-ADOP job cards and activities.



- Vasileios Stefanioros from EASA provided a summary of the discussions that took place in ICAO ADOP/WG/5 in February 2021. The most important issues were ground handling, obstacle limitation surfaces, vertiports, aerodrome reference code as well as ICAO Runway Safety Partners meeting.
- Regarding Obstacle Limitation Surfaces, the presentation explained the concept currently discussed in the OLS TF. The ICAO 12th Air Navigation Conference and the 38th Assembly called for a review of the Chapter 4 Obstacle Limitation Surfaces (OLS) of Annex 14, Vol I Aerodromes and for guidelines to be developed for conducting aeronautical studies to assess the possibility of more permissible penetrations since modern aircraft have better capabilities in terms of navigation and performance. ICAO then established the job card ADOP.003 titled 'Obstacle Limitation Surfaces at aerodromes', which if adopted would bring about a paradigm shift in how states understand and apply OLS.
- The proposed changes would replace the existing OLS with a new concept of Obstacle Free Surfaces (OFS) and Obstacle Evaluation Surfaces (OES). The new OLSs would require the following:
 - changes to the obstacle assessment criteria in the aerodromes surrounding
 - conduct of aeronautical studies for permissible obstacle heights
 - changes to national planning and infrastructure regulations which in many cases are very difficult to adapt, involve governments
- Aubin Lopez from France, presented the work of the ICAO OLS TF. With regards to the definition of protection surfaces it is acknowledged that this is not an easy task. Therefore, the TF proposes objectives and solutions related to the functioning of surfaces to preserve the instrument operations at the aerodrome. The OLSTF is discussing the new design criteria also with the aeroplane design group.
- The OLSTF developments are very important and will have an important impact on the ADR CS, resulting in new limitation surfaces, more constraining than the existing in some cases, less restrictive in others.

Discussion and questions:

- EASA and ENAC encouraged an European coordination on ICAO matters, EASA-MS-ICAO, and invited the members to voice their ideas on how to improve the coordination.
- Sweden asked if the new ICAO OLS will be compatible with the model for the OLS developed for vertiports in RMT.0230 as EASA presented earlier or if the two models will be independent models of OLS according to design and applicability even if the vertiport is located on a aerodrome. EASA replied that for vertiports two set of surfaces will be developed: conventional OLS, similar to heliport requirements and "advanced" space volume. For the vertiports located at the air-side most probably obstacle protection will be provided with aerodrome protection surfaces and vertiport obstacle protection will not be needed.
- Ireland asked if consideration has been given to the implications for existing safeguarding and gathering of eTOD requirements, i.e. Area 2d. Aubin Lopez (DGAC) will forward the question to the experts and provide a reply later on.
- Considering the timeline and the volume of work to be done, France enquired if the time allows appropriate communication outside the scope of aviation world. Aubin Lopez agrees that the non-aviation organisations should be consulted. However, he cannot confirm if the timeline is appropriate enough.
- Ireland remarked that if the proposed changes were to be captured in all applicable ICAO documents, this would require an extended period for the effective and applicability date. Aubin Lopez replied that OLSTF is working in close contact with IFPP; changes to Annex-14 are also impacting PANS-Ops.
- EASA highlighted the short timing to assess before the next ADOP; Aubin Lopez understands the concerns and that there might be a challenge for the MSs.
- EASA noted that new OLS are 'customised' for each airport and asked how this can be regulated and how authorities will follow the implementation. Aubin Lopez replied that the new surfaces proposed by the group are derived from requirements that already exist today, in Annex 14 or other documents (Annex 6, PANS-OPS). Hence, authorities already have to regulate them.
- EASA asked how much the margins are reduced and what happens if an aerodromes wants to upgraded from non-instrument to precision. Aubin Lopez informed that as of today, a larger OLS would be needed.



Action 8:

- EASA to invite all ADR TeB members (also the ones not being part of the ADOP) for the coordination meetings on European level before the ADOP (often short notice, optional participation).

AI 13: AOB - Safety concern regarding RWY condition reports

(Refer to the [presentation](#) from CAA-NO details)

- Norway reported about intellectual properties on software and services provided by external manufacturers/industry/service providers that prevent authorities to ensure compliance with EASA regulation.

Discussion and questions:

- Several MSs experienced similar problems in different areas (e.g. training services and SW applications).
- EASA reminded about the implementing rule ADR.OR.D.010 Contracted Activities:
When an aerodrome operator contracts any part of its activity to an organisation that is not itself certified in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval and oversight of the aerodrome operator. The aerodrome operator shall ensure that the Competent Authority is given access to the contracted organisation, to determine continued compliance with the applicable requirements.
- Furthermore RMT.0161 has as objective the development of rules on safety related equipment certification.

AI 14: Closure of the meeting

- Julia Egerer (EASA) concluded the main outcomes of the meeting highlighting the actions agreed.

Next meetings: ADR.TeB #2/2021: 1-2 Dec 2021

Attendance list:

- ADR TeB members, alternates and technical experts from 27 EASA Member States: Austria, Belgium, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, , Slovenia, Spain, Sweden and Switzerland.
- ADR TeB observers, alternates and technical experts from two countries with a working arrangement: Georgia, The Republic of North Macedonia, Montenegro, Serbia, Turkey;
- Upon invitation for one presentation only: ACI (Ansgar Sickert), ASA (Fabio Gamba)
- European Defence Agency (EDA) of the European Commission (EC).
- EASA: Eduard Ciofu (chair), Julia Egerer, Jozef De Moor (secretary), Paola Galmarini, Daniel Galic, Joaquin Lopez, Sarah Poralla, Vasileios Stefanioros, Simona Tarlie, Predrag Sekulic, Adina Szönyi, Rowan Powel, Dietmar Bloemen, Juan Anton, Martin Bernandersson, Vladimir Foltin, Savina Zakoula-Cherdrón

