

Draft EU Ground Handling Regulation

Consultation Webinar

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Webinar Objectives

1. To present the draft Ground Handling Regulation
2. To clarify concepts and principles
3. To collect your feedback and suggestions for improvement



Not in the scope of this webinar

- Any regulations on market access (e.g. Ground Handling Directive 96/67/EC)
- Pricing
- Commercial competition



Agenda

Welcome and Introduction

14:00 – 14:45

Legal Background and Scope of the future GH Regulation

14:45 – 15:00

Q&A, discussion

15:00 – 15:15

Break

15:15 – 16:00

Organisation Requirements (Annex III)

16:00 – 16:15

Q&A, discussion

16:15 – 16:30

Break

16:30 – 16:45

Operational Requirements (Annex IV)

16:45 – 17:00

Q&A, discussion

17:00 – 17:15

Break

17:15 – 17:30

Authority Requirements (Annex II)

17:30 – 17:45

Q&A, discussion

17:45 – 18:00

Conclusions and Next Steps

End of Webinar

EASA working with GH experts

Air operators, air
operator associations

Aerodrome operators,
aerodrome associations

GHSP and
GH associations

Aviation Personnel
Representatives

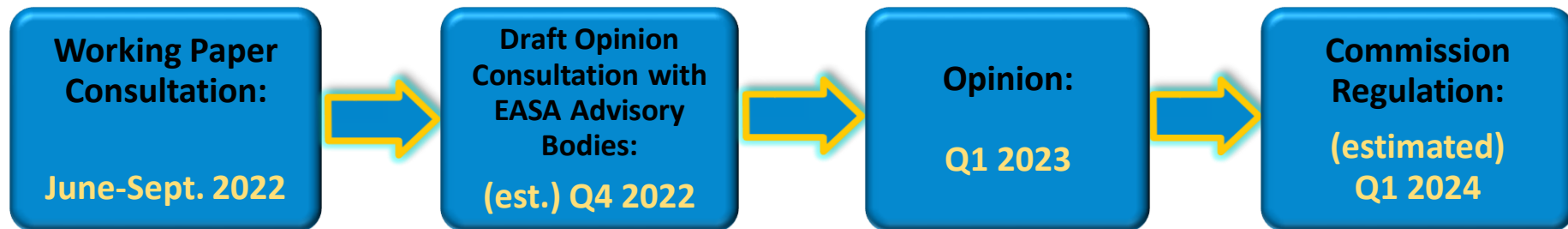
Eurocontrol

Competent authorities

De-icing/anti-icing
experts

Fuel, cargo, helicopter,
new aircraft
technologies experts

RMT.0728 Milestones



→ June 2022 – Q1 2023:

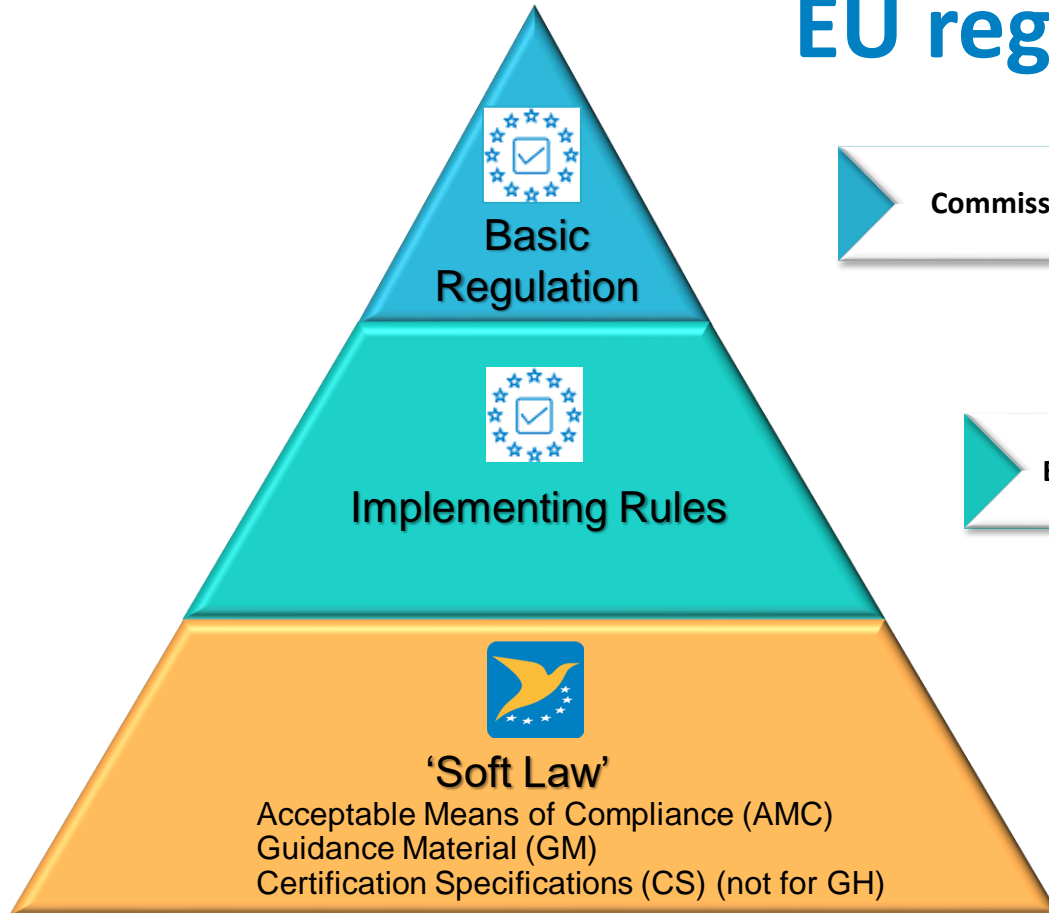
- EASA and the GH expert group will continue working on:
 - Opinion, based on the comments received
 - Missing packages (de-icing, fueling, cargo ops, helicopter handling)
 - Amendments to Regulations (EU) 965/2012 (Air Ops) and 139/2014 (Aerodromes)
 - Impact assessment

What is ground handling?

- Article 3 Basic Regulation (EU) 2018/1139
 - (23) 'groundhandling service' means any service provided at aerodromes comprising safety-related activities in the areas of
 - ground supervision,
 - flight dispatch and load control,
 - passenger handling,
 - baggage handling,
 - freight and mail handling,
 - apron handling of aircraft,
 - aircraft services,
 - fuel and oil handling and
 - loading of catering
 - including the case where aircraft operators provide those groundhandling services to themselves (self-handling)



EU regulatory structure



Commission proposal

EU Council & Parliament

EASA Opinion

Commission
Regulation

EASA Decision

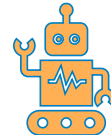
Legal background for future GH Regulation

- Regulation (EU) 2018/1139 – The Basic Regulation (BR)
 - Ground handling – a new domain, with essential requirements for GH service providers (Annex VII)
 - Declaration system (Article 37)
 - Oversight responsibilities for competent authorities (Article 62(4))



Essential requirements – general

- Responsibilities of the Ground Handling Service Provider (GHSP):
 - Safe provision of services at the aerodrome.
 - Trained and qualified personnel; ensure their continued competence.
 - Manuals for operation and maintenance of Ground Support Equipment (GSE).
 - Personnel are physically and mentally fit to execute their assigned tasks.



Essential requirements – management system

- The Ground Handling Service Provider (GHSP) shall:
 - Develop & implement a management system and manage safety risks (SMS).
 - Establish an occurrence reporting system, to contribute to continuous improvement of safety.
 - Have a GH service manual to include:
 - Instructions and procedures for the GH services, the management system, and for personnel to perform their duties.



Essential requirements – GH as an interface

- The Ground Handling Service Provider (GHSP) shall:
 - Comply with the aerodrome procedures (applicable to the users of the aerodrome);
 - Provide services in accordance with the aircraft operator's procedures.
- At the same time, as part of its occurrence reporting system:
 - Transmit the occurrence reports to the aerodrome operator, the aircraft operator and, if relevant, the ATS provider.



Scope – GH services at which aerodromes?

→ Article 2 Basic Regulation



→ aerodromes (...) located in the territory to which the Treaties apply, which:

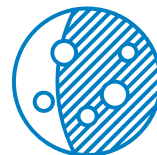
- (i) are open to public use;
- (ii) serve commercial air transport; and
- (iii) have a paved instrument runway of 800 metres or more, or exclusively serve helicopters using instrument approach or departure procedures (pt. (1)(e))

→ the provision of ground handling services at those aerodromes (pt. (1)(d))

List of aerodromes in the EASA scope

Aerodromes out of scope (Article 2 BR)

- The Basic Regulation and related regulations do not apply to:
 - Aerodromes (...), equipment, personnel and organisations that are controlled and operated by the military
 - Exemptions by Member States: an aerodrome (...) that
 - handles no more than 10 000 commercial air transport passengers per year and
 - no more than 850 movements related to cargo operations per year (...)
 - (...) ground handling services at those exempted aerodromes.



Declaration



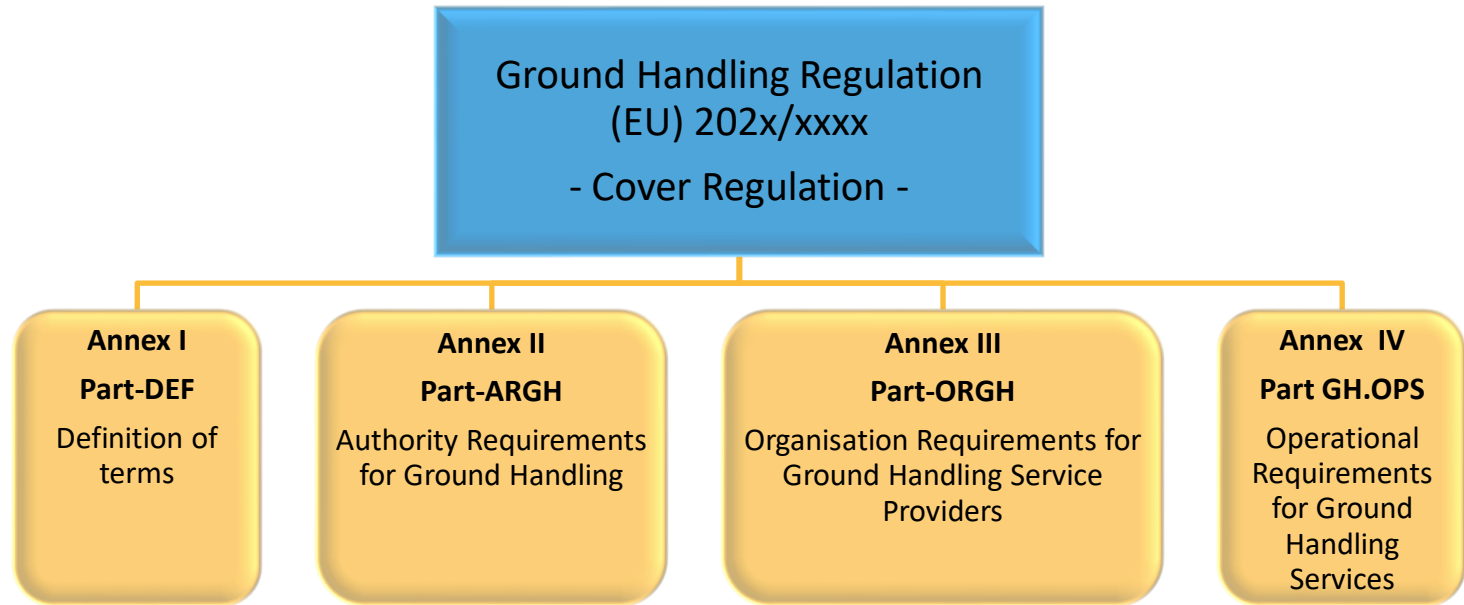
→ Article 37 Basic Regulation:

- “Organisations responsible for the provision of GH services (...) at aerodromes subject to this Regulation shall **declare** their capability and the availability of means to discharge the responsibilities associated with the services provided”
- The declaration regime is not new. It applies to the following organisations:
 - In Air Ops: non-commercial air operators (NCC) and specialized operators (SPO)
 - In Aircrew Training: declared training organisations (DTO)
 - In Aerodromes: apron management service providers (AMS)
- More info in the presentation on Organisation Requirements

Future EU GH Regulation



Draft GH Regulation – proposed structure



- ✓ Similar to existing EU regulations on air operations and aerodromes
- ✓ Easy to integrate into existing structures

Draft Annex II (ARGH)

Annex II – Authority Requirements

ARGH.GEN - General requirements

ARGH.MGMT - Management system

ARGH.OVS - Oversight and enforcement

Draft Annex III (ORGH)

Annex III – Organisation Requirements

ORGH.GEN - General requirements

ORGH.MGMT - Management system

ORGH.DEC - Declaration

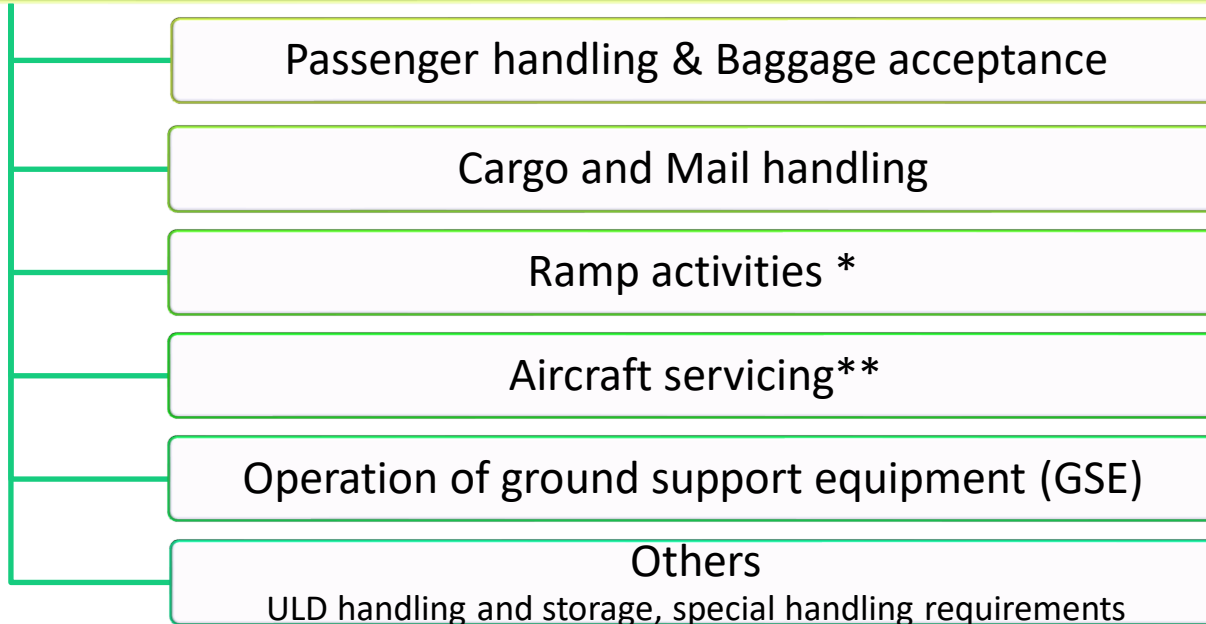
ORGH.DOC - Documents and records

ORGH.TRG - Training of GH personnel

ORGH.GSE - Ground Support Equipment

Draft Annex IV (GH.OPS)

Annex IV – Operational requirements



* Ramp handling activities: baggage & cargo loading/unloading, aircraft arrival & departure, pushback/towing

** Aircraft servicing: fuelling, de-icing/anti-icing, potable water servicing, toilet servicing, cleaning

Future EU Ground Handling Regulation

Main pillars



Cover Regulation (the ‘Articles’)

Essential Requirements

Reflects the main ideas of the Essential Requirements (Annex VII Basic Regulation):

- ☐ SMS, Safety culture
- ☐ Interfaces with OPS and ADR operators
- ☐ Declaration
- ☐ Responsibilities of competent authorities

Grandfathering provision

Enables GHSP already operating to continue their activities when the new GH regulation becomes applicable

Transition period

Provides sufficient time to prepare for the implementation of the GH Regulation

Cover Regulation – Scope

Which organisations?

- ✓ Independent GHSP,
- ✓ Aircraft operators performing self-handling,
- ✓ Aerodrome operators performing GH



Which aerodromes?

- ✓ Aerodromes within the scope of the Basic Regulation



Which GH services?

- ✓ See draft Cover Regulation. See draft Annex IV.
- ✓ Some GH activities are regulated by other EU regulations



Which exemptions?

- ✓ So far, GH services at exempted aerodromes



The Groundhandling Directive

- The GH Directive (96/67/EC) is about **market access**. No safety requirements at EU level.
- **Not all aerodromes are subject to this Directive. —> Not all GHSP must comply with it.**
- Every Member State transposes the Directive into national legislation as necessary.
- It is not within EASA's scope.
- It does not overlap with the future GH Regulation.
- The future GH regulation will address the **safety** of GH services.
 - The future GH Regulation does not contradict the Directive, but must align with it.

What changes, what doesn't change

Changes / New at EU level

- ❖ GHSP is formally accountable and responsible for safe provision of services;
- ❖ GHSP will operate under a declaration regime;
- ❖ Mandatory management system and SMS for GHSP;
- ❖ Mandatory training standards and continued competence of GH personnel;
- ❖ Direct oversight of GHSP by the competent authority.

No change

- ❖ Provision of services as per the aircraft operator procedures;
- ❖ Compliance with aerodrome procedures applicable to GHSP.
- ❖ Aircraft operator remains responsible for the safety of aircraft.

Send your comments to

ground-handling@easa.europa.eu

Disclaimer:

This presentation refers to the draft EU GH Regulation published for the consultation purpose of this webinar.
The content of the presentation may not be valid for the final version of the EU GH Regulation.

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