

Draft EU Ground Handling Regulation

Conclusions and Next Steps

Consultation Webinar

30 June 2022

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To Sum Up

- This is the first draft. We welcome your suggestions for improvement.
- No immediate application of the GH Regulation and changes to ADR & OPS:
 - Transition period will be ensured
- Grandfathering provision:
 - Ensure business continuity
 - Allow smooth transfer from current regime to the new regulatory regime
- Organisations already having a Management System or SMS should only consider the differences stemming from the new regulation.
 - Most likely, such organisations will already be compliant.
- Changes are not expected to happen over night.
 - Results expected to become visible in a few years.

What changes, what doesn't change

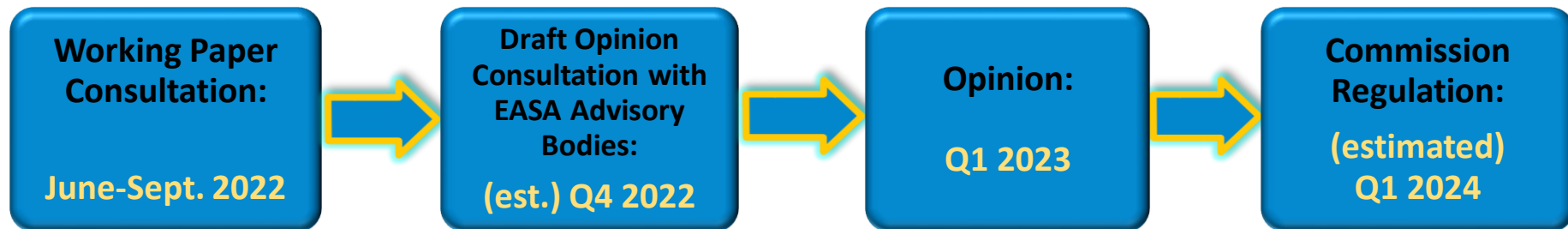
Changes / New at EU level

- ❖ GHSP is formally accountable and responsible for safe provision of services;
- ❖ Mandatory management system and SMS for GHSP;
- ❖ Mandatory training standards and continued competence of GH personnel;
- ❖ Aircraft/aerodrome operator no longer to **approve** the work of declared organisations when GH contracted services are provided in EU;
- ❖ 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.

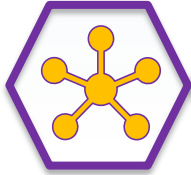
Draft EU GH Regulation – Next steps



→ 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

More challenges



GHSP

- ☐ Interfaces between GHSP, aerodromes and air operators: clear responsibilities and cooperation
- ☐ Streamline the declarations process submitted to all MS where GHSP operates
- ☐ Cargo operations – how much should the regulation cover?



Operational requirements

- ☐ Rigid approach or performance-based?
 - Rigid approach means harmonising operational procedures at hard law level. Performance-based means flexibility and resilience to enable changes, but no harmonisation.
- ☐ GH for new aircraft technologies and aerodrome designs (VTOL, vertiports, etc.)
- ☐ Increased automation



Competent Authorities

- ☐ Cooperative oversight – is not built over night
- ☐ Inspector competency and experience – not built over night
- ☐ Harmonised training for NCA inspectors
- ☐ Risk-based oversight: based on safety data that are not available from day 1

Messages from the group of GH experts

“Ground handling is an essential gearwheel in the aviation system”

“Safety is an attitude and belief”

“Safety is not an accident”

“Flight safety starts on the ground
- be prepared”

“Regulations may look nebulous -we however strive to make this fair and feasible, usable and useful”

“The future Ground Handling regulation, including oversight, is a significant safety-culture accomplishment and could contribute to improved working conditions for GH personnel”

“We need this regulation to ensure safety and fair competition in ground handling”

“This is not an industry standard, this is a Regulation”

“Ground handling is about people and about trust”

Thank you!

We welcome your suggestions at
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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