

Annex 3 to NPA 2023-106
Proposed amendments to Regulation (EU) 139/2014 and EASA AMC and GM
RMT.0728 Ground Handling Requirements

ADR.AR.A.015 Means of compliance

[...]

(d1) Notwithstanding point (d), the applicable requirements of point ARGH.GEN.120 of Regulation (EU) 2024/XX [ground handling] shall apply when the aerodrome operator provides ground handling services.

Rationale

This new paragraph is proposed to ensure the same treatment of AltMOCs for ground handling activities, regardless of who the provider of the GH services is – an aerodrome operator, an aircraft operator or a GH organisation.

ADR.OR.C.020 Findings and corrective actions

After receipt of a notification of findings, the aerodrome operator shall:

- (a) identify the root cause of the non-compliance;
- (b) define a corrective action plan; ~~and~~
- (c) demonstrate the corrective action implementation to the satisfaction of the Competent Authority within the period agreed with that authority as defined in ADR.AR.C.055(d); ~~and~~
- (d) inform other aerodrome users of the action taken to address the non-compliance when the non-compliance directly affects the safety risk within, or the responsibilities of, those other aerodrome users.

ADR.OR.D.005 Management system

[...]

(f) If the aerodrome operator is part of a legal entity that holds one or more additional organisation certificates, approvals, or authorisations or declares its activities in accordance with Regulation (EU) 2018/1139, the aerodrome operator may integrate its management system with the management system required under the Regulations already applicable for compliance with the conditions of that certificate, declaration, approval or authorisation, as the case may be.

AMC1 ADR.OR.D.005 Management system

INTEGRATED MANAGEMENT SYSTEM

To ensure the implementation of an integrated management system, the aerodrome operator should identify the following elements in its management system structure and documentation:

- (a) the organisations certified or declared under Regulation (EU) 2018/1139 and its delegated and implementing acts that are covered by its management system;
- (b) the domains that are integrated in its management system, with the proper interfaces that enable effective functioning and communication between them; and
- (c) applicable requirements for each domain.

Rationale:

Consistency with the proposed changes to the Air Operations Regulation and the new GH Regulation.

ADR.OR.D.020 Facilities requirements

- (a) The aerodrome operator shall ensure that adequate and appropriate facilities are available to its personnel or personnel employed by parties with whom it has contracted for the provision of aerodrome operational and maintenance services.
- (b) The aerodrome operator shall designate appropriate areas at the aerodrome to be used for the storage of dangerous goods transported through the aerodrome, in accordance with the Technical Instructions.
- (c) When the aerodrome operator also designates appropriate areas at the aerodrome to be used for the storage of unit load devices, it shall ensure that they are adequate to prevent their damage, deterioration or storage on the ground.

Rationale

Since this condition has been highlighted during the comments to the draft GH rules published in 2022, it is proposed to add a requirement in this sense in the Aerodrome regulation.

ADR.OR.F.005 Declaration of the organisation responsible for the provision of AMS

[...]

- (c) By derogation from point (a), when an organisation provides or intends to provide both apron management services and ground handling services, it shall:
 - (1) fill in only the declaration in Appendix 1 of Regulation (EU) 202x/yy [ground handling] and
 - (2) submit the declaration to the competent authority at least 2 months before the date of the intended start of the provision of AMS.

Rationale

This additional point is proposed to ensure consistency between the AMS requirements and the GH regulation. It is intended to align the approach towards the declaration for apron management service providers and the one proposed in the GH regulation, for cases when the GH organisation and the provider of apron management services are one and the same organisation.

GM2 ADR.OR.F.005(a) Declaration of the organisation responsible for the provision of AMS

DECLARATION OF COMPLIANCE MODEL FORM FOR ORGANISATIONS RESPONSIBLE FOR THE PROVISION OF AMS

[...]

This GM does not apply if AMS are provided by a ground handling organisation. In such a case, the provision of AMS is included in the declaration of the ground handling organisation.

ADR.OR.F.045 Management system

- (a) The organisation responsible for the provision of AMS, the aerodrome operator or the air traffic service provider, when the latter is partially or exclusively providing apron management services, shall implement and maintain a management system that integrates a safety management system that also covers those activities.
- (c) Notwithstanding points (a) to (c), if the provider of AMS is part of a legal entity that declares its responsibility for the provision of ground handling services in accordance with Regulation (EU) 202x/yy [ground handling], the provider of AMS may integrate its management system with the management system required under the GH Regulation.

GM1 ADR.OPS.B.055 Fuel quality

COMPLIANCE AND RECOMMENDED REFERENCES FOR FUEL SUPPLY STANDARDS

The aerodrome operator, in order to ensure compliance, could use:

- (a) audit reports to organisations involved in storing and dispensing of fuel to aircraft, ~~or~~
- (b) relevant national procedures providing for the assurance of fuel quality; and
- (c) the standards and instructions put forward under the Joint Inspection Group (JIG) in relation to the aviation fuel quality control.

Rationale

A new point (c) is proposed to this GM to provide aerodrome operators with support to implement the requirement of ADR.OPS.B.055 that can be applied to all fuel providers at an aerodrome.

GM1 ADR.OPS.D.040(e) Aircraft departure from the stand

PERSONNEL THAT ASSIST AIRCRAFT TO DEPART FROM THE STAND

Personnel that assist aircraft to depart from the stand are, for example: tow-truck operators and push-back coordinators; wing walkers; personnel that remove wheel chocks, fixed and mobile ground power units and ~~air start unit~~ ~~air-conditioning units~~.

ADR.OPS.D.060 Apron safety during aircraft refuelling

- (a) The aerodrome operator shall establish a procedure ~~for~~ to ensure safety of operations on the movement area during aircraft refuelling.
- (b) The procedure shall require the following:
- (1) the prohibition of open flames and the use of electrical or similar tools by the personnel in the immediate vicinity of the refuelling point likely to produce sparks or arcs within the refuelling zone;
 - (2) the prohibition to start ground power units during refuelling;
 - (3) the existence of an unobstructed path from the aircraft to allow the quick removal of fuel bowsers and persons in case of emergency;
 - (4) the correct bonding of aircraft and fuel supply sources and the correct application of earthing procedures;
 - (5) the immediate notification of the fuelling supervisor in case of fuel spillage and detailed instructions on how to handle fuel spillages;
 - (6) the positioning of ground support equipment in such a way that emergency exits are free of any obstruction to allow the expeditious evacuation of the passengers, if passengers are embarking or disembarking or remain in the aircraft during refuelling;
 - (7) the ready availability of fire extinguishers of a suitable type for at least initial intervention in the event of a fuel fire;
 - (8) ensuring unobstructed access to the fuel hydrant and the emergency stop;
 - (9) the discontinuation of refuelling operations if electrical thunderstorms are at or in the vicinity of the aerodrome.

Rationale:

Slight amendment to avoid the main responsibilities related to aircraft refuelling and establish the proper interfaces with the other stakeholders involved in this operation – the GH organisation responsible for the into-plane fuelling service, the aerodrome operator responsible for the aerodrome safety (including apron safety) during the GH activities, and the aircraft operator responsible to provide the procedure related to servicing of its aircraft. In accordance with the Essential Requirements of Annex VII to Reg. (EU) 2018/1139, the aircraft operator is responsible to provide the instructions and procedure for the handling of its aircraft to the GHSP, and the GHSP (in this case, the provider of into-plane refuelling services) is responsible to apply it.

Last point added to align with the ICAO proposal of new elements in PANS-ADR related to GH.