



International Civil Aviation Organization

## WORKING PAPER

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### ASSEMBLY — 41ST SESSION

#### TECHNICAL COMMISSION

#### Agenda Item 30: Aviation Safety and Air Navigation Policy

#### 30.3 Relevant Outcomes of the High-level Conference on COVID-19, Safety Stream (HLCC 2021)

#### GROUND HANDLING

(Presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States<sup>2</sup>)

#### EXECUTIVE SUMMARY

In 2019, ICAO published the first manual on ground handling, a joint effort between ICAO and the Industry focused mainly on safety aspects and the implementation of SMS among the ground handling service providers.

Currently ICAO does not have SARP's directly applicable to Ground Handlers (GH), and at the State level, these providers are considered normally under the responsibility of either the aerodrome operator, the aircraft operator or both. However, the current model based on contracts, services level agreements (SLAs) and others do not necessarily provide the expected level of safety. In fact, incidents, and accidents on the ground, which include accidents with a GH component, continue to be a category with the highest occurrence according to ICAO data

**Action:** The Assembly is invited to direct ICAO to ensure the incorporation of Safety Management Systems Standards and Recommended Practices for Ground Handlers in the relevant Annexes including Annex 6, Parts 1,2,3, Annex 8, Annex 14 and Annex 19.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	None
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<i>References:</i>	<a href="https://www.icao.int/SAM/Documents/Summary%20of%20Discussion%20-%202021SAMGH_21.05.18.pdf">https://www.icao.int/SAM/Documents/Summary%20of%20Discussion%20-%202021SAMGH_21.05.18.pdf</a>
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<sup>1</sup> English and French versions provided by AFCAC.

<sup>2</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, , Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

## 1. INTRODUCTION

1.1 A safe flight requires ground services to be safely and successfully completed on the ground between aircraft arrival and departure according to a set of requirements that can be implemented worldwide in a standardized manner

1.2 With the growth of air traffic, ground handling operations have become more complex

1.3 Ground handlers face complex and potentially dangerous environment on the ramp.

## 2. DISCUSSION

2.1 On April 21, 2021, the ICAO SAM Regional office held the first webinar on Ground Handling in the SAM Region with the support of ICAO HQ, IATA, ACI, ASA, IBAC, UK CAA, PERU DGAC and BRAZILIAN ANAC. Its main objective was to increase awareness of the Ground Handling Manual and to discuss each stakeholder perspective. This would motivate participants to further discuss the ground handling matter in the region, via current available forums (such as our Regional Safety Group or RASGPA).

2.2 ICAO current provisions on Ground Handling

2.2.1 Navigating through the background on the GH Manual, beginning from ICAO Air Navigation Commission mandate to make a gap analysis on GH provisions. The setup of the GH task force and their end result product, the Ground Handling Manual. The manual focuses on the following key principles:

- ICAO Safety Management
- SMS is ‘Good for Business’
- State Safety Program
- Scalability
- Importance of standardized procedures
- Cooperation and Coordination
- Use of industry ‘best practice’

2.3 RASG-AFI Air Safety Report (ASR) 2021

2.3.1 The ASR 2021 showed that evaluation of available RASG-AFI Region safety information indicates consistence of Runway Safety (RS) – Runway Excursion (RE) and Runway Incursion (RI), occurrences as top high-risk category of occurrence (HRC) to focus safety enhancements. There is need for concerted efforts by all aviation stakeholders to address runway and apron safety related accidents, and reduce the RASG-AFI accident rate when compared to world average.

3. **CONCLUSION**

3.1 Calling ICAO to crown the effort that has already been made by making more effort and speed to issue SARP's related to ground handling.

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