



ICAO Ground Handling Task Force Update for ICAO SAM

April 2021

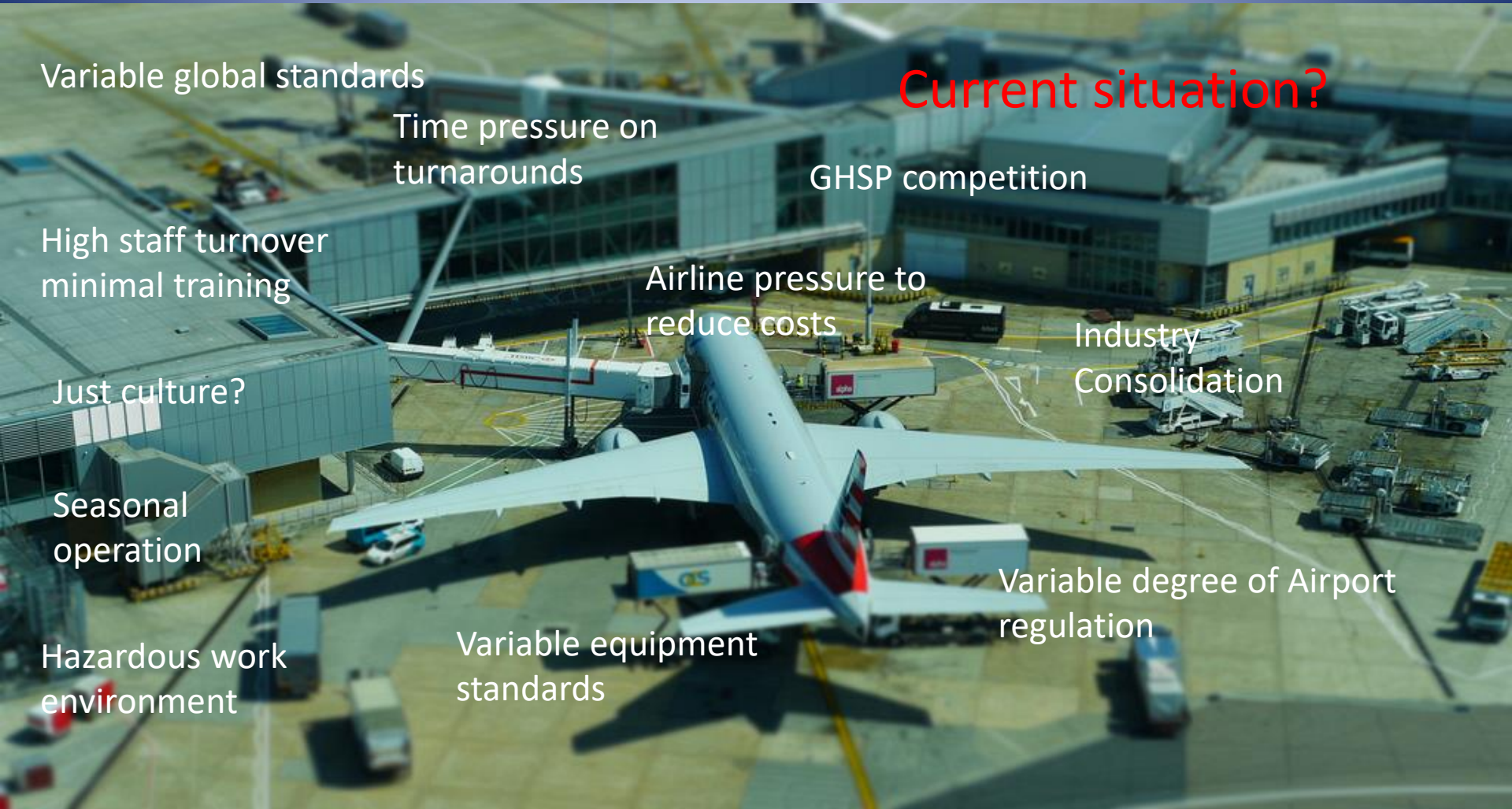
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Title	International provisions addressing ground handling at aerodromes			Reference:	ADOP.006.023	
Source	ANC/ADOP					
Problem Statement	A safe and reliable flight requires a whole range of ground services to be safely and successfully completed on the ground between aircraft arrival and departure, according to a common set of requirements that can be implemented worldwide in a standardized manner. With the growth of air traffic, ground operations have become increasingly complex. More and larger aircraft, an increase in ground support equipment and faster turnaround times, all contribute to the challenge of improving operational safety. Ground handlers face a complex and potentially dangerous environment on the ramp. Currently, aircraft ground damage and personal injury costs billions of dollars and thousands of lost man hours per year.					
Specific Details (including impact statements)	The Air Navigation Commission (ANC) needs to determine the status and future needs of international provisions for airport ground handling at aerodromes. Within ICAO there is, <i>inter alia</i> , development of a part of Doc 9981 (PANS-Aerodromes) focusing on Aerodrome Operational Management. Within industry there are additional undertakings, e.g. the IATA Safety Audit for Ground Operations (ISAGO) and its complementary ISAGO Standards Manual and IATA Ground Operations Manual (IGOM), and other industry documentation such as produced by ACI and IBAC. A gap analysis has been done by a Ground Handling Task Force (GHTF) established at AP/3 to determine what is needed in the way of ICAO provisions that will complement and complete an international package of needed provisions and best practices. The GHTF is tasked with identifying global best practices and procedures that could be made available, explore the specific responsibilities to be addressed, and to further its coordination with the SMP and OPSP.					
Expected Benefit	Reduced accidents and incidents, personal injury, and economic loss related to ground handling at aerodromes.					
Reference Documents	AN-WP/8669.DP4 , Annex 6 part I, Annex 19, PANS-Aerodromes (Doc 9981), Doc 9137 (Airport services Manual) Part 8; IATA IGOM.			Attachments		
Primary Expert Group:	ADOP/GHTF					
WPE No.	Document affected	Description of Amendment proposal or Action	Supporting Expert Group	Expected dates:		
				Expert Group	Effective	Applicability
		Perform gap analysis of current and planned ICAO/industry provisions and programmes for ground handling at aerodromes. Gap analysis.		completed		
		Provide recommendation on what ICAO should consider for its future work programme that would complement and complete a regulatory package for the safety, efficiency and standardisation of ground handling operations. Proposed work programme.		completed		
77	Manual/Circular	Develop guidance and/or best practices. Manual/Circular.	SMP, FLTOPSP	Q24/2017		
75 76	Action Annexes 6, 9, 14, 19 and PANS – Aerodromes.	Consider development of SARPs/PANS. SARPs in Annexes 6/9/14/19 and/or PANS	SMP, FLTOPSP, FALP	Q4/2018	Q3/2020	Q4/2020
Initial Issue Date: 17 th June 2015		Date approved by ANC: 17 th June 2015		Session/Meeting: 199-9		

Ground Handling Today?



Variable global standards

Time pressure on
turnarounds

Current situation?

GHSP competition

High staff turnover
minimal training

Airline pressure to
reduce costs

Industry
Consolidation

Just culture?

Seasonal
operation

Variable degree of Airport
regulation

Hazardous work
environment

Variable equipment
standards

ICAO Doc 10121 Ground Handling



ICAO

Doc 10121

Manual on Ground Handling

First Edition, 2019



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



ICAO GHTF

An expert
group of the
ADOP

- IATA
- ACI
- IBAC
- ASA
- ICCAIA (Aircraft manufacturers)
- Regulators – EASA, UK, Canada, France, Swiss, Austria, Spain, Germany, Singapore, Brazil.
- ICAO secretariate



GHTF themes and principles.

- ICAO Safety Management
- SMS is 'Good for Business'
- State Safety Program
- Scalability, size and scale
- Importance of standardised procedures
- Cooperation and Coordination (ADR/GHSP/AOC)
- Use of industry 'best practice'



Phase 2 of GHTF work

- Proposed amendments to ICAO Annex's
 - - Annex 6, parts 1, 2, 3 Aircraft Operations
 - - Annex 8 AIRWORTHINESS OF AIRCRAFT
 - - Annex 9 FACILITATION
 - - Annex 14 AERODROMES
 - Annex 19 SAFETY MANAGEMENT
- Proposed 'new' chapter for PANS ADR ICAO Doc 9981.

Annex 6

Operation of Aircraft parts 1/2/3

Recommendation. — Operators should adopt harmonized set of procedures for ground handling and consider adapting them on a risk basis to allow for operator specific variations.

Recommendation. — The pilot-in-command should be satisfied that appropriate ground handling is available, when required.

Recommendation. — The operator should develop policies and procedures for third parties that perform ground handling on its behalf.

Annex 8

Airworthiness

- **Recommendation.** — *OEM (aircraft manufacturer) documentation detailing operational instructions and specific aircraft characteristics (e.g. aircraft dimensions, service access points, towing requirements) should be accessible by the ground handling service providers for each aircraft type.*

Annex 9 Facilitation

Recommended Practice.— *The safety performance of the ground handling service provider should be included as an essential part of the process by the aircraft operator when selecting a ground handling service provider.*

The term “ground handling operators” already used in Annex 9 should be changed to “ground handling service providers”

Annex 14 Aerodromes

Linked to the provision of 'discretionary SMS' Annex 14 points to the SMS framework of Annex 19 to be used by GHSP for the introduction and use of SMS and for States to provide a degree of oversight.

Plus some additional requirements for aprons design and operations

Recommendation.— States should ensure that aviation safety regulations related to ground handling and occupational health and safety regulations do not conflict

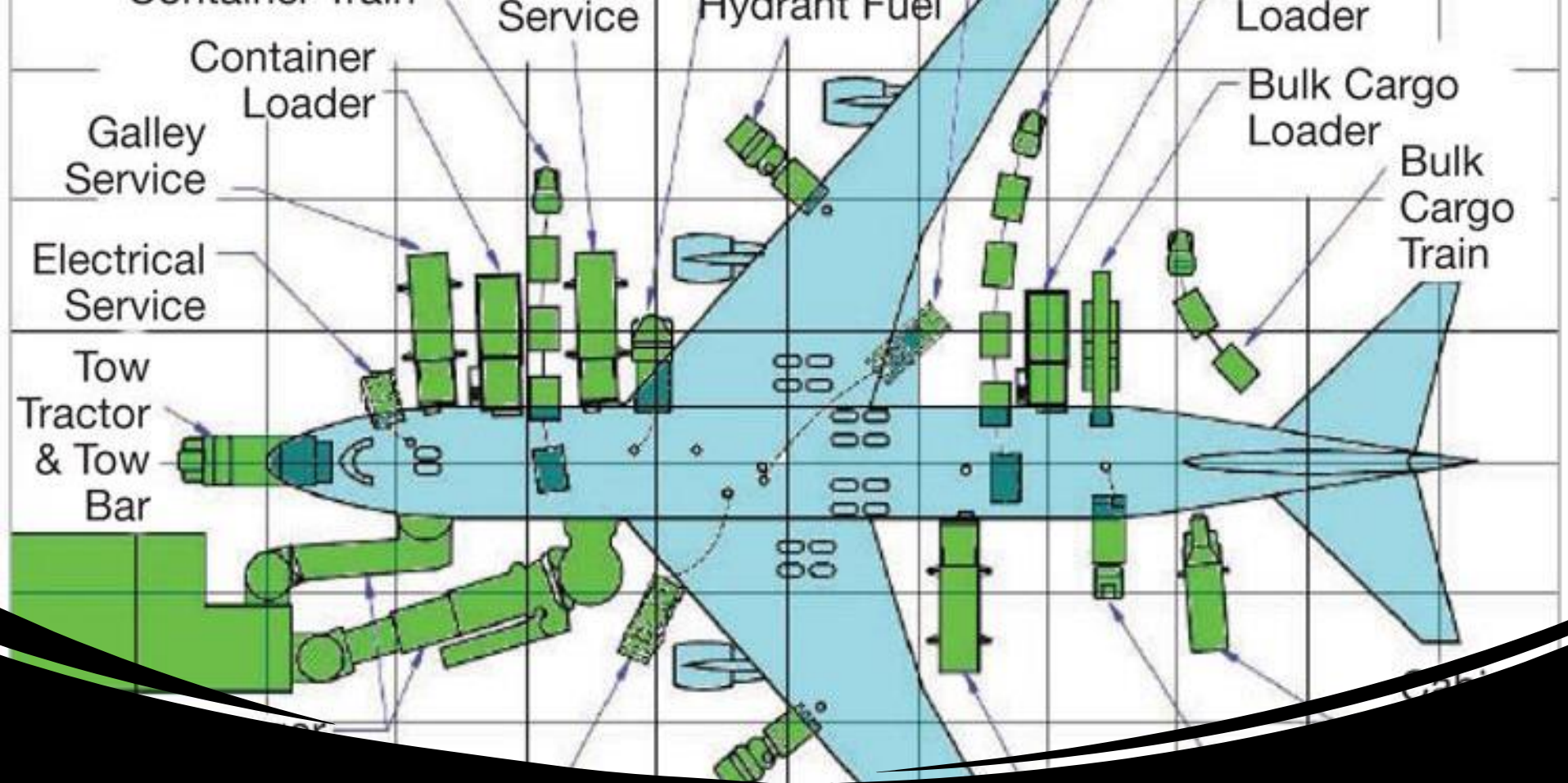
5 Personnel providing ground handling shall be trained and competent to fulfil their duties

Annex 19 Safety Management

- Consider the further extension of discretionary SMS applicability (Doc 9859 Ch 1.2.2) to include additional interrelated aviation activities, specifically Ground Handling, in direct support of the safe operation of an aircraft and should be specifically included within future amendments to Annex 19 at the earliest opportunity.

Progress

- GHTF has met formally 15 times, plus several editorial meetings since its inception.
- GHTF has a mature draft document for discussion through ADOP of the full package of proposed changes for the 5 affected Annex's and PANS ADR.
- Much discussion with SM Panel on how to introduce SMS for GHSPs
- There is still some internal ICAO coordination between panel secretaries and for all the affected panels to have met and discussed the proposed amendments.
- Aim is to have completed this by mid 2021 so agreed package can go to ADOP planned for Q4 2021 or Q1 2022.



ICAO ADOP
Ground Handling
Task Force

- Thank you