
Initiative for sustainable security and safety
in air travel and for the avoidance of
aviation accidents – Ensuing high security
and safety standards through aircraft
ground handlers

A project of the works councils of German airports, their subsidiaries and third-party ground handling service providers

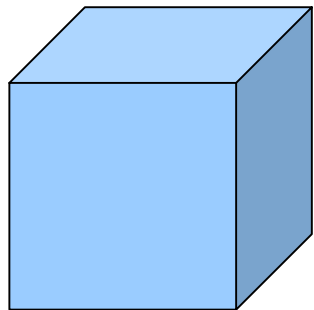


Why the initiative is necessary:

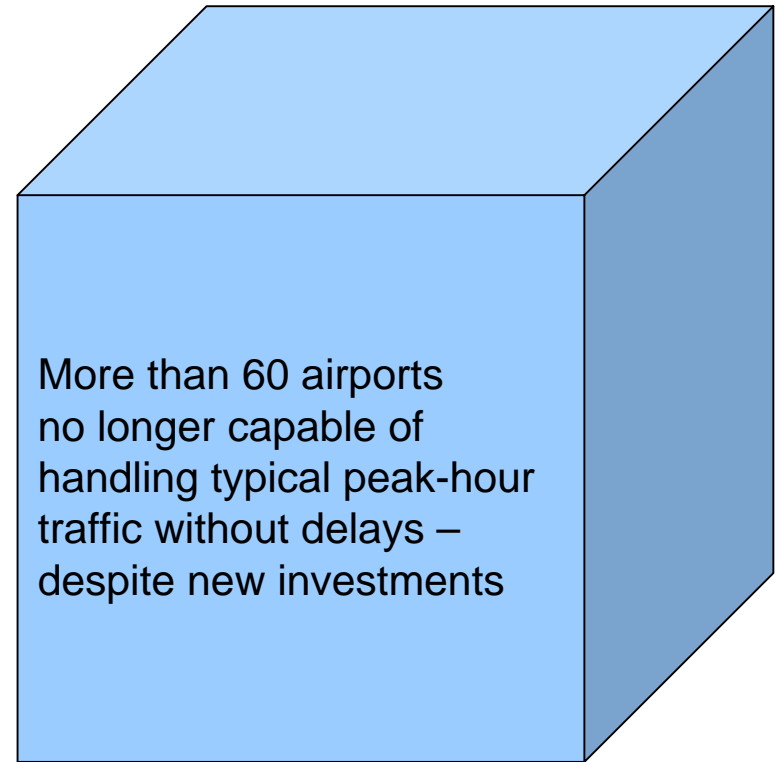
The demand for air travel in the EU in 2025 will be two and a half times as high as in 2003 and that despite all new investments, 60 airports will no longer be able to cope with typical peak traffic volumes.

Air transport demand in Europe:

Capacity bottleneck



2003



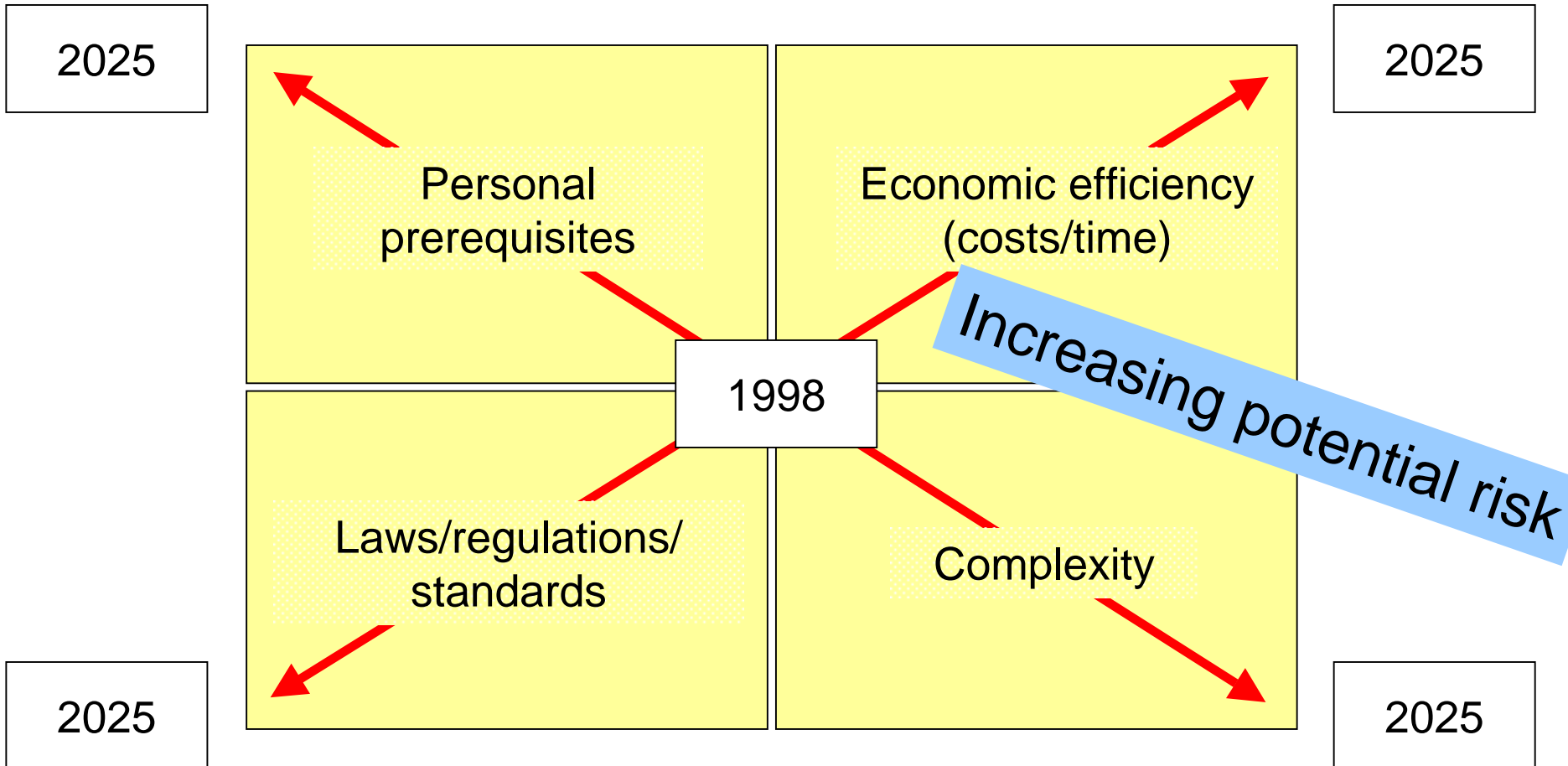
More than 60 airports
no longer capable of
handling typical peak-hour
traffic without delays –
despite new investments

2025

Source: EU 11. Oct. 2007 A6-0349/2007

Why the initiative is necessary:

Responsibilities and requirements for aircraft ground handlers based on the current state of affairs and the experience of the past ten years will continue to expand exponentially as shown in the rectangle.



Why the initiative is necessary:

Aircraft damage will always occur, and the avoidance and prevention of damage is the most economical approach to stabilising and reducing costs in the air travel industry in the long term!



“Aircraft damage during ground handling costs an estimated \$4 billion – every year”

Quelle: www.iata.org/whatwedo/safety_security/safety/ground-operations.htm 08.01.2008

Why the initiative is necessary:

Even minor aircraft damage can cause major economic damage!



Minor damage
– major impact

Why the initiative is necessary:

Safety and security in air travel is a comprehensive process, and the individual links in the chain are decisive. That means that the links in the chain must all have the same quality in terms of the requirements!

Safety/security in air travel:

increased significance



The goal of the initiative

Making evident in a networked sense the **importance** and **complexity** of the aircraft ground handler's work for safety and security.

Demonstrate the **danger/problematic situation** stemming from the current non-binding qualification standards for safety/security in air travel.

Develop mandatory qualification standards for the occupation of aircraft ground handler and submit proposal to the responsible decision makers with the objectives:

- to enable aircraft ground handling staff to meet and implement the **civil aviation standards of the European Union** to protect citizens, technology and installations in the long term
- to ensure that the results can be **implemented at all passenger airports across Europe**
- to ensure that implementation does not impede **competition on the ground** or in the air
- to bring about a **level competitive playing field** for ground services providers across Europe
- to support the **document passed by the EU Parliament:**
“Airport Capacity and Ground Handling – Towards a more efficient policy” (2007/2092(INI))”

The objective of the EU in the areas of security and safety in civil aviation is to protect citizens, technology and installations



At the international level as well as at the European and national levels there are binding standards intended to achieve this objective



easa.europa.eu



Safety and security in air travel

Safety

Security

EU approach to safety and security in air travel

Manufacture, operation and maintenance of aircraft

Screening of individuals and property

Employee screening

Securing airspace

New:
Safety/security on the ground
(Safety management)

Largely
standardised

Under development

International standards and recommendations in the area of security



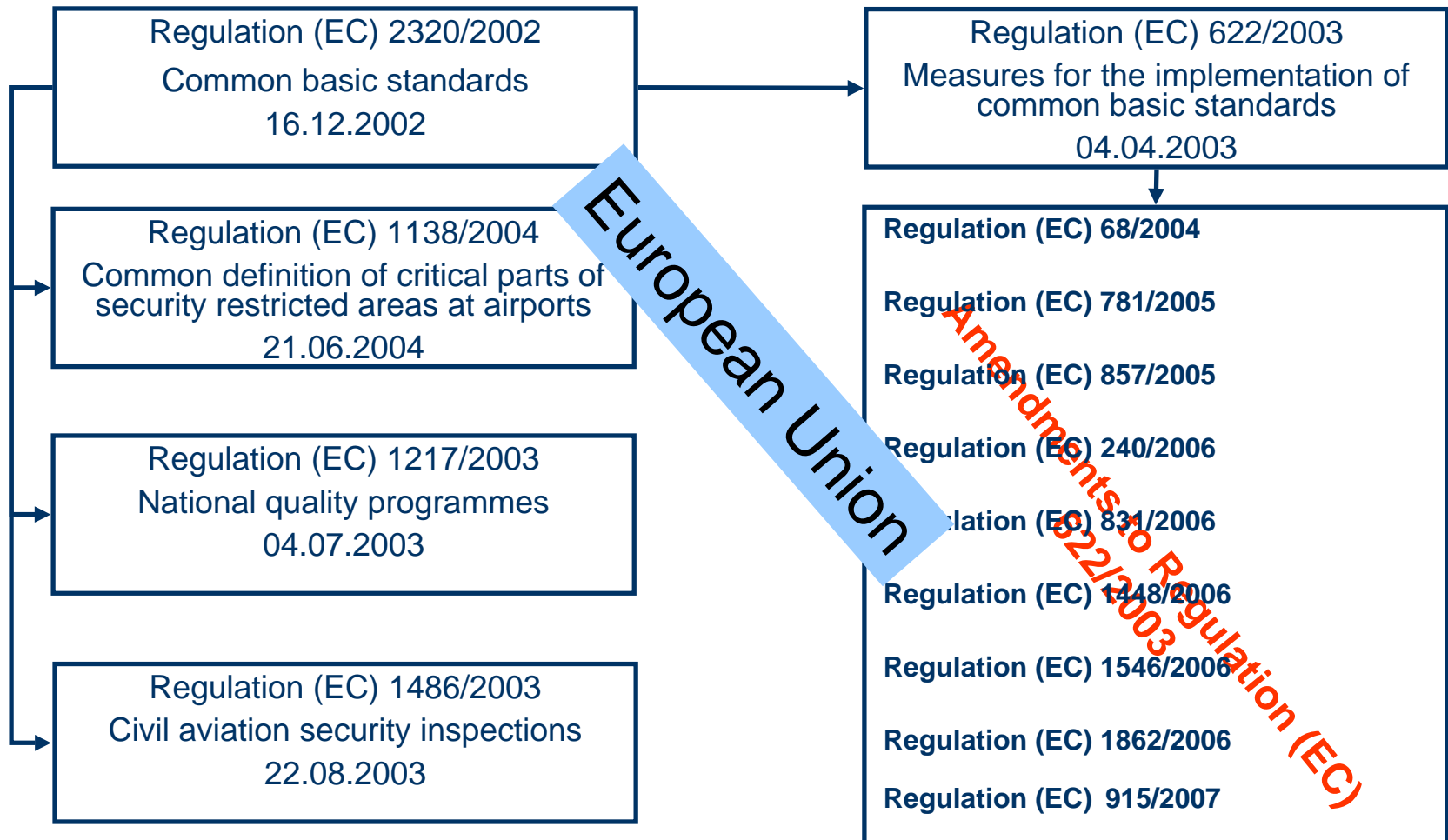
ICAO Annex 17

International



ECAC Doc. 30

Regulations so far passed by the European Union for safety/security in air travel



EU Regulation 2320/2002
-Common rules in the field of civil aviation security-

2. Airport security
3. Aircraft security
4. Passengers and cabin baggage
5. Hold baggage
6. Cargo, courier and express parcels
7. Mail
8. Air carrier mail and materials
9. Air carrier catering stores and supplies
10. Air carrier cleaning, stores and supplies
11. General aviation
12. Staff recruitment and training
13. Guidelines for equipment

European Union

National legislation – German Air Security Act (LuftSiG)

§ 1 Purpose

This law is intended to protect against attacks on the security of air travel, in particular hijackings, acts of sabotage and terrorist attacks.

§ 2, 3, 5,10 Tasks and authority of air safety authorities

Jurisdiction of authorities to prevent attacks on the security of air travel

national

§ 7 Reliability screening

Carried out for persons to perform work in restricted areas of airports

§ 8 Security measures carried out by airport operators

Obligation to protect airport operations through construction measures and technological solutions to protect airport installations

§ 9 Security measures carried out by air carriers

Obligation to protect against attacks on security of air travel

§ 11 Banned items

Security



Passenger screening



Cargo screening



Baggage screening



Access control

Restricted areas of a passenger airport

Standardised by EU



Background check pursuant to German Air Security Act



Security planning



Air Security Training Ordinance

Safety

Standardised by EU



e.g. **aircraft**

- manufacture
 - maintenance
 - operation
-
- EASA Part M
 - EASA Part 21
 - EASA Part 66
 - EASA Part 145
 - EASA Part 147

Safety

Standardised by EU



Quelle LH Technik

e.g. aircraft mechanic

- maintenance training organisation approval under EASA Annex 2 (Part 147)
- staff certification under EASA Annex 3 (Part 66) (approval through aviation authority)
- IHK examination (3.5 years of training) and
- modular training
 - Cat. A 146 days
 - Cat. B1 424 days
 - Cat. B2 424 days

Safety

e.g. aircraft ground handling personnel

EU - no specific regulation

Germany - pursuant to Ground Handling Services Ordinance of December 10, 1997 (Section 8 (Annex 3/(4)))

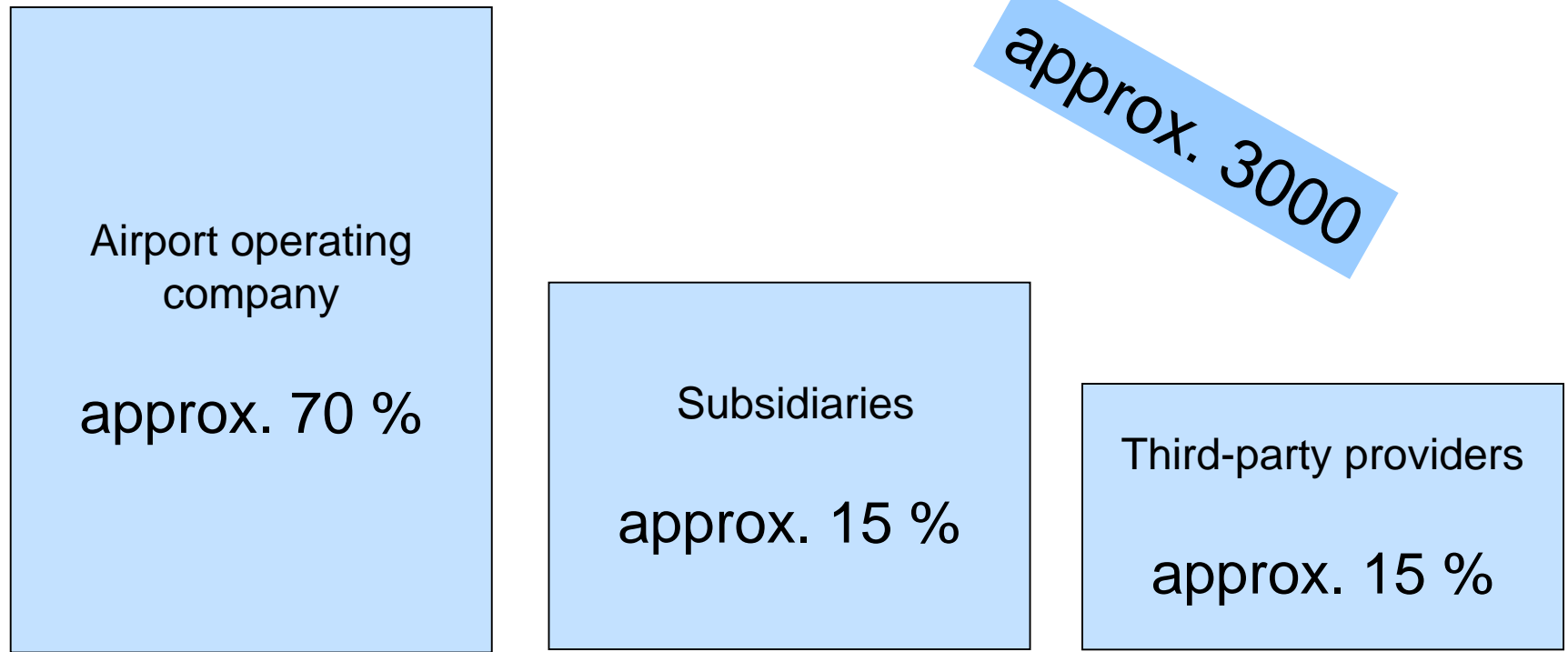
- IHK examination or equivalent training
(no defined standard)



Not standardised by the EU

Central interface for security and safety
– the aircraft ground handler

Ground handling staff at Munich Airport



Central interface for security and safety – the aircraft ground handler

- **IHK examinations are a voluntary national standard for aircraft ground handlers**
- IHK examinations in 2006 by airport operating companies or their subsidiaries (total in Germany): 503
- IHK examinations by so-called third-party ground handlers: 0

Current trend

Central interface for security and safety – the aircraft ground handler

Security and Safety

Loading/unloading	
Passengers	Hazardous goods
Baggage	Animals
Cargo	Mail



Security

Compliance with regulations
Proper loading
Securing the aircraft
Identifying and reporting security risks



Safety

Appropriate conduct for traffic conditions
Monitoring the vicinity of the aircraft
Securing load
Recognising and reporting technical malfunctions
Recognising and reporting irregularities
Recognising and reporting damage
Clarification of complex problems with aircraft
Pre-departure check of aircraft
Contact for crew and ops
Proper conduct in case of emergency

High-risk aspects in the fields of security and safety – the interfaces to the aircraft ground handler

Security

Safety

LuftSiG § 2,3,5
LuftSiG § 8
LuftSiG § 9
LuftSiSchV



Non-public area



Aircraft ground handling



Central interface for security and safety – the aircraft ground handler

Proposed solution for avoiding and closing the existing security and safety loopholes by means of qualified aircraft ground handlers

- **Modular training comparable to aircraft mechanic training based on EU requirements for security and safety in air travel**
- **Module Cat 1 Basic training – aircraft ground handling and baggage handling**
- **Module Cat 2 Narrow-body ground handling and baggage handling**
(formerly Operational examination 1)
- **Module Cat 3 Widebody ground handling and special baggage handling tasks**
(IHK examination / Operational examination 2)
- **Module Cat 4 AKK/AKI and special aircraft ground handling tasks**

Proposed solution

- **Standardised and mandatory for the entire EU with national monitoring offices!**

Central interface for security and safety
– the aircraft ground handler

Proposed solution for avoiding and closing the existing security and safety loopholes by means of qualified aircraft ground handlers



At every aircraft handling operation, the loading crew must include at least one aircraft handler with the appropriate training under Cat 2, Cat 3 or Cat 4.

The starting point of most regulations by the EU and other legislating bodies in the field of security and safety in air travel is people.
The objective of the regulations is protection of people, technology and installations.

Security



Safety

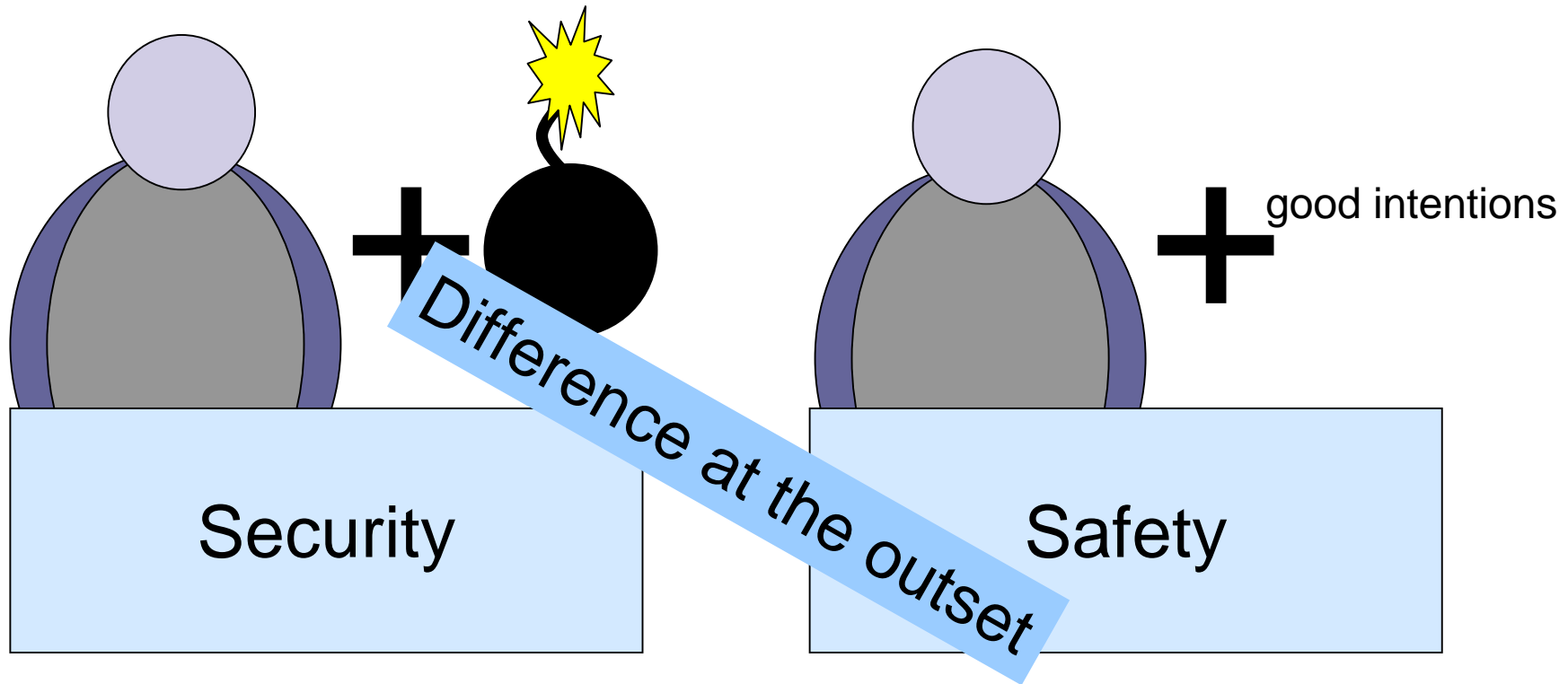


In the final analysis:
no difference

- Ensure protection of citizens in civil aviation at all times.
- Approach: screening individuals

- Avoiding harm to people and property through accidents and technological hazards
- Object when defining standards:
Technological standardisation and monitoring
- Required approach: Objective can be achieved only when human beings are taken into account as a key factor.
Legislation so far has placed too little emphasis on this factor.

The difference between security and safety



- In the field of safety, damage occurs even with good intentions!
- In the field of security, malicious intent is required before damage can occur!

Aspects of the implementation of proposed solutions

Fair and profitable
competition

Safe air travel operations
in Europe

Can be implemented within
existing structures

Reduced costs to public
coffers and private sector

Aspects of the implementation of proposed solutions

Ground handling
service providers

Passengers

Employees

Airport operating
companies

**Beneficiaries after
implementation**

Airlines

EU citizens

Public authorities

Policymakers

Aircraft ground handling in the interests
of the more than 700 million citizens
of Europe who each year choose
flying as the safest means of transportation.

We're ready to assume responsibility!