

EU Ground Handling Regulations

First steps towards implementation

17th June 2025

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Your safety is our mission.

The missing piece in the aviation safety puzzle



GH Regulations – main concepts



Total system
approach
on aviation
safety

Agenda – Webinar #1

- Does Regulation (EU) 2025/20 on ground handling requirements for organisations apply to you?

- What should GH organisations do to prepare? Where to start?

- What is a declaration?

- To whom should the declaration be submitted and when?

Commission Implementing
Regulation **(EU) 2025/23**

Competent Authority
Oversight

Commission Delegated Regulation
(EU) 2025/20

Requirements for organisations providing GH services

Annex I:
Management system

Part-ORGH

Annex II:
Operational requirements

Part-GH.OPS

SMS

ORGH.MGM

Training of GH Personnel

ORGH.TRG

Documents & Records
system. Declaration

ORGH.DOC, ORGH.DEC

Maintenance of GSE
(ground support equipment)

ORGH.GSE



Amendments to other aviation regulations

- **Reg. (EU) 2025/21** amending Reg. (EU) 139/2014, Aerodromes (ADR)
- **Reg. (EU) 2025/22** amending Reg. (EU) 2022/1645, Information security management (Part-IS)
- **Reg. (EU) 2025/24** amending Reg. (EU) 965/2012, Air Operations (Air Ops)





Timelines



27 March
2025

GH Regulations

(EU) 2025/20
(EU) 2025/23

+ Reg. (EU) 2025/21 ADR
(EU) 2025/22 IS
(EU) 2025/24 Air Ops

June 2025

EASA Decisions

AMC and GM

+3 years:
27.03.2028

Application

**Regulations +
AMC and GM**

+6 years:
27.03.2031

**Application
Part-IS**

Quick overview

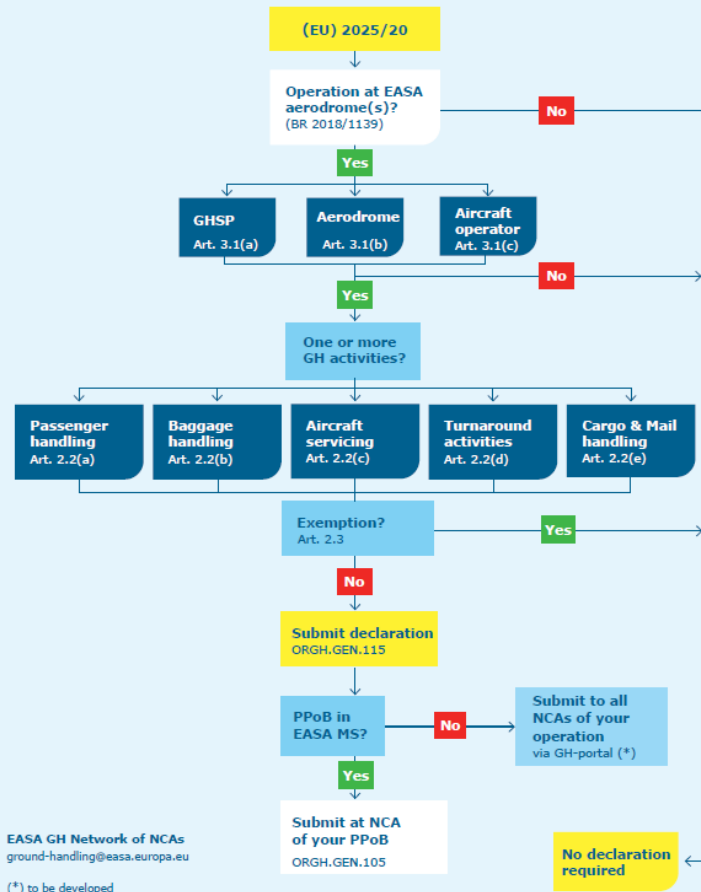
Guideline to:

→ Identify if you're in the scope

→ Submit declaration yes/no

→ Note: the Aerodrome box in the pdf has a link to the EASA aerodromes in the scope of Reg. (EU) 2018/1139

Flowchart Ground Handling

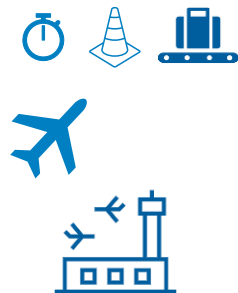


Scope of GH Reg. (EU) 2025/20

Which organisations?

- ✓ Independent GHSP^(*),
- ✓ Self-handling aircraft operators,
- ✓ Aerodrome operators providing ground handling services.

(*) GHSP = ground handling service provider



At which aerodromes?

- ✓ EU Aerodromes in the scope of the Basic Regulation ((EU) 2018/1139)



Which GH services?

- ✓ Defined in Article 2.2
- ✓ Only safety aspects
- ✓ Some GH activities are covered by other EU regulations



Which aircraft?

- ✓ Aeroplanes only



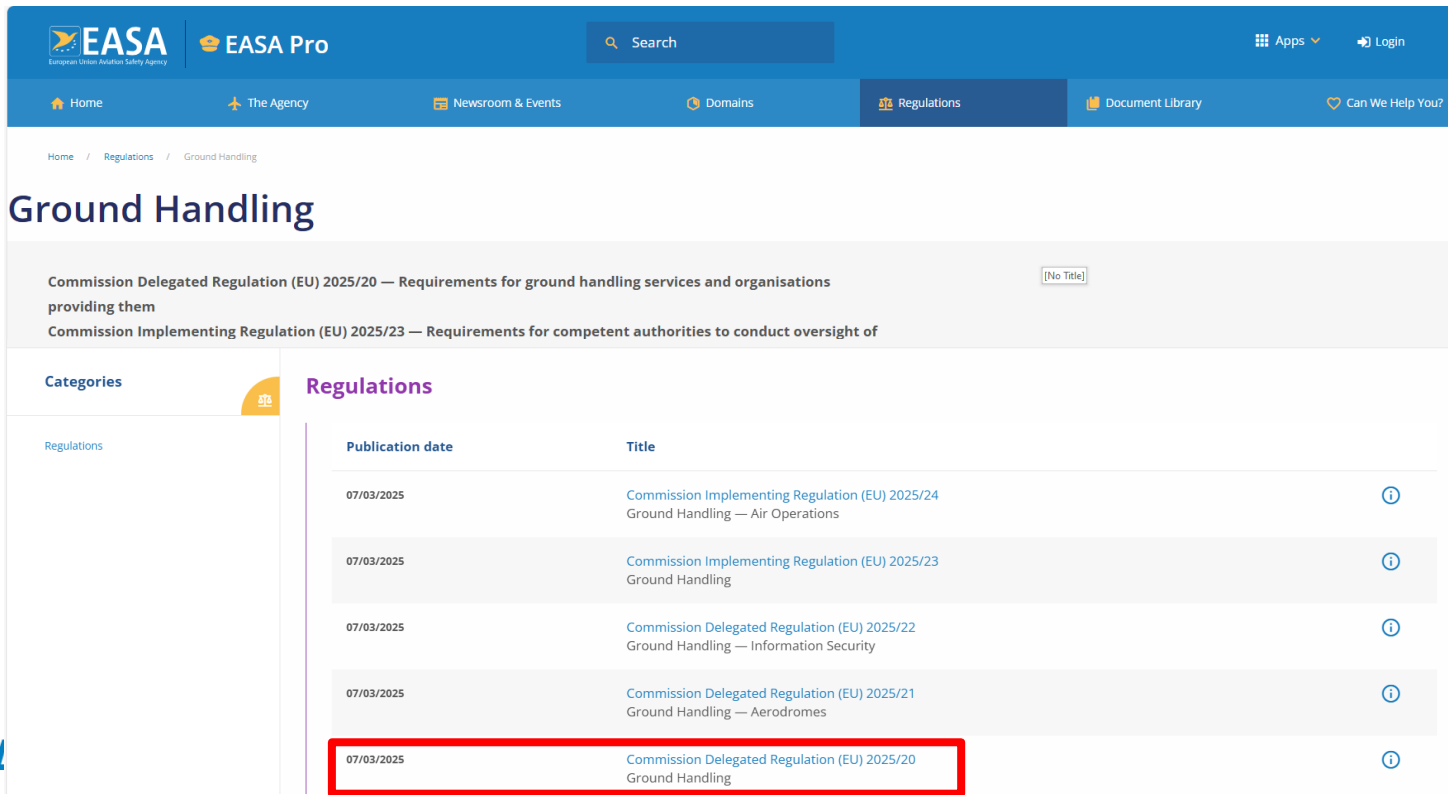
Where do I start?

Ground Handling Regulation



Where do I start? → Step 1: Read the rules

- Step 1 – <https://www.easa.europa.eu/en/regulations/ground-handling>



The screenshot shows the EASA website's 'Ground Handling' regulations page. The header includes the EASA logo, 'EASA Pro', a search bar, and navigation links for Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library, and Can We Help You?. The breadcrumb trail is Home / Regulations / Ground Handling. The main heading is 'Ground Handling'. Below it, two regulations are listed: 'Commission Delegated Regulation (EU) 2025/20 — Requirements for ground handling services and organisations providing them' and 'Commission Implementing Regulation (EU) 2025/23 — Requirements for competent authorities to conduct oversight of'. A sidebar on the left shows 'Categories' with 'Regulations' selected. The main content area is titled 'Regulations' and contains a table with the following data:

Publication date	Title	
07/03/2025	Commission Implementing Regulation (EU) 2025/24 Ground Handling — Air Operations	i
07/03/2025	Commission Implementing Regulation (EU) 2025/23 Ground Handling	i
07/03/2025	Commission Delegated Regulation (EU) 2025/22 Ground Handling — Information Security	i
07/03/2025	Commission Delegated Regulation (EU) 2025/21 Ground Handling — Aerodromes	i
07/03/2025	Commission Delegated Regulation (EU) 2025/20 Ground Handling	i

Where do I start? → Step 2: Gap Analysis



ORGH.MGM.200 General requirements for the management system

- (a) The ground handling organisation shall develop and implement a management system proportionate to the type and complexity of activities, the size of the organisation, and the operational context, to manage the safety risks; it shall aim for continuous improvement of this system and ensure fostering of a safety culture within its organisation. The management system shall cover all the systems and processes necessary for the ground handling organisation to discharge its responsibilities.
- (b) The management system shall include the following:
 - (1) clearly defined lines of accountability and responsibility with regard to the overall activities of the organisation throughout the organisation, including a direct safety accountability of the accountable manager;
 - (2) a safety management system that includes the following elements:
 - (i) a description of the overall philosophy and principles of the organisation with regard to safety, referred to as 'the safety policy', signed by the accountable manager;
 - (ii) a process to identify safety hazards, and to assess and mitigate the safety risks in ground handling activities, including the human factors;
 - (iii) a process to manage and improve the organisation's safety performance by establishing safety objectives, standards, and indicators, and to validate the proportionality and effectiveness of the mitigating measures in addressing the safety risks;
 - (iv) means to promote safety within the organisation, with the purpose of fostering a safety culture, in particular, means to communicate on safety topics, so that personnel are aware of their role in maintaining ground and flight safety and in contributing to the safety culture;
 - (v) identification of interfaces with other stakeholders, and the ground handling organisation's own safety accountability, authority and responsibility within those interfaces;
 - (3) a process to manage changes in accordance with point ORGH.GEN.130;

SAFETY MANAGEMENT MANUAL OF THE GH ORGANISATION TABLE OF CONTENTS

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Step 3: My Competent Authority



- Find out who your National Competent Authority is. Find out who the person(s) responsible for Ground Handling is.
- Make contact. Agree with your competent authority when to submit your declaration between 27.03.2027 – 27.03.2028 (from 1 year before the GH Reg. becomes applicable)
- Competent Authorities will help you.

Step 4 → Get to work!

- Make it an open agenda item at your safety meetings
 - Pick one Implementing Rule each meeting to discuss
- Air operators & Aerodromes, assist your GHSP partners
- Committee Meetings of air operators and aerodromes



Management system for GH organisations



- Management system proportionate to the GH organisation's size and complexity
- SMS: **safety baseline** for GH services across EASA States
- **Safety culture**, safety awareness
- Ground support equipment
 - Mandatory maintenance programme
 - Technology agnostic: swift integration of new technologies
- Training programme to ensure and maintain **personnel competence**
- Document system
- Integrated management system is possible

Self-handling aircraft operators

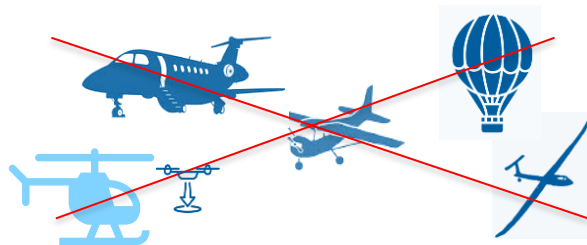
In scope

- Self-handling: only Commercial Air Transport (CAT) operators of complex motor-powered aeroplanes (CMPA)



Out of scope (exempted)

- CAT operators of non-CMPA
- Any non-CAT operators:
 - Compliance with Reg. (EU) 965/2012 is considered sufficient to mitigate the safety risks of GH services.
- Any other type of aircraft



Declaration – a sign-and-start regime



- No approval or certification required from the authority
- Operation can start immediately or continue if you are already an existing GH organisation
- Responsibility for compliance with R. (EU) 2025/20 is first with the GH organisation, then with the competent authority through oversight
- Submit your declaration any time between 27.03.2027 and 27.03.2028, to benefit from advice from your competent authority before the regulations become applicable.
 - The competent authority will raise no findings during the transition period.
 - Use this 1-year period to get assistance from your competent authority on how to comply.
 - Be aware there is an error in Article 5 (the date will be corrected from '27 March 2024' to '**27 March 2027**').

What is a principal place of business (PPoB)?

→ ORGH.GEN.105 Competent authority

(c) The principal place of business is:

- (1) The place where corporate financial functions are exercised (all financial activities necessary to manage and maintain the organisation viable and financially fit);
- (2) The place where the accountable manager [...] exercises their role;
- (3) The effective and actual centre of control from where business development and continuity, strategy, and planning activities [...] are managed on a regular basis.

→ Important especially for organisations providing GH services in more than 1 Member State (e.g., single GH organisation business groupings)

When you have 1 competent authority

ORGH.GEN.105, Reg. (EU) 2025/20



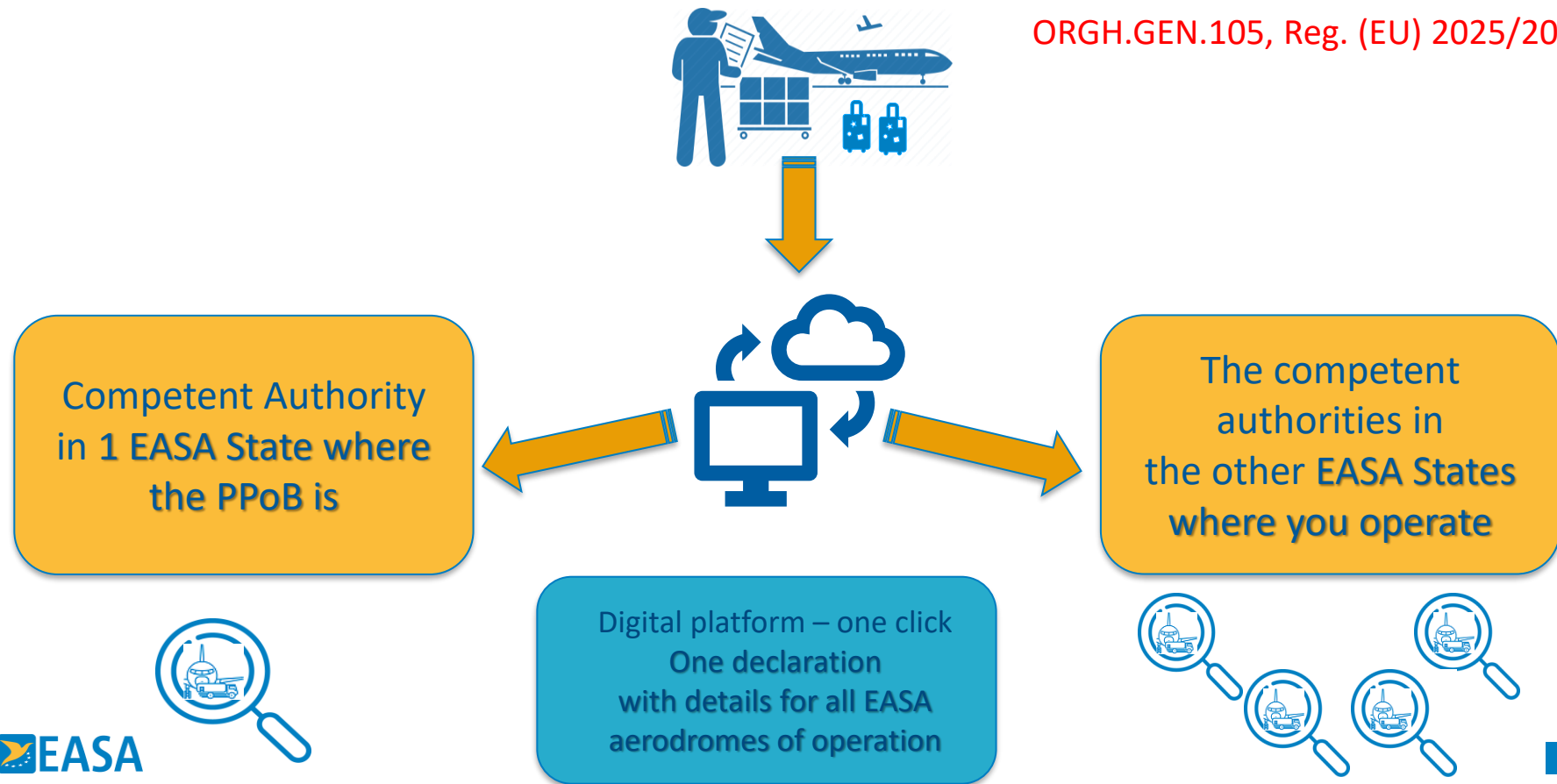
Competent Authority
in 1 EASA State where
the PPoB is

Digital platform – one click
One declaration
with details for all EASA
aerodromes of operation



When you have more than 1 competent authority

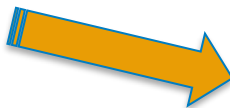
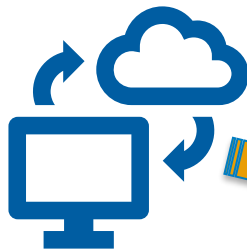
ORGH.GEN.105, Reg. (EU) 2025/20



When you have more than 1 competent authority

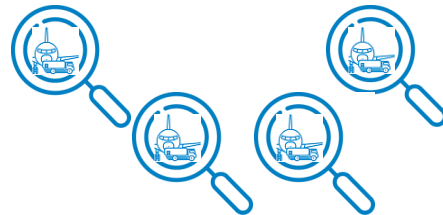
...but your PPOB is **not** in an EASA State:

ORGH.GEN.105, Reg. (EU) 2025/20



The competent
authorities in
all EASA States where
you operate

Digital platform – one click
One declaration
with details for all EASA
aerodromes of operation



Reg. (EU) 2025/20 vs GH Directive

Regulation (EU) 2025/20	Groundhandling Directive 96/67/EC (The GH Directive)
Regulates safety of GH services.	Regulates market access at EU aerodromes.
Applies directly to all EASA Member States (no need to be repeated in a national regulation)	Is first transposed into a national regulation of the Member State, then can be implemented

→ GH Regulation (EU) 2025/20 is not related to the GH Directive.

What Changes

- GH Service Provider: **Formal accountability and responsibility for safe provision of GH services through:**
 - **Mandatory management system** including SMS, **training**, maintenance of ground support equipment (GSE)
- **Declaration regime**
- **Direct oversight by competent authorities** of the EASA States

What Doesn't Change

- **Aircraft operator:** remains responsible for aircraft safety
- Aircraft operator remains responsible for the safety of GH operations outside the EU
- GH organisations:
 - Compliance with aerodrome procedures applicable to GH organisations
 - Compliance with the instructions and procedures for GH services provided by the air operator

Take-away points

Read the Regulations (EU) 2025/20 and 2025/23

- Applicable from 27.03.2028



Do a gap analysis

Compare your management system and operations against Reg. (EU) 2025/20



Talk to your competent authority



Submit your declaration between 27.03.2027 and 27.03.2028

as agreed with your competent authority

Thank you!

**See you at the next webinar
(23 September 2025)!**

ground-handling@easa.europa.eu

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Additional slides

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GH services in the scope of R. (EU) 2025/20

- Passenger handling, including passengers with reduced mobility (PRM)
- Baggage handling
- Aircraft servicing activities:
 - Operation of ground support equipment (GSE)
 - Aircraft refuelling and defuelling
 - Aircraft toilet servicing
 - Potable water servicing
 - Aircraft exterior cleaning
 - Aircraft ground de-icing and anti-icing
- Turnaround activities:
 - Activities upon aircraft arrival
 - Loading and unloading of baggage, cargo, mail, catering, and loading supervision
 - Activities upon aircraft departure
 - Aircraft towing / pushback
- Cargo and mail handling
- including the case where **aircraft operators** provide those groundhandling services to themselves (**self-handling**)
- **IMPORTANT:** Only the GH safety-related services that are **not covered by other regulations**.



GH services out of scope of R. (EU) 2025/20

→ Covered by other regulations:

- Aircraft marshalling – under aerodromes
- Flight dispatch – Not GH, but flight ops
- Load control: Mass & Balance calculations, load planning, load control messages and communications, issuance of documents (loadsheets, loading instructions/report, NOTOC)
- Ground supervision – under air ops
- Oil handling – Not GH, but continuing airworthiness
- Aircraft exterior cleaning and any other GH activity when performed by aircraft maintenance organisations or for the purpose of maintenance
- When these are the only services provided by an organisation (either one or both together):
 - Ground transportation of passengers and crew members
 - Handling of passengers with reduced mobility

Benefits of the EU GH Regulations

Safety baseline of GH in EU
Better **safety culture**
Better reporting of safety events

Harmonise operational procedures.
Increased efficiency

Reduce audit burden of Industry
(both GHSP and air operators)

One Regulation for 30 MS
Consistent and efficient **oversight**
across EASA Member States

Reduce aircraft ground damage
(today 1.3 bn €/year only in Europe)