



Explanatory Note to ED Decisions 2025/006/R, 2025/007/R, 2025/008/R and 2025/009/R

issued in accordance with Article 4(2) of MB Decision No 01-2022

Development of requirements for ground handling

RMT.0728

WHAT THESE DECISIONS ARE ABOUT

These Decisions establish acceptable means of compliance (AMC) and guidance material (GM) to support the implementation of the new EU safety regulations on ground handling (GH) at aerodromes subject to the Treaties of the EU.

The AMC and GM provide further details on the development and implementation of a management system for GH organisations, proportional to the size and complexity of the operation, covering the management of safety, safety culture, training requirements for GH personnel, a maintenance programme for the ground support equipment used to provide GH services and general operational requirements for the provision of GH services. Means of compliance are provided to establish criteria for reliable industry standards to be used in the GH domain, thus acknowledging their widespread use in the industry.

These Decisions also include AMC and GM to the requirements on oversight by competent authorities of GH services and the organisations providing them. A particular focus is cooperative oversight, which becomes a crucial element of overseeing pan-European GH organisations efficiently.

The Decisions are expected to support the implementation of better safety risk management of GH activities, consistent training of GH personnel and their continued competence, the implementation of a maintenance programme for ground support equipment, the better exchange of safety information among the stakeholders involved in GH activities and oversight of organisations providing GH services, with the ultimate effect of improving overall flight safety, harmonising operational procedures and facilitating the smooth adoption of new and green technologies.

ED DECISIONS TO BE ISSUED

- ED Decision issuing the AMC and GM to Delegated Regulation (EU) 2025/20 (organisation requirements on ground handling)
- ED Decision issuing the AMC and GM to Implementing Regulation (EU) 2025/23 (authority requirements on ground handling)

ED DECISIONS TO BE AMENDED

- [ED Decision 2012/015/R – Guidance Material \(GM\) to Annex I - Definitions for terms used in Annexes II – V](#)
- [ED Decision 2014/017/R – AMC and GM to Part-ORO](#)
- [ED Decision 2014/015/R – AMC and GM to Part-CAT](#)
- [ED Decision 2014/012/R – AMC and GM to Authority, Organisation and Operations Requirements for Aerodromes](#)

AFFECTED STAKEHOLDERS

National competent authorities, providers of GH services, GH staff, aircraft operators, aerodrome operators

WORKING METHODS

Development	Impact assessment	Consultation
By EASA with external support	Detailed	Public (2022) and focused (2023)

RELATED DOCUMENTS/INFORMATION

- [GH roadmap and concept papers](#) (from the 2019 Groundhandling Conference), published in March 2019
- [ToR RMT.0728](#), issued on 22 November 2019
- [Working paper containing the draft regulation \(and related AMC and GM\)](#), published in May 2022
- [Web page related to the GH webinar](#) (public consultation), taking place on 30 June 2022
- [NPA 2023-106](#) (focused consultation), published on 16 January 2024
- [Opinion No 01/2024](#), issued on 16 January 2024

PLANNING MILESTONES

Refer to the latest edition of the EPAS Volume II.



Table of contents

1.	About these Decisions	3
2.	In summary — why and what	6
2.1.	Why we need to act	6
2.2.	What we want to achieve — objectives.....	6
2.3.	How we want to achieve it — overview of the new or amended AMC and GM	6
2.4.	What were the stakeholders' views and how EASA considered the comments.....	8
3.	Expected benefits and drawbacks of the regulatory material	10
4.	Monitoring and evaluation	12
5.	Proposed actions to support implementation.....	13
6.	References.....	14



1. About these Decisions

This rulemaking activity is included in the 2025 edition of Volume II of the *European Plan for Aviation Safety*¹ under Rulemaking Task (RMT).0728.

The European Union Aviation Safety Agency (EASA) developed the draft regulatory material for a ground handling (GH) regulation in line with Regulation (EU) 2018/1139² (the Basic Regulation) and the Rulemaking Procedure³, and in accordance with the objectives and working methods described in the Terms of Reference (ToR) for RMT.0728⁴.

The proposed regulatory material was drafted with input from a group of GH experts comprising approximately 40 persons representing all affected and interested stakeholders: GH organisations and associations thereof, commercial and non-commercial aircraft operators and associations thereof, aerodrome operators and associations thereof, trade unions, Eurocontrol, and competent authorities. Online and in-person meetings were organised from 2019 to 2024, throughout the entire rulemaking process.

The first draft of the regulatory material, in the form of a working paper⁵, was published on the EASA website at the beginning of June 2022, for consultation between 1 June and 30 September 2022. A webinar was also organised on 30 June 2022⁶ with an audience of 2 000. Approximately 200 comments were received on the working paper during the webinar.

EASA received approximately 800 comments from affected and interested parties (including industry representatives, national competent authorities and social partners), approximately 210 of which were on the AMC and GM. The comments were reviewed and duly considered in drafting the GH Regulations and their associated AMC and GM.

EASA continued to work on the draft rules with GH experts as needed during the various phases of rule development.

Between 26 July and 30 September 2023, EASA deliberated for the second time on the draft proposal through a focused consultation with its the Advisory Bodies (Air Operations Technical Body, Aerodromes Technical Body, Member States' Advisory Body), the Dangerous Goods Experts Liaison Group and the GH Expert Group⁷. The updated version included new material consisting of the draft

¹ [European Plan for Aviation Safety \(EPAS\) 2024 - 13th edition | EASA](#)

² Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

³ EASA is bound to follow a structured rulemaking process, as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 ([EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 \(by written procedure\) | EASA](#)).

⁴ [ToR RMT.0728 - Development of requirements for groundhandling | EASA](#)

⁵ [Webinar on the EU Ground Handling Regulation - Online | EASA](#)

⁶ [Webinar on the EU Ground Handling Regulation - Online | EASA](#)

⁷ [NPA 2023-106 - Ground handling requirements | EASA](#)



GH regulations; the proposed amendments to Regulation (EU) No 965/2012⁸ on air operations, Regulation (EU) No 139/2014⁹ on aerodromes and Commission Delegated Regulation (EU) 2022/1645¹⁰ on information security; and the draft associated AMC and GM. This regulatory package does not contain any AMC or GM associated with Regulation (EU) 2025/22¹¹, which amends Regulation (EU) 2022/1645 on information security by extending its scope to ground handling. EASA will issue them, if necessary, in due time before the amendment becomes applicable (27 March 2031).

EASA considered the approximately 485 comments related to the draft AMC and GM received during the second consultation in preparing these Decisions.

During the process of developing the regulatory material, EASA also consulted with its Advisory Bodies in regular meetings in 2022 and 2023. The comments provided during those meetings have also been considered in developing the draft regulatory material published in these Decisions.

EASA published Opinion No 01/2024 on 16 January 2024, proposing new regulations on GH and amendments to Regulation (EU) No 965/2012 on air operations, Regulation (EU) No 139/2014 on aerodromes and Commission Delegated Regulation (EU) 2022/1645 on information security. Based on these, the European Commission adopted implementing and delegated regulations as follows:

- Commission Delegated Regulation (EU) 2025/20¹² of 19 December 2024 supplementing Regulation (EU) 2018/1139 of the European Parliament and of the Council by laying down requirements for the safe provision of ground handling services and for organisations providing them;
- Commission Delegated Regulation (EU) 2025/21¹³ of 19 December 2024 amending Regulation (EU) No 139/2014 as regards requirements for aerodrome operators related to ground handling activities;
- Commission Delegated Regulation (EU) 2025/22 of 19 December 2024 amending Delegated Regulation (EU) 2022/1645 as regards requirements on information security for organisations providing ground handling services;
- Commission Implementing Regulation (EU) 2025/23¹⁴ of 19 December 2024 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for the oversight of ground handling services and organisations providing them;

⁸ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1) (<http://data.europa.eu/eli/reg/2012/965/oj>).

⁹ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1) (<http://data.europa.eu/eli/reg/2014/139/oj>).

¹⁰ Commission Delegated Regulation (EU) 2022/1645 of 14 July 2022 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for the management of information security risks with a potential impact on aviation safety for organisations covered by Commission Regulations (EU) No 748/2012 and (EU) No 139/2014 and amending Commission Regulations (EU) No 748/2012 and (EU) No 139/2014 (OJ L 248, 26.9.2022, p. 18) (http://data.europa.eu/eli/reg_del/2022/1645/oj).

¹¹ http://data.europa.eu/eli/reg_del/2025/22/oj

¹² http://data.europa.eu/eli/reg_del/2025/20/oj

¹³ http://data.europa.eu/eli/reg_del/2025/21/oj

¹⁴ http://data.europa.eu/eli/reg_impl/2025/23/oj



- Commission Implementing Regulation (EU) 2025/24¹⁵ of 19 December 2024 amending Regulation (EU) No 965/2012 as regards requirements for aircraft operators related to ground handling activities.

¹⁵ http://data.europa.eu/eli/reg_impl/2025/24/oj



2. In summary — why and what

2.1. Why we need to act

Following the publication of the EU GH regulatory material/framework, the Decisions now issued provide the associated new or amended AMC & GM, in order to facilitate timely and harmonised application in the EASA Member States.

For the description of the issue that the EU GH regulatory material/framework addresses, see Opinion No 01/2024.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. The AMC and GM presented in the following section are expected to contribute to achieving these overall objectives by addressing the issues described in Section 2.1.

More specifically, with the regulatory material presented here, EASA intends to support the application of the new regulations on GH and the amended regulations specified in Section 1.1, the detailed objectives of which are explained in Section 2.4 of EASA Opinion No 01/2024.

2.3. How we want to achieve it — overview of the new or amended AMC and GM

To address the issues described in Section 2.1, the regulatory framework needs to be supported by AMC and GM. These will ensure that sufficient details and explanations are provided to enable the implementation of a scalable SMS for all organisations providing GH services, to support organisations in implementing and fostering a safety culture, to apply a training programme that ensures that personnel develop the necessary competencies, and to establish the basis for future risk-based oversight of GH services and organisations.

EASA proposes several solutions to achieve the objectives mentioned in Section 2.2 and address the main issues highlighted in the concept papers published in 2019 as part of the GH Roadmap, which were confirmed through comments on the first draft of the AMC and GM, published in 2022, and the second draft, submitted to the Advisory Bodies and the GH Expert Group in 2023. Alignment with the existing EU regulations and their associated AMC and GM has been sought as much as possible and wherever feasible. The *Manual on Ground Handling* of the International Civil Aviation Organization (ICAO) (Doc 10121) and industry standards and good practices have also been consulted and used in preparing the final versions of the AMC and GM.

The AMC and GM to the GH Regulations cover all the requirements for authorities and for organisations providing GH services.

The AMC and GM to Commission Implementing Regulation (EU) 2025/23 provide details, guidelines, clarification and examples to support the implementation of the requirements for authorities.

The AMC and GM to Commission Delegated Regulation (EU) 2025/20 provide details, guidelines, clarifications and examples to support the implementation of the requirements for the safe provision of GH services and organisations providing them.



The ED Decision associated with Commission Implementing Regulation (EU) 2025/24 amending Regulation (EU) No 965/2012, on air operations, contains new or amended AMC and GM on the following topics:

- the ground supervision function, which is the aircraft operator's responsibility;
- the coordination of turnaround activities (AMC3 ORO.GEN.110(f)), which is a safety-critical function;
- interfaces with the GH organisations and aerodrome operators (GM5 ORO.GEN.200(a)(3));
- contracted activities to support the reduction of audits performed by aircraft operators on their GH service providers and more risk-based auditing;
- enabling aircraft operators to agree to the use of the operational procedures of the relevant GH organisation, when these are based on the same industry standards and good practices as those used by the aircraft operator (new AMC1 ORO.GEN.315(b);(c));
- further instructions on the handling of passengers with reduced mobility (AMC1 ORO.GEN.315(b));
- explanation of the concept of single air carrier business groupings in the context of the provision of self-handling within the same grouping (GM1 CAT.GEN.MPA.220(a));
- preparation for the cold season (de-icing/anti-icing season), with actions to be taken by aircraft operators to coordinate de-icing/anti-icing operations with the GH organisations and aerodrome operators (GM4 CAT.OP.MPA.250);
- details on last-minute changes and the load control process, loading supervision and load planning (linked to points CAT.POL.MAB.105 and CAT.POL.MAB.110).

The ED Decision associated with Commission Delegated Regulation (EU) 2025/21 amending Regulation (EU) No 139/2014, on aerodromes, covers the following changes:

- new AMC1 ADR.OR.D.005 containing more details on elements aerodrome operators should consider if they intend to integrate elements of GH into their existing management systems;
- new AMC1 ADR.OR.D.017(a);(b);(g);(i) with elements covering minimum training on dangerous goods;
- additional details covering the storage of dangerous goods in AMC1 ADR.OR.D.020(b) and GM1 ADR.OR.D.020(b);
- amendment of AMC2 ADR.OR.D.027(d)(1);(d)(2) to give the aerodrome safety committee the opportunity to implement a safety stack or a similar collaborative safety programme at their aerodrome when feasible in its operational context;
- new GM1 ADR.OPS.B.033(a);(a1), to explain the different responsibilities of aerodrome operators and GH organisations regarding the establishment and implementation of procedures for the control of pedestrians in the movement area;
- new GM1 ADR.OPS.B.035(a)(2), similar to the new GM for air operations on preparation for the cold season (de-icing/anti-icing season), with actions for aerodrome operators to take to coordinate de-icing/anti-icing operations with GH organisations and aircraft operators.



2.4. What were the stakeholders' views and how EASA considered the comments

All comments from the first consultation (public, 2022) and second consultation (focused, 2023) were reviewed and considered during rule drafting.

The stakeholders' summarised comments and the way in which EASA considered them and addressed them in the final version of the regulatory material are published in Sections 2.5 and 2.6 of Opinion No 01/2024.

The changes to the AMC and GM from the draft version published together with Opinion No 01/2024 are the result of modifications to the implementing rules in 2024 during the adoption process, of the comments on NPA 2023-106 and of continued discussions with the GH Expert Group and the competent authorities during and after the adoption process. The changes are summarised below.

The Annexes to Commission Implementing Regulation (EU) 2025/23 and Commission Delegated Regulation (EU) 2025/20 have been renumbered during the adoption process. Consequently, the draft AMC and GM published in January 2024 have been renumbered accordingly: Commission Implementing Regulation (EU) 2025/23, containing authority requirements, has only one annex (herein called 'the Annex (Part-ARGH)'; and Commission Delegated Regulation (EU) 2025/20 has two annexes, with Annex I containing the organisation requirements (Part-ORGH) and Annex II containing the operational requirements (Part-GH.OPS). The definitions that were included in the draft Annex I to Opinion No 01/2024 are now included in Article 3 of Commission Delegated Regulation (EU) 2025/20.

The new AMC1 ARGH.GEN.120 'Means of compliance' has been created, with the content initially proposed under points (b) to (e) of point ARGH.GEN.120, related to means of compliance issued by competent authorities. This AMC enables competent authorities to better organise the process when developing and applying different means of complying with the implementing rules from those included in the AMC or where there are no AMC to an implementing rule (the well-known alternative means of compliance (AltMoC)). Even without a requirement that specifically refers to the possibility of competent authorities to issue AltMoC, that possibility will always exist, as EASA's AMC are only one means of complying with regulations.

New AMC to point ARGH.MGM.200(b) have been added to support the implementation of training requirements for competent authority inspectors. The AMC have also been better aligned with similar AMC from the aerodromes domain. The draft AMC1 ARGH.MGM.200(b), containing prerequisites for GH inspectors, has been removed.

Regarding industry standards, the text in points ARGH.OVS.310 and ORGH.GEN.125 — containing the set of quality criteria to be met by a 'good' industry standard and initially proposed as part of the implementing rules in Opinion No 01/2024 — has been moved into two new AMC associated with each of those requirements.

As the scope (Article 2) of Commission Delegated Regulation (EU) 2025/20 has changed during the adoption process, and definitions have been included in Article 3, the GM to Articles 2 and 3 was adjusted to the final version of the requirements. The GM on ground supervision has been changed and extended to clarify what ground supervision means and to specify that this service remains the responsibility of aircraft operators alone and that it does not need to be declared. In addition, new GM has been added clarifying the status of aerodrome operators providing (but not operating)



equipment and installations used to provide GH services, on the topic of aircraft marshalling and regarding organisations providing non-GH services but using equipment or vehicles around the aircraft on the apron. Furthermore, new GM has been added with elements removed from the definitions in Article 3.

GM1 ORGH.GEN.130 and GM1 ORGH.GEN.130(b), linked to the requirements on management of changes, have been simplified and streamlined.

New GM has been created with more explanation of the meaning of a suitable and scalable management system and to help GH organisations assess the maturity of their management systems. The content of the GM is based on the Management System Assessment Tool, published on the EASA website¹⁶.

More AMC and GM have been created regarding the requirements of GH organisations' management systems set out in point ORGH.MGM.200. Good practices to help GH organisations implement and foster a safety culture have been created for the same implementing rule. The safety risk and safety risk tolerability matrices provided in ICAO Doc 9859, Safety Management Manual, have been added to GM1 ORGH.MGM.200(b)(2). Moreover, more AMC and GM have been created to provide further details and guidance on the implementation of the four pillars of an organisation's SMS.

The AMC requesting that GH organisations submit an annual activity report to the competent authority have been removed from the draft as initially proposed and have not been kept in the implementing rule (initially published under point ORGH.MGM.202).

The AMC and GM on the training of GH personnel have been further focused on the development of a training programme for initial training and recurrent training to ensure the continued competence of GH personnel. The elements of a competency-based training and assessment programme have been removed from the AMC and GM as initially proposed, as the development and implementation of a competency-based training and assessment system in GH would require more experience or perhaps even a more suitable model. New elements related to training in ramp resource management have been added at the AMC level (linked to point ORGH.TRG.100), and enhanced GM4 ORGH.TRG.100(c) has been created, to support organisations in implementing those elements of training within their training programmes, as stakeholders recognised the benefits of training the airside team working on the apron with clear goals of ensuring safety and efficiency. More AMC and GM have been added to cover awareness training on the safety of turnaround activities during aircraft refuelling and defuelling.

The AMC and GM related to training have been enhanced with more examples regarding the implementation of recurrent assessments (equivalent to proficiency checks in other regulations) and an example of an assessment checklist for recurrent assessments.

AMC1 and AMC2 to point ORGH.TRG.100(i), containing conditions for trainers and assessors, have been added. The role of mentors (GM1 ORGH.TRG.100(i)) has been clarified, to distinguish it from the role of trainers or assessors.

The AMC and GM to Annex II (Part GH-OPS) have been further streamlined and updated and their wording improved.

¹⁶ [Management System Assessment Tool | EASA](#)

3. Expected benefits and drawbacks of the regulatory material

The AMC and GM are expected to address several of the most critical missing elements in the current situation in the GH industry.

- **The application of SMSs** is expected to improve the level of safety of those organisations that do not apply an SMS today. However, it is clear that this change will take time and results are not expected to happen from day 1 of implementation. As clearly noted by one of the commenting stakeholders, to effect such a transformation, the SMS must become an integral part of the organisation's operations over a sustained period. It should be both effective and tailored to the organisation's front-line activities. The reaping of benefits associated with this change is likely to produce its effects long after the regulation's entry into force, potentially spanning many years.

Safety culture and safety reporting culture are also expected to improve over the years. EASA is providing more guidelines and examples for the implementation of a just culture in GM to the Commission Delegated Regulation (EU) 2025/20. However, the existence of regulatory material is not expected to automatically improve the safety culture of GH organisations. The regulation merely creates the legal basis for this to happen. Several elements of the GM provide details, examples and explanations of how GH organisations can implement an SMS and how safety culture can be developed and encouraged through various actions. Organisations can monitor their own evolution in terms of how suitable, operational and effective their management system is becoming over time — and an appropriate model has been referred to at the GM level, as developed by EASA in its Management System Assessment Tool. During the three-year transition period, the tool will be updated with reference to the new regulatory material for GH.

- The AMC and GM associated with the GH **oversight requirements** for competent authorities across the EASA Member States are aligned with other aviation domains, particularly aerodromes and air operations. The AMC and GM provide details on the training of competent authority inspectors and on methods of implementing cooperative oversight. The rules will also provide the background for the regular and consistent collection and analysis of safety data, to be used both as a foundation for risk-based oversight and to effect further consequences for the GH industry: a reduction in the number of occurrences, consistent training of personnel, the achievement of a safety baseline across the EU and a reduction in damage to aircraft and other vehicles, resulting in lower financial costs for aircraft operators and GH organisations.
- Today, the Air OPS rules distinguish between service providers that are certified under an EU aviation regulation, apply an SMS and are overseen by a competent authority, and service providers that are not regulated by any aviation safety regulation, apply an SMS only voluntarily (or not at all) and are not (in most cases) overseen by a competent authority. With the GH Regulations and the consequently amended and new AMC to point ORO.GEN.205, GH service providers will be included in the first category. This approach is expected to result in a **reduction of the audits of GH organisations by aircraft operators in the EASA Member States** as the new AMC3 ORO.GEN.205 will enable risk-based verification of declared GH service providers by aircraft operators.



- The detailed AMC and GM for the **training of GH personnel** are expected to create minimum standards and improve the level of training by focusing on personnel competence, the mobility of personnel across organisations and countries, and the safety culture within GH organisations.
- To acknowledge the widespread use of industry standards by the GH industry, the new AMC2 ORGH.GEN.125 enables their continued use. This AMC provides a list of minimum criteria that the ‘good’ industry standards used in GH should meet. This approach will help **harmonise the operational procedures** of GH organisations and aircraft operators across the EASA Member States. It will rely on industry developments and will keep regulatory content for operational procedures to a minimum.
- AMC and GM to point GH.OPS.305, containing details on the operation of ground support equipment based on a no-touch policy or equipage with proximity sensors are also expected to contribute to a **reduction in the amount of aircraft damage** recorded and consequently reduce the costs generated by damage.

The drawbacks will be felt mostly in the first years after the implementation of the GH Regulations and the related AMC and GM, mainly as regards the following aspects.

- Competent authorities will need additional resources to conduct oversight of GH organisations and to train their GH inspectors.
- Aircraft operators, GH organisations and aerodrome operators will have to trust each other to share safety-relevant information among themselves. It will take time to build this trust.
- It is also likely that the number of audits of GH organisations will not decrease in the first years after the date of application of the GH Regulations, even with the more flexible AMC provided in the ED Decision associated with Regulation (EU) No 965/2012.
- GH organisations that do not yet have an SMS will need additional resources to develop and implement an SMS; however, the costs are expected to be rather low, considering that guidance and training on developing an SMS are widely available today and much guidance material developed by industry is free of charge. Additionally, EASA and the Member States will organise workshops and webinars and involve the industry’s most experienced organisations to support the implementation of the GH Regulations.

It is expected that the positive effects of the EU GH Regulations and their associated AMC and GM will outweigh the anticipated drawbacks, given the solutions explained in detail in Section 2.6 of Opinion No 01/2024.



4. Monitoring and evaluation

The regulatory material presented here will support the application of the new regulations on GH and the amendments related to GH introduced in the Air Ops and Aerodromes Regulations specified in Chapter 1. The following monitoring and evaluation actions are envisaged:

- monitoring of the costs of implementation for competent authorities, for small GH organisations and for large GH organisations;
- monitoring by competent authorities and GH organisations of the number of audits performed on GH organisations by industry;
- direct feedback from industry through workshops on specific topics, such as personnel training, the harmonisation of operational procedures with aircraft operators and the use of industry standards;
- regular discussions with the network of GH inspectors of competent authorities on the main issues identified during oversight activities, and the implementation of cooperative oversight;
- analysis of safety occurrence reports, regular discussions with the competent authorities through dedicated meetings with the EASA Advisory Bodies and the Collaborative Analysis Group for GH, implementation of measures to mitigate the safety issues identified and dissemination of information on the actions taken;
- EASA's regular standardisation activities.

Based on the results assessed at yearly intervals, EASA will consider the most appropriate measures to facilitate the implementation of the Regulations and the associated AMC and GM or improve their content (i.e. amendments to the Regulations or their associated AMC and GM, or safety promotion activities).



5. Proposed actions to support implementation

The regulatory material presented here will support the application of the GH Regulations (Commission Delegated Regulation (EU) 2025/20 and Commission Implementing Regulation (EU) 2025/23) and the amendments introduced to the Air OPS and Aerodromes Regulations (through Commission Implementing Regulation (EU) 2025/24 and Commission Delegated Regulation (EU) 2025/21, respectively). EASA will support the implementation of this regulatory material as part of the actions proposed in Chapter 6 of EASA Opinion No 01/2024 by organising, coordinating or contributing to the organisation of the following activities:

- continued support for implementation through the network of competent authorities in the area of GH, with multiple purposes, namely to:
 - prepare the basis for effective cooperative oversight to reduce the number of audits of a GH organisation and thus reduce the duplication of efforts;
 - ensure that rules are interpreted in the same way by all competent authorities,
 - develop a common toolbox for oversight,
 - ensure common training for all GH inspectors,
 - enable the exchange of experiences between inspectors;
- a series of workshops and webinars in the EASA Member States, in cooperation with the competent authorities of the states;
- focused communication at Advisory Body meetings (Member States and industry);
- focused events organised by neighbouring Member States where the same GH service provider operates and therefore there is common ground for oversight (pan-European GH organisations and the competent authorities involved in their oversight);
- publication of responses to frequently asked questions and guidelines/manuals for the implementation of certain elements of the GH Regulations relating to the main safety-relevant GH roles and scalable SMSs, available on the EASA website.



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