

EU Ground Handling Regulations

EBAA Webinar – Preparing for implementation

11 September 2025

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Your safety is our mission.

The missing piece in the aviation safety puzzle



Agenda

1. How to start implementing the GH Regulation (EU) 2025/20?

2. Declaration:
 - Submit it to whom?
 - Publicly available information about declaring organisations?

3. Use of industry standards and industry audits. Oversight of organisations using them

4. Proportionality of rules – Alleviations for small GH organisations. What is a small GH organisation?

5. Contracted activities

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

7 July
2025

EASA Decisions

AMC and GM

+3 years:
27.03.2028

Application

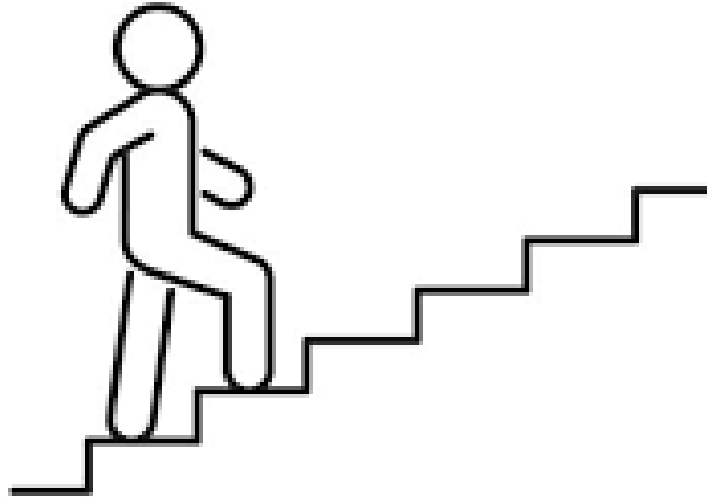
**Regulations +
AMC and GM**

+6 years:
27.03.2031

**Application
Part-IS**

Where do I start?

Ground Handling Regulation

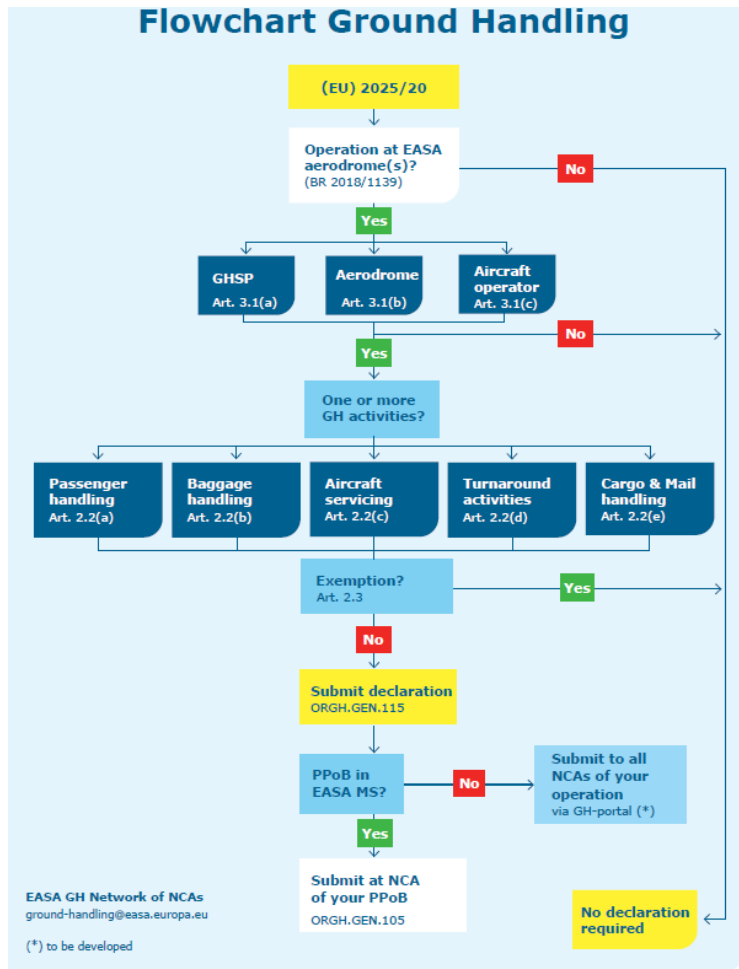


Quick overview

Guideline to:

- Identify if you're in the scope
- Submit declaration yes/no

- Note 1: [Download this chart here](#)
- Note 2: the **Aerodrome box** in the pdf has a link to the EASA aerodromes in the scope of Reg. (EU) 2018/1139



Self-handling aircraft operators

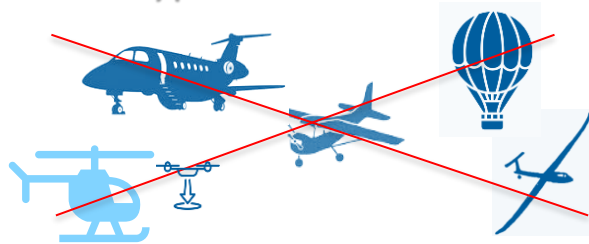
Aircraft operators in scope

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



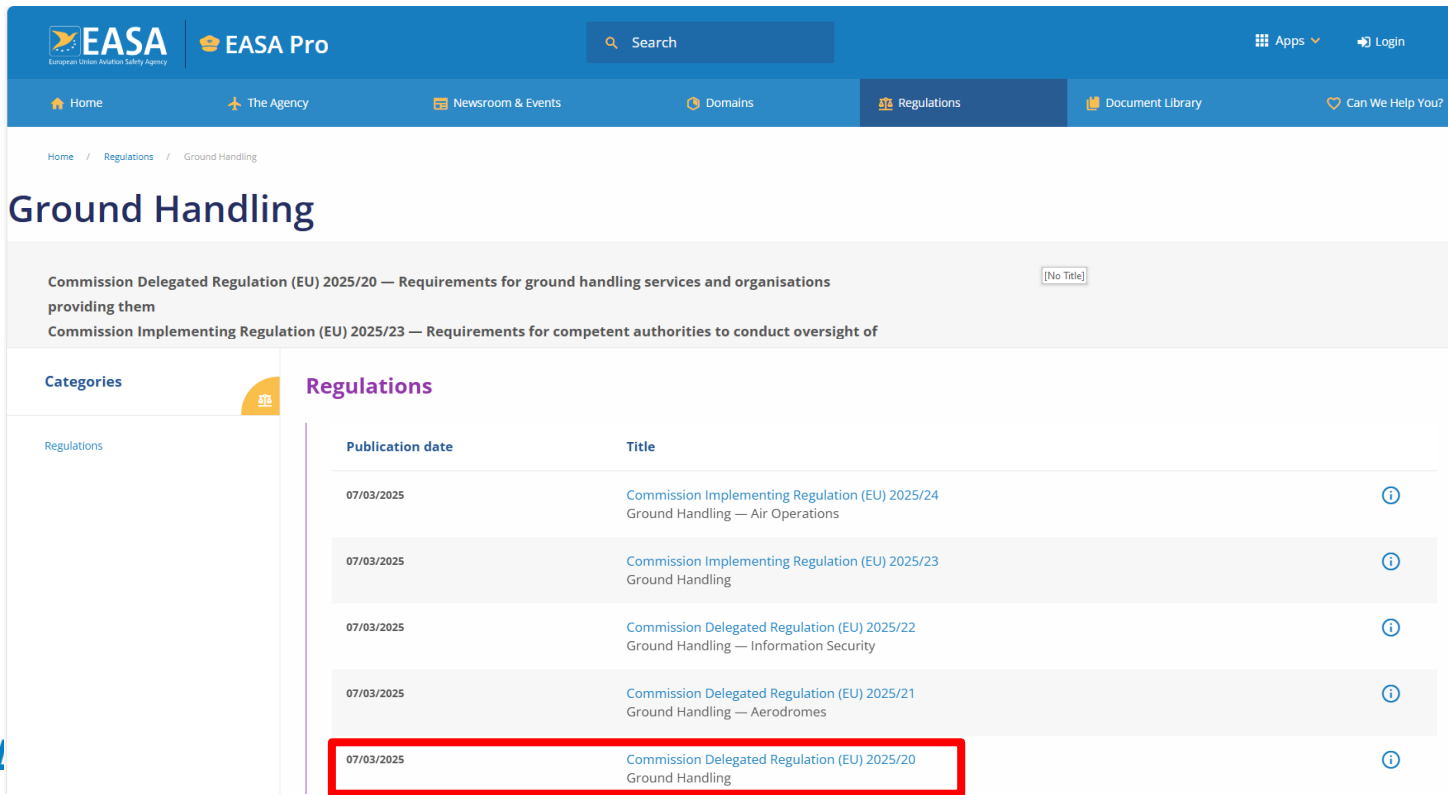
Aircraft operators out of scope (exempted)

- 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



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' branding, a search bar, and navigation links for Home, The Agency, Newsroom & Events, Domains, Regulations, Document Library, and Can We Help You?. The main content area is titled 'Ground Handling' and lists two regulations: '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 table lists regulations with columns for 'Publication date' and 'Title'. The first row is highlighted with a red box.

Publication date	Title
07/03/2025	Commission Delegated Regulation (EU) 2025/20 — Requirements for ground handling services and organisations providing them
07/03/2025	Commission Implementing Regulation (EU) 2025/23 Ground Handling
07/03/2025	Commission Delegated Regulation (EU) 2025/22 Ground Handling — Information Security
07/03/2025	Commission Delegated Regulation (EU) 2025/21 Ground Handling — Aerodromes
07/03/2025	Commission Delegated Regulation (EU) 2025/20 Ground Handling

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

1. SAFETY SYSTEM MANAGEMENT AND RESPONSIBILITIES	10
1.1 OVERVIEW	10
1.2 [COMPANYNAME] SAFETY POLICY	10
1.3 SAFETY RESPONSIBILITIES	10
1.4 SAFETY SYSTEM PERFORMANCE MEASURES	14
1.5 EXCEPTIONS	14
2. PROJECT ACCIDENT PREVENTION PLAN	16
2.1 OVERVIEW	16
2.2 ACCIDENT PREVENTION PLAN PREPARATION	16
2.3 SIGNATURE SHEET	17
2.4 BACKGROUND INFORMATION	17
2.5 IDENTIFICATION OF SAFETY CONTROLLED FEATURE OF WORK	17
2.6 PROJECT LICENSE AND QUALIFICATION REQUIREMENTS	18
2.7 PROJECT EMERGENCY RESPONSE PLAN	18
2.8 SAFETY AND HEALTH POLICY	18

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
- Aircraft operators & Aerodromes, assist your GHSP partners
- Committee Meetings of aircraft operators and aerodromes



Declaration



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
- **Information about declaring GH organisations in the EASA States will be publicly available on the EASA website or on the Competent Authorities' websites**
- 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**').

Who is my competent authority?



Providing GH services in 1 EASA State



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

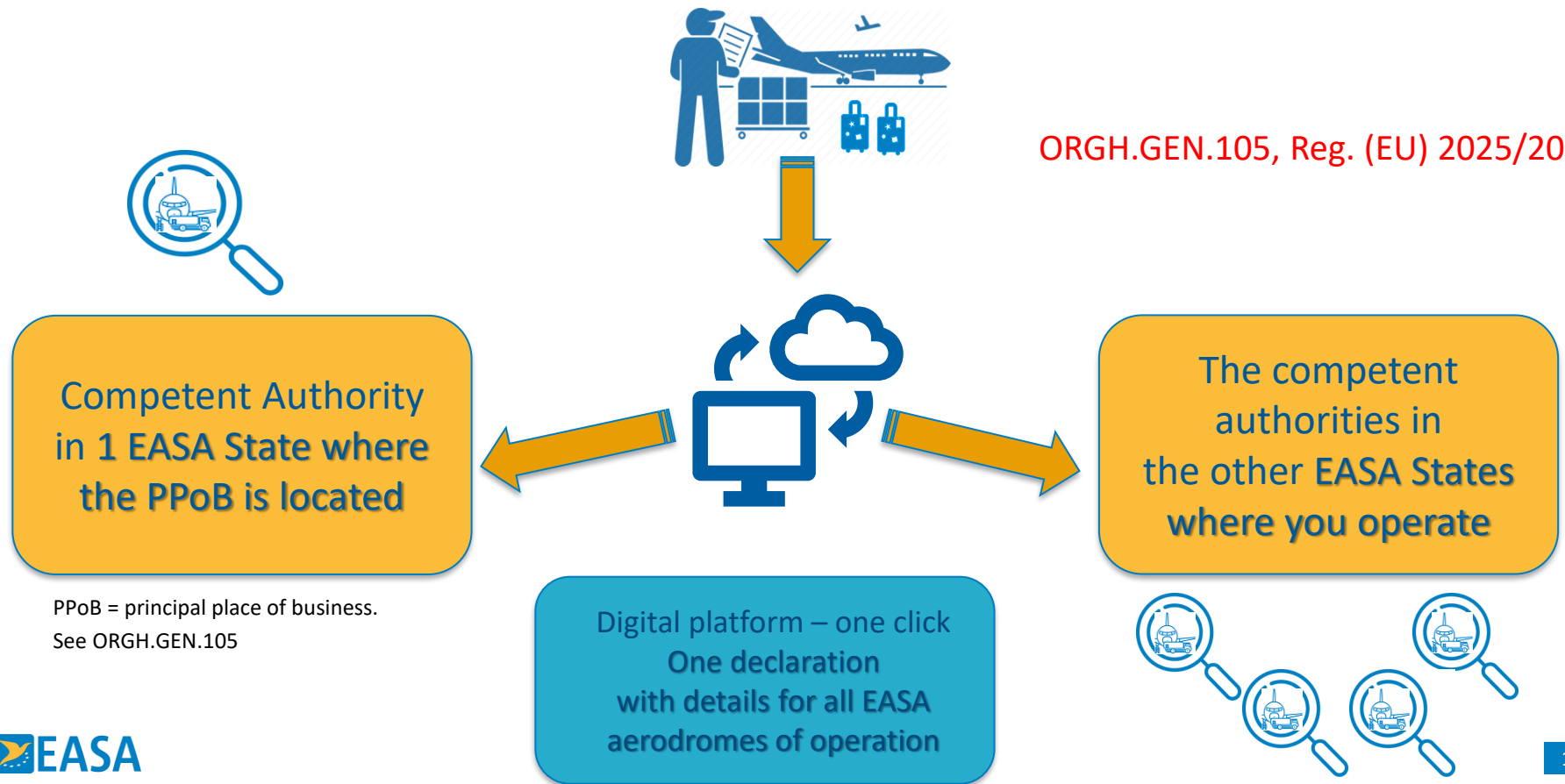


Competent Authority
in 1 EASA State where
the aerodrome of
operation is located

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



Providing GH services in 2 or more EASA States

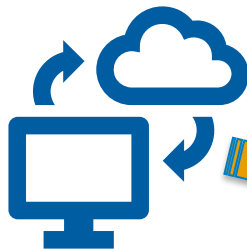


When you have 2 or more competent authorities

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

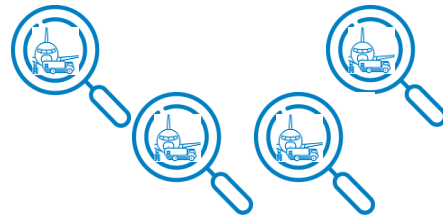


ORGH.GEN.105, Reg. (EU) 2025/20



The competent
authorities in
all EASA States where
you provide GH services

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



Industry standards and industry audits. Oversight of organisations using them



Industry standards and the GH rules

→ The GH rules enable the use of industry standards

→ Which ones? Those that meet certain quality criteria:

AMC2 ORGH.GEN.125 Use of industry standards

OBJECTIVE CRITERIA FOR INDUSTRY STANDARDS

→ Examples of industry standards in the scope:

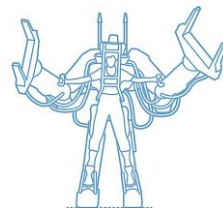
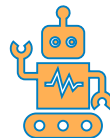
GM1 ORGH.GEN.125 Use of industry standards

INDUSTRY STANDARDS AND GOOD PRACTICES IN THE SCOPE

→ More details:

AMC1 ORGH.GEN.125 Use of industry standards

USE OF INDUSTRY STANDARDS AND GOOD PRACTICES



Oversight of organisations using Ind. Std.

- EASA and Competent Authorities evaluate the content of Ind. Std. against the GH Regulation (EU) 2025/20 (per the new rule in Reg. (EU) 2025/23: ARGH.OVS.310)
- Use of Ind. Std. by an organisation (as declared) is **complementary information** for the competent authority **for risk-based oversight purposes**
- GH organisation and/or the industry audit organisation **decide on granting access** of the Competent Authority to the industry audit report → IS-BAH reports should be made available to the Competent Authority on request
- Each Competent Authority has full discretion to rely on the results of industry audits for oversight purposes.



Alleviations for small GH organisations



Proportionality: alleviations for small GH organisations

- Small GH organisations defined in AMC1 ORGH.MGM.200(a): **up to 25 FTE**. They can perform any GH activity listed in Article 2, even a complex one (e.g. de-icing)
- ORGH.GEN.130 *Management of changes*: at AMC level
- ORGH.GEN.165 *Safety reporting system*: at IR and AMC level
- ORGH.MGM.200 *Management system*: SMS *scalable* to the organisation's size and complexity: at GM level, AMC for safety risk management, and a GM for the compliance monitoring process
- ORGH.GEN.210 *Personnel*: possibility to cumulate functions - at IR level
- ORGH.TRG.100 *Training programme*: at AMC level
- All AMC and GM applicable to small GH organisations are clearly identified throughout the regulation



Difference between AMC and GM

- **Acceptable Means of Compliance (AMC)** are non-binding standards adopted by EASA to illustrate means to establish compliance with the Basic Regulation (EU) 2018/1139 and its Implementing Rules (IR).
 - The AMCs issued by EASA are not of a legislative nature.
- **Guidance Material (GM)** is non-binding **explanatory and interpretation** material on how to achieve the requirements contained in the Basic Regulation, the IR, the AMC and the CS. It contains information, including examples, to assist the user in the interpretation and application of the Basic Regulation, its IR, AMC and the CS.
- [See this FAQ](#)

Contracted activities



Contracted Activities of a GH Organisation

(GH Reg., ORGH.MGM.205 Contracted services)

... to a regulated* service provider

The contracted service provider is responsible for the safety of its services and has to comply with the GH Regulation.

* regulated by an EU aviation regulation, e.g. another GHSP

... to a non-regulated* service provider

The GHSP is responsible that the contracted service provider is included in its SMS and the contracted services are provided at the level of safety required by the GHSP.

*not covered by this or any other EU aviation regulation



Contracted Activities of an Aircraft Operator

(Reg. (EU) 965/2012)

... to a declared GHSP in EU

- ✓ The organisation providing GH Services at an EU aerodrome is a **declared GHSP** in accordance with the GH Regulation (AMC1 ORO.GEN.205).
- ✓ Risk-based approach in performing audits by the aircraft operator to the declared GHSP: reduced depth of verification or reduced frequency (AMC3 ORO.GEN.205).
- ✓ Operational procedures of GHSP may be used instead of own operational procedures of the aircraft operator (ORO.GEN.315).

... to a GHSP outside the EU

- ✓ The aircraft operator is responsible that the contracted provider is included in its SMS and the contracted services are provided at the level of safety required by the aircraft operator.



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 aircraft 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!

ground-handling@easa.europa.eu

easa.europa.eu/connect



Your safety is our mission.

An Agency of the European Union 