

Ramp agent

Ramp agents support aircraft turnarounds and baggage or cargo movement on the ground. The scope can range from handling bags to operating specialised vehicles after training. A ramp-agent title alone does not establish permission to drive airside, tow aircraft, perform maintenance or undertake every turnaround task.

Other titles to compare: Baggage handler where duties align, Ramp operative. Titles alone do not establish equivalent duties.

What the role does

- Load or unload baggage and cargo within assigned responsibilities.
- Use designated ground equipment only within the training and permission attached to the job.
- Coordinate with other turnaround teams and report conditions outside the assigned scope.

Where the work happens

Apron and baggage-handling areas, with assignments dependent on local authorisation, equipment and aircraft type.

Employer example 1

Fraptor Slovenija • Slovenia • Ground Support Equipment Operator (m/f)

Standing role description not a vacancy • Checked 2026-10-27 [E054-FRAPORT]

Category	What this employer states
Essential in this source	Basic English, task coordination and teamwork. Category B driving licence.

Equipment-operating ramp specialisation, not a minimum for every baggage-handling job. Undated standing role description.

Desirable requirements are not separately classified here; do not infer that none apply.

Employer example 2

Aviapartner • Spain • Ramp Agent - Airport Staff (SPAIN)

Vacancy status unconfirmed not an offer • Checked 2026-10-27 [E054-AVIAPARTNER]

Category	What this employer states
Desirable in this source	Driving licence: the source gives licence holders priority.

Only Ramp criteria apply; the page's English requirement is stated for Passenger and Operations roles, not Ramp.

PREPARE AND VERIFY

Separate requirements from preparation

England occupation standard, not a global licence: The aircraft-handling option sets out a learning framework for ground work. Completion of general study is not permission to operate airport equipment. Local rules, airline procedures and employer assessment must be checked for each assigned task. [O-GROUND-EN]

Still to verify: Two employer examples verified; neither gives a complete local authorisation framework. The Spanish page does not confirm a vacancy deadline.

Explore a realistic entry route

- Read the task list before judging your fit. Separate manual baggage duties, vehicle operation and specialist aircraft tasks into different columns. Notice that a licence is mandatory in one example but preferred in another; do not turn either employer's wording into a rule for all airports.
- Build evidence of reliability, clear handovers and respectful teamwork through legitimate work or study. A useful account explains how you followed an agreed process, raised a concern and avoided rushing past an uncertainty. You do not need to invent an airport story to demonstrate those habits.
- Compare any proposed training with a real vacancy. Ask what the employer teaches after recruitment, which tasks require additional assessment, and whether local permits are arranged through the employer. Do not practise on airport vehicles, approach aircraft or enter restricted areas as an independent learning exercise.

Build evidence of your skills

- Create a fictional task-handover sheet for a non-aviation team exercise: assigned activity, owner, status, uncertainty and escalation. Evaluate whether another learner can identify what remains unfinished. Mark the sheet as a learning exercise, not a ramp checklist.
- Keep a short evidence log of punctuality, teamwork and reporting mistakes from ordinary work or volunteering. Focus on honest behaviour and lessons learned, rather than claiming operational knowledge from online videos or memorised hand signals.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- Preparation prompt: how would you respond if a colleague asked you to perform an unfamiliar task because time was short? Explain how you would seek the authorised supervisor and avoid presenting guesswork as competence. This is not an operational emergency scenario.
- Prepare an example of a clear handover when work was unfinished. Ask the employer about induction, task sign-off, supervision, protective equipment and the actual shift arrangements. Clarify how accommodation questions are handled without assuming that every ramp role has identical physical demands.

Investigate possible next roles

Potential directions to investigate include specialist equipment work, turnaround coordination or team leadership. Progression depends on training, assessment and available posts; a road driving licence alone does not create airside competence.

Sources and scope

[\[E054-FRAPORT\] Fraport Slovenija Ground Support Equipment Operator \(m/f\)](#)

Standing role description not a vacancy. Slovenia. Checked 2026-10-27.

[\[E054-AVIAPARTNER\] Aviapartner Ramp Agent - Airport Staff \(SPAIN\)](#)

Vacancy status unconfirmed not an offer. Spain. Checked 2026-10-27.

[\[O-GROUND-EN\] Skills England Aviation ground operative - ST0037 v1.0](#)

Passenger-services and aircraft-handling learning reference. The page says revision is in progress and this version remains approved. An English apprenticeship standard is not a Slovenian or Spanish licence or a global recruitment minimum. Checked 2026-10-27.

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