

Liverpool Aviation Services (LAS) offers the following information for Aircraft Operators and Brokers.

For the purposes of the UK CAA / Department for Transport (DfT) Aviation Security Requirements, All FBO Operators and Handling Agents are required by the Airport Authority to confirm with Aircraft Operators what their requirements are with regards to Aviation Security based on the type/category of operation and MTOW of the aircraft. Note that UK requirements are more restrictive than EU levels stated in EU300, EU1254 and EU2096. EU2016/2096 is an amendment to EU1254/2009. Categories 3, 10, 11 and 12 have been amended and this amendment reflects those changes.

Liverpool Airport requires Operators to declare whether or not each of its flights operating at the airport is Qualifying or Non-Qualifying for the purposes of the UK's Aviation Security protocols. The declaration will be used to ascertain whether or not a flight's passengers and/or its cabin and hold baggage require screening in accordance with the UK Single Consolidated Directive (SCD). Location of aircraft parking is also dictated by the type/category of flight.

Our Operations Team will review each handling request and determine which category of operation each flight falls, i.e. Commercial (CAT), Private, State, Business Use, SPO etc. Please see the Categories listed below. Only the Carrier/Operator, End User and any intermediary Broker will be aware of the contractual status of a given flight. Where LAS cannot determine the category of a given flight it will contact the Operator or its flight support provider for clarification.

Regulation EU 1254/2009 and EU2016/2096 and the UK SCD (A) Chapter 2 require airports to establish Demarcated Area(s) for the operation of flights within certain categories. The categories are:

Category 1: aircraft with a MTOW of less than 10,000kg (10,000kg SCD 2.2);

Category 2: helicopters;

Category 3: state, military and law enforcement flights;

Category 4: fire suppression flights;

Category 5: flights for medical services, emergency or rescue services;

Category 6: research and development flights;

Category 7: flights for aerial work;

Category 8: N/A See Note 1 Below;

Category 9: flights operated by air carriers, aircraft manufacturers or maintenance companies, transporting neither passengers and baggage, nor cargo and mail;

Category 10: flights with aircraft with MTOW of less than 45,500 Kg, owned by a company for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company business.

Category 11: flights with aircraft with MTOW of less than 45,500 Kg, chartered or leased in its entirety by a company from an aircraft operator with which it has a written agreement for the carriage of staff and non-fare paying passengers and goods as an aid to the conduct of company business and the UK Secretary of State has granted permission for a flight to be included under this category; and

Category 12: flights with aircraft with a MTOW of less than 45,500Kg for the carriage of the owner of the aircraft and of non-fare-paying passengers and goods.

Note 1 - Re Category 8 . For the avoidance of doubt, the categories of traffic set out in provision 1 of this chapter do not include humanitarian flights (being Category 8 of Regulation 1254) unless the aircraft being used has a MTOW of less than 10,000Kg.

Demarcated Area(s) and Critical Part (DA's and CP).

For Security purposes Liverpool John Lennon operates a Demarcated Area(s) and a Critical Part. The primary Demarcated Area is located at the General Aviation Apron (GA), which is overseen by Liverpool Aviation Services (LAS) as the Lead Tenant. A secondary Demarcated Area is available on the Main Apron by arrangement through LAS. The use of these two areas is determined by the MTOW of the aircraft and the category of the flight.

Aircraft less than 10,000kg MTOW will operate from The General Aviation Apron (GA/Kilo)

Aircraft 10,000kg MTOW and above will operate from The Main Apron.

Some exceptions will apply where the aircraft is Non-Qualifying and is 10,000kg MTOW and above and can be safely accommodated on the GA Apron. LAS will make that assessment in conjunction with the Airport Authority.

Qualifying Flights.

All Qualifying flights in aircraft 10,000kg MTOW and above will operate from the Critical Part of the Main Apron. All Crew and Passengers will be subject to the UK's full security requirements. Stand allocation will occur prior to arrival. Crew and Passengers will be processed via Vehicle Access Security Gate (CP1). Standard EU/UK CAA DfT rules regarding prohibited items and liquids will apply. All crew, passengers and their baggage are required to be security screened by Aviation Security AMD and X-Ray equipment.

When passing through security:

Liquids must be in a container of no more than 100ml (3.4 ounces).

Liquids must be carried in a single, transparent, re-sealable plastic bag of up to 20cm x 20cm with a total capacity of up to a litre. The re-sealable bag must be sealed and be able to fit into the passenger's hand baggage. The bag of liquids must be taken out of other hand baggage. All hold baggage will be screened and segregated from Passengers and Crew under the supervision of Security personnel. If an aircraft's Hold is accessible by Crew and Passengers from the Main Cabin the Operator should confirm its requirements. A Passenger/Lead Passenger must be present during the screening of baggage. Catering will be screened via Vehicle Access Gate (CP1). However any catering liquids over 100ml (including hot water and ice) will need to be processed via an Airport Service Yard. (Additional Charges may be applicable). Therefore, we, recommend that the flight is prepared from its departure point with regards to liquids. Screening via the Airport Service Yards requires additional time and personnel. Late requests are, therefore, difficult to fulfil. Each operator should ensure that all Crew and Passengers are made fully aware of these requirements.

Non-Qualifying Flights. (Please make reference to the Category List above).

Non-Qualifying flights will operate from a Demarcated Area at the General Aviation Apron or the Main Apron depending on the MTOW and size of the aircraft (aircraft dimensions for wing tip clearance). The primary Demarcated Area is located at the General Aviation Apron. A Temporary Demarcated Area may be established on the Main Apron for Non-Qualifying aircraft 10, 000kg MTOW and above. Crew, Passengers and associated items for Non-Qualifying flights do not require screening, as per the Regulation. A manifest is required for all inbound and outbound flights. As the FBO Handling Agent LAS needs to be able to declare accurately the number of passengers on each flight. Therefore, operators/agents should send through updates and advise the end user and the crew so as to give as much notice as possible of changes, in order to avoid delays to the departure of the aircraft. Please note that access to the Main Apron for access to the Critical Part and Temporary Demarcated Area is only via Security Control Point 1 (CP1). CP1 is the only vehicular access to the Main Apron. This facility can be busy at times and delays may be incurred processing vehicles, crews and passengers.

Re-Positioning Aircraft from the GA Apron to the Main Apron for Fuel.

Any operator wishing to re-position aircraft for fuel should consult with LAS Operations to confirm the operational and security requirements which will add significant time to the aircraft turn-round.

If you have any questions or require further clarification please call us.

Best regards

The LAS Handling Team at Liverpool John Lennon Airport