 <b>Bournemouth Airport</b> <small>Part of Regional &amp; City Airports</small>		<b>Dangerous Goods (Including Mobility Aids)</b>			<b>Risk Rating</b>	<b>High– Reviewed annually</b>	
<b>Reference:</b>	BAI-AOPS-20	<b>Issue:</b>	V3.1	<b>Owner:</b>	Airfield Services Manager	<b>Department:</b>	Airfield Operations
<b>Issue Date:</b>		21/10/2025	<b>Compliance Date:</b>		21/10/2025	<b>Planned Review Start Date:</b>	31/09/2026

# Dangerous Goods (Including Mobility Aids)




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❖ **AMENDMENTS**


Version	Review	Date	Amended By (Initials)	Summary of Change
V1.0		September 2015		
	1.1	September 2016		
V2.0		December 2017		
	2.1	September 2020		
V3.0		July 2025		
	3.1	November 2025	KJ	Reformat

Changes to a document are identified in red italics and any wording which has been removed is crossed out using the strikethrough icon and highlighted in yellow. These remain on the document until it is ready for publishing. In instances where the document has been circulated for review and further changes have been requested, these changes are identified and distinguished from previous changes by highlighting in another colour i.e. blue and the document is circulated again.

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## 1. AIRCRAFT CARRYING EXPLOSIVES OR DANGEROUS GOODS

### 1.1 CLASSIFICATION

Dangerous Goods are assigned to one or more of nine UN Hazard Classes. Explosives fall within Class 1, which is further divided into six Divisions and several Compatibility Groups.

A few types of explosives are permitted on passenger aircraft, while some may only be carried on cargo aircraft. Many types of explosives are not permitted to be carried unless a specific exemption has been granted by the Civil Aviation Authority.

### 1.2 LOADING / UNLOADING; CONDITIONS

The following conditions must be applied for the loading / unloading of dangerous goods: -


- a) Where explosives are permitted to be carried on either passenger or cargo aircraft, without the need for an exemption, there is no restriction on where the aircraft must be parked for the loading or unloading of the explosives.

Where an exemption has been granted by the CAA (Dangerous Goods Office) to permit the carriage of normally forbidden explosives, the aircraft must be parked at one of the five specified surveyed sites during loading or unloading of the explosives.

- b) At each site, no other aircraft is to be within 75m, whilst the subject aircraft is in situ.
- c) At each site, a minimum distance of 50 metres should be observed by persons in the open, who are not involved in the loading / unloading operation.

Any aircraft diverting to, refuelling or making a tech stop at BOH, whilst carrying dangerous goods, will be subject to the same restrictions.

The defined net explosive quantities, referenced below, relate to carriage by civilian aircraft; Military aircraft do not fall under the jurisdiction of the CAA. Should a request be received to handle a military aircraft, carrying quantities greater than prescribed, a specific risk assessment should be undertaken, which should be signed off by the Accountable Manager.

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### 1.3 LOADING / UNLOADING; APPROVED SITES

Five surveyed loading / unloading sites are listed; the primary site is number 3: -

LOADING / UNLOADING SITE		CONDITIONS THAT APPLY DURING ACTIVITY	DIVISION			
			1.1	1.2	1.3	1.4
1	Taxiway Tango 830m from Runway Edge	Taxiways Victor & Whiskey Closed	3,000Kg	3,800Kg	85,000Kg	Unlimited
2	Taxiway Tango Intersection with Taxiways Delta / Mike	Taxiways Delta, Mike, November and Whiskey Closed	2,300Kg	2,300Kg	45,000Kg	Unlimited
3	Taxiway Romeo 330m from Runway Edge	Taxiway Bravo Closed; West Apron Stands 7-11 closed	800Kg	800Kg	8,000Kg	Unlimited
4	Taxiway Bravo Compass Base	Taxiways Romeo and Alpha Closed	1,150Kg	1,150Kg	12,000Kg	Unlimited
5	Taxiway Bravo Compass Base	None	450Kg	450Kg	2,700Kg	Unlimited

Each site allows for a maximum quantity of Class 1 Dangerous Goods to be loaded / unloaded; this quantity varies and is dependent upon the Division.


The maximum quantity shown is that for any one of the above figures; it is not intended that each apply when there is more than one Division on the same occasion. In such circumstances, the most restrictive single quantity applies.

*For example; on Taxiway Bravo Compass Base there may be a total of 450Kg of explosives in Division 1.1 or Division 1.2, or a combination of the two Divisions. If the explosive is in Division 1.3 the quantity may be up to 2,700 Kg; but if there are also explosives in Division 1.1 &/or Division 1.2, the maximum quantity will be 450Kg.*

### 1.4 NOTIFICATION

Airlines and Handling Agents are to ensure that if they are operating, or receive notification of a dangerous goods flight, which requires an exemption and therefore use of specific loading / unloading sites, they are to inform Fire Control as soon as possible, to arrange aircraft parking, in accordance with the above requirements. They must also take into account any conditions / restrictions specified above.

The CAA may impose additional conditions, which may affect the loading / unloading site.

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## 2. CARRIAGE OF ELECTRIC MOBILITY AIDS

### 2.1 CHECK-IN AND LOADING: -

The mobility aid is to be checked in along with the passenger’s luggage and issued with appropriate luggage label. The mobility aid will remain with the PRM passenger who will proceed to the dedicated PRM Reception Area.

PRM handling personnel will facilitate the movement of the PRM passenger, with their mobility aid, to either the out of gauge hold baggage screening, or through to the Departure Lounge and onwards to the dedicated waiting area.

Before the PRM passenger leaves the mobility aid, for onward loading on to the aircraft, they should disconnect / disable it, so as to ensure the electrical drive system cannot be re-activated. This process should be witnessed by the PRM handling personnel present and an Electric Mobility Aid Checklist should be completed.

A copy of this is included as Appendix 1

### 2.2 DEPARTING PASSENGER: -


PRM operatives will receive all pre-notification of passengers via SITA; this gives the passengers status and the classification of mobility equipment used, including weight and size of the equipment.

PRM operatives will escort the PRM passenger from their designated point of arrival through Check-in and Security to the Departures designated collection point.

Prior to boarding, the PRM operatives are to collect the PRM passenger from the Departure Lounge designated collection point, escort to the Aircraft and position them into their allocated seat. However, at a suitable juncture, prior to boarding, the passenger is to be asked to disable their mobility equipment.

Once the PRM passenger has been boarded, the PRM staff are to handover the mobility equipment to the ground-handling agent, normally at the base of the aircraft steps, who will load it onto the aircraft.

The Ground Handling Agent will load the mobility equipment onto the aircraft following the ground handling guidelines, which have been issued to them by the Aircraft Operators. They

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will then give written confirmation to the Captain that the equipment is loaded correctly and safe for carriage.

**2.3 ARRIVING PASSENGER: -**

PRM operatives will receive all pre-notification of passengers via SITA; this gives the passengers status and the classification of mobility equipment used, including weight and size of the equipment.

PRM operatives will meet the PRM passenger on the aircraft from where they will then disembark the passenger using appropriate means.

Once the passenger has been disembarked, they are to be taken to their mobility equipment, which will have been positioned at the base of the aircraft steps by the Ground Handling Agent. The passenger should then be asked to enable the equipment.



PRM staff will then escort the passenger to Arrivals where they will reclaim their baggage. Once all baggage has been retrieved the passenger is to be taken to their chosen point of departure from the Airport.

**2.4 RECORDS: -**

No PRM records are actually generated from this task. However, the Ground Handling Agent will retain records for the carriage of the mobility equipment.

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**APPENDIX 1 ELECTRIC MOBILITY AID FORM**

 	<h2>ELECTRIC MOBILITY AID</h2>
<p><b>SECTION 1 – PASSENGER HANDLING</b></p> <p>PAX Name: _____ Reservation no: _____</p> <p>Flt No: _____ Seat No: _____ Travel Date: _____</p> <p>Make / Model: _____ Tare Weight (Kg): _____</p> <p>Battery Type: <b>Wet Acid</b> <input type="checkbox"/> not accepted chair may go without Battery <b>Dry</b> <input type="checkbox"/> <b>Gel</b> <input type="checkbox"/>  <b>Lithium</b> <input type="checkbox"/></p> <p>Are you aware and able to disconnect the battery: Yes <input type="checkbox"/> No <input type="checkbox"/> if no able chair will not be carried</p> <p><b>Instructions for protecting from short-circuit:</b></p> <p>The battery is fully encased with no exposed terminals: Yes <input type="checkbox"/> No <input type="checkbox"/></p>	
<p><b>SECTION 2 – OCS / OMNISERV IN CONJUNCTION WITH PASSENGER</b></p> <p><b>Instructions for inhibiting electrical circuits:</b></p> <p><input type="checkbox"/> Passenger Has isolated the device</p> <p><input type="checkbox"/> Separate battery cable connector by: _____</p> <p><input type="checkbox"/> Non- spillable batteries specifically designed to be removed for ease of transport, contained in strong, rigid packagings (hold stowage only).</p> <p><input type="checkbox"/> Lithium batteries specifically designed to be removed for ease of transport, protected from short circuit and taken by Pax for cabin stowage.</p> <p><input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> Wet acid batteries will not be carried Chairs with batteries revoved can.</p>	
<p><b>SECTION 3 – PASSENGER</b></p> <p>I confirm that I have protected the device from short circuit and have inhibited the electrical circuits as specified above.</p> <p>Name (print) _____ Sign: _____</p>	
<p><b>SECTION 4 – OCS/ OMNISERV OPERATIVE</b></p> <p>I confirm that I have witnessed that the mobility aid does not operate electrically.</p> <p>Name (print) _____ Sign: _____</p>	
<p><b>SECTION 5 – LOADING SUPERVISOR/TURN AROUND COORDINATOR</b></p> <p>I confirm that all relevant sections are completed and the electric mobility aid is securely loaded.</p> <p>Name (print) _____ Sign: _____</p>	
<p><b>DISTRIBUTION</b></p> <p>WHITE COPY TO BE RETAINED FOR FLIGHT FILE</p>	<p>YELLOW COPY TO BE ATTACHED TO ELECTRIC MOBILITY AID</p> <p>BLUE COPY TO LBIA PODM</p>