

#### **9.1.1.1 APPROVAL TO TRANSPORT DANGEROUS GOODS**

No AOC holder may transport dangerous goods unless approved to do so by the Authority.

#### **9.1.1.2 SCOPE**

- (a) Each AOC holder shall comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods By Air, ICAO Doc. 9284 (Technical Instructions) on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside the territory of [STATE]. Where dangerous goods are to be transported outside the territory of [STATE], the AOC holder shall review and comply with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions.
- (b) Articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of the Technical Instructions, provided they are —
  - (1) Required to be aboard the aircraft for operating reasons;
  - (2) Carried as catering or cabin service supplies;
  - (3) Carried for use in flight as veterinary aid or as a humane killer for an animal; or
  - (4) Carried for use in flight for medical aid for a patient, provided that—
    - (i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;
    - (ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;
    - (iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and
    - (iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or
    - (v) They are carried by passengers or crewmembers.
  - (5) Articles and substances intended as replacements for those in paragraph (b)(1) may be transported on an aircraft as specified in the Technical Instructions.

#### **9.1.1.3 LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS**

- (a) Each AOC holder shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aircraft.
- (b) Each AOC holder shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances are transported only when—
  - (1) They are exempted by the States concerned under the provisions of the Technical Instructions; or
  - (2) The Technical Instructions indicate they may be transported under an approval issued by the State of Origin.

#### **9.1.1.4 CLASSIFICATION**

Each AOC holder shall take all reasonable measures to ensure that articles and substances are classified as dangerous goods as specified in the Technical Instructions.

#### **9.1.1.5 PACKING**

Each AOC holder shall take all reasonable measures to ensure that dangerous goods are packed as specified in the Technical Instructions.

#### **9.1.1.6 LABELLING AND MARKING**

- (a) Each AOC holder shall take all reasonable measures to ensure that packages, overpacks and freight containers are labelled and marked as specified in the Technical Instructions.
- (b) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of [STATE], the AOC holder shall ensure that labelling and marking are in the English language in addition to any other language requirements.

#### **9.1.1.7 DANGEROUS GOODS TRANSPORT DOCUMENT**

- (a) Each AOC holder shall ensure that, except when otherwise specified in the Technical Instructions, dangerous goods are accompanied by a dangerous goods transport document.
- (b) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of a State, the AOC holder shall ensure that the English language is used for the dangerous goods transport document in addition to any other language requirements.

#### **9.1.1.8 ACCEPTANCE OF DANGEROUS GOODS**

- (a) No AOC holder may accept dangerous goods for transport until the package, overpack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions.
- (b) Each AOC holder, or its handling agent, shall use an acceptance check list which—
  - (1) Shall allow for all relevant details to be checked; and
  - (2) Shall be in such form as will allow for the recording of the results of the acceptance check by manual, mechanical or computerised means.

#### **9.1.1.9 INSPECTION FOR DAMAGE, LEAKAGE OR CONTAMINATION**

- (a) Each AOC holder shall ensure that:
  - (1) Packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aircraft or into a unit load device, as specified in the Technical Instructions;
  - (2) A unit load device is not loaded on an aircraft unless it has been inspected as required by the Technical Instructions and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein;
  - (3) Leaking or damaged packages, overpacks or freight containers are not loaded on an aircraft;
  - (4) Any package of dangerous goods found on an aircraft and which appears to be damaged or leaking is removed or arrangements made for its removal by an appropriate authority or organisation.
  - (5) After removal of any leaking or damaged goods, the remainder of the consignment is inspected to ensure it is in a proper condition for transport and that no damage or contamination has occurred to the aircraft or its load; and
  - (6) Packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aircraft or from a unit load device and, if there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination.

#### **9.1.1.10 REMOVAL OF CONTAMINATION**

- (a) Each AOC holder shall ensure that—
  - (1) Any contamination found as a result of the leakage or damage of dangerous goods is removed without delay; and

- (2) An aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

#### **9.1.1.11 LOADING RESTRICTIONS**

- (a) *Passenger Cabin and Flight Deck.* Each AOC holder shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions.
- (b) *Cargo Compartments.* Each AOC holder shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.
- (c) *Dangerous Goods Designated for Carriage Only on Cargo Aircraft.* Each AOC holder shall ensure that packages of dangerous goods bearing the "Cargo Aircraft Only" label are carried on a cargo aircraft and loaded as specified in the Technical Instructions.

#### **9.1.1.12 PROVISION OF INFORMATION**

- (a) *Information to Ground Staff.* Each AOC holder shall ensure that:
  - (1) Information is provided to enable ground staff to carry out their duties with regard to the transport of dangerous goods, including the actions to be taken in the event of incidents and accidents involving dangerous goods; and
  - (2) Where applicable, the information referred to in paragraph (a)(1) is also provided to the handling agent.
- (b) *Information to Passengers.* Each AOC holder shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aircraft.
- (c) *Information to Acceptance Points Personnel.* Each AOC holder and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods.
- (d) *Information to Crew Members.* Each AOC holder shall ensure that information is provided in the Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.
- (e) *Information to the PIC.* Each AOC holder shall ensure that the PIC is provided with written information, as specified in the Technical Instructions.

#### **9.1.1.13 TRAINING PROGRAMMES**

- (a) Each AOC holder shall establish, maintain, and have approved by the Authority, staff training programmes, as required by the Technical Instructions
- (b) Each AOC holder not holding a permanent approval to carry dangerous goods shall ensure that—
  - (1) Staff who are engaged in general cargo handling have received training to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified in Column 1 of Table I to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods and how to identify such goods.
  - (2) Crew members, passenger handling staff, and security staff employed by the AOC holder who deal with the screening of passengers and their baggage, have received training which covers as a minimum, the areas identified in Column 2 of Table I to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods,

how to identify them and what requirements apply to the carriage of such goods by passengers.

**TABLE 1**

<b>Areas of Training</b>	<b>1</b>	<b>2</b>
General philosophy	X	X
Limitations on dangerous goods in air transport	X	X
Package marking and labelling	X	X
Dangerous goods in passengers baggage		X
Emergency procedures	X	X

Note: 'X' indicates an area to be covered.

- (c) Each AOC holder holding a permanent approval to carry dangerous goods shall ensure that:
- (1) Staff who are engaged in the acceptance of dangerous goods have received training and are qualified to carry out their duties which covers as a minimum, the areas identified in Column 1 of Table 2 to a depth sufficient to ensure the staff can take decisions on the acceptance or refusal of dangerous goods offered for carriage by air.
  - (2) Staff who are engaged in ground handling, storage and loading of dangerous goods have received training to enable them to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified in Column 2 of Table 2 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods, how to identify such goods and how to handle and load them.
  - (3) Staff who are engaged in general cargo handling have received training to enable them to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified in Column 3 of Table 2 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods, how to identify such goods and how to handle and load them.
  - (4) Flight crew members have received training which covers as a minimum, the areas identified in Column 4 of Table 2 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods and how they should be carried on an aircraft.
  - (5) Passenger handling staff; security staff employed by the operator who deal with the screening of passengers and their baggage; and crew members other than flight crew members, have received training which covers as a minimum, the areas identified in Column 5 of Table 2 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods and what requirements apply to the carriage of such goods by passengers or, more generally, their carriage on an aircraft.
- (d) Each AOC holder shall ensure that all staff who require dangerous goods training receive recurrent training at intervals of not longer than 2 years.
- (e) Each AOC holder shall ensure that records of dangerous goods training are maintained for all staff trained in accordance with paragraph (d).
- (f) Each AOC holder shall ensure that its handling agent's staff are trained in accordance with the applicable column of Table 1 or Table 2.

**Table 2**

<b>Areas Of Training</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
General philosophy	X	X	X	X	X
Limitations on dangerous goods in the air transport	X	X	X	X	X
Classification and list of dangerous goods	X	X		X	
General packing requirements and packing instructions	X				
Packaging specifications marking	X				
Package marking and labelling	X	X	X	X	X
Documentation from the shipper	X				
Acceptance of dangerous good, including the use of a checklist	X				
Loading, restrictions on loading and segregation	X	X	X	X	
Inspections for damage or leakage and decontamination procedures	X	X			
Provision of information to the PIC	X	X		X	
Dangerous goods in passengers' baggage	X			X	X
Emergency procedures	X	X		X	X

Note: x indicates an area to be covered.

#### **9.1.1.14 DANGEROUS GOODS REPORTS**

- (a) Reporting Of Dangerous Goods Accidents And Incidents
  - (1) Each AOC holder must report dangerous goods accidents and incidents to the appropriate authorities of the State of the Operator and the State in which the accident or incident occurred in accordance with the reporting requirements of those appropriate authorities.
- (b) Reporting Of Undeclared Or Misdeclared Dangerous Goods
  - (1) Each AOC holder must report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo. Such a report must be made to the appropriate authorities of the State of the Operator and the State in which this occurred. An operator must also report any occasion when dangerous goods not permitted under the provisions for dangerous goods carried by passenger or crew are discovered in passengers' baggage. Such a report must be made to the appropriate authority of the State in which this occurred.
- (c) Information By The Operator In Case Of An Aircraft Accident Or Incident
  - (1) In the event of an aircraft accident or serious incident, the operator of an aircraft carrying dangerous goods as cargo must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the copy of the information to the pilot-in-command. As soon as possible, the AOC holder must also provide this information to the appropriate authorities of the State of the AOC holder and the State in which the accident or serious incident occurred.
  - (2) In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo must, if requested to do so, provide information without delay to the emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the copy of the information to the pilot-in-command. *.Note.— The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.*

- (d) AOC holder Operators must address the previous provisions in appropriate manuals and accident contingency plans.