

# Seychelles Civil Aviation Authority

Safety and Security Regulation Department

Flight Operations and Flight Crew Licensing Inspectorate

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## DANGEROUS GOODS DIRECTIVE

Number: DG/2023/001

### Carriage of Dangerous Goods by Air

Dangerous Goods Directives provide information that is intended for mandatory compliance. Dangerous Goods Directives are issued in accordance with Regulation 57 and 110 of the Seychelles Civil Aviation (Safety) Regulations 2017.

#### 1. Purpose

This directive transposes the Standards and Recommended Practices (SARPs) the 4<sup>th</sup> edition of Annex 18 to the Convention on International Civil Aviation, The Safe Transport of Dangerous Goods by Air into requirements for carriage of dangerous goods by air.

*Note: The 4<sup>th</sup> edition of ICAO Annex 18 dated July 2018 incorporates amendment number 12.*

This directive provides comprehensive requirements governing the carriage of dangerous goods by air supported by the detailed technical material of ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air for commercial air transport, general aviation, or aerial work as applicable.

ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air, referred to as the Technical Instructions, prescribe the detailed requirements applicable to the civil transport of dangerous goods by air by any aircraft (including both internal and external carriage). Any addenda to the current edition of the Technical Instructions issued by ICAO constitute part of these Instructions.

*Note: Guidance on the use of the Technical Instructions is provided under 'Use of the Technical Instructions' in the foreword of the document.*

The Authority Dangerous Goods Office takes the necessary measures to achieve full compliance with the detailed provisions of the Technical Instructions and any amendment which may be published during the specified period of applicability of an edition of the Technical Instructions.

Where specifically provided for in the Technical Instructions, the Authority may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.

Where the application of a regulation is required and there is any conflict between the regulation and the Technical Instructions, the Technical Instructions take precedence.

## 2. Applicability

The requirements of this directive shall be applicable to:

- (a) regular shippers of dangerous goods and their agents; and
- (b) operators; and
- (c) handling agents who accept dangerous goods for carriage by air; and
- (d) agencies, organisations and persons, other than operators, involved in processing or carrying by air either passengers or cargo; and
- (e) agencies engaged in the security screening of passengers and their baggage.
- (f) designated postal operators

*Note 1: Except as otherwise provided for in the Technical Instructions, no person may offer or accept dangerous goods for civil transport by air unless those goods are properly classified, documented, certificated, described, packaged, marked, labelled and in the condition for shipment required by these Instructions. If a person performs a function required by these Instructions on behalf of the person who offers the dangerous goods for transport by air or on behalf of the operator, that person must perform that function in accordance with the requirements of these Instructions. No person may transport dangerous goods by air unless those goods are accepted, handled and transported in accordance with these Instructions. No person may label, mark, certify or offer a packaging as meeting the requirements of these Instructions unless that packaging is manufactured, fabricated, marked, maintained, reconditioned or repaired as required by these Instructions. No person shall carry dangerous goods or cause dangerous goods to be carried aboard an aircraft in either checked or carry-on baggage or on his/her person, unless permitted by Part 8 Provisions Concerning Passengers and Crew, Chapter 1 Provisions for Dangerous Goods Carried by Passengers or Crew, paragraph 1.1.2 of the Technical Instructions.*

*Note 2: When dangerous goods intended for air transport are carried by surface transport to or from an aerodrome, any other applicable national or modal transport requirements should be met in addition to those that are applicable for the goods when carried by air.*

## 3. References

- ICAO Doc 9859 Safety Management Manual
- ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air
- ICAO Doc 10102 Guidance for Safe Operations Involving Aeroplane Cargo Compartments
- ICAO Doc 9481 Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods
- ICAO Doc 10147 Guidance on a Competency-Based Approach to Dangerous Goods Training and Assessment

#### **4. Additional Information/Clarification/Queries**

Any queries, requests for guidance/clarification or additional information subsequent to this publication should be addressed to General Manager Safety and Security Regulations by mail [dalabrosse@scaa.sc](mailto:dalabrosse@scaa.sc) or by contacting the SCAA Safety and Security Regulations Flight Operations and Personnel Licencing Inspectorate (telephone 4384271).

#### **5. Effective Date**

14<sup>th</sup> April 2023

#### **6. Cancellation**

This Directive will remain in force until revoked or replaced by the Authority.

## 7. Carriage of Dangerous Goods by Air

### 7.1 General

#### 7.1.1 Definitions

When the following terms are used in this directive and associated dangerous goods publications, they have the following meanings:

- (a) *Approval*. An authorization granted by an appropriate national authority for:
  - (i) The transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
  - (ii) Other purpose as provided for in the Technical Instructions
- (b) *Acceptance Checklist*. A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.
- (c) *Cargo aircraft*. Any aircraft, other than a passenger aircraft which is carrying goods or property.
- (d) *Consignment*. One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address for delivery to one consignee at one destination address and in respect of which there is not more than one airwaybill;
- (e) *Crew member*. A person assigned by an operator to duty on an aircraft during a flight duty period.
- (f) *Dangerous Goods*. Any article or substance which is capable of posing a significant risk to health, safety or property when carried by air and which is classified in Part 2 of the Technical Instructions;
- (g) *Dangerous Goods Accident*. An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.
- (h) *Dangerous Goods Incident*. An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants is deemed to constitute a dangerous goods incident.
- (i) *Dangerous Goods Transport Document*. A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air (See definition, below). It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labelled and in a proper condition for transport.
- (j) *Designated postal operator*. Any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU convention on its territory.

- (k) *Exception*. A provision in the Technical Instructions which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
- (l) *Exemption*. An authorization, other than an approval, granted by the Authority providing relief from the provisions of the Technical Instructions.

*Note: The requirements for exemptions are given in Part 1 General, Chapter 1 Scope and Applicability, paragraph 1.1 General Applicability, 1.1.3 of the Technical Instructions*

- (m) *Flight crew member*. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- (n) *Freight Container*. A freight container is an article of transport equipment for radioactive materials, designed to facilitate the transport of such materials, either packaged or unpackaged, by one or more modes of transport.
- (o) *Handling Agent*. An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.
- (p) *Package*. The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- (q) *Packaging*. Receptacles and any other components or materials necessary for the receptacle to perform its containment function and to ensure compliance with the packing requirements.
- (r) *Proper Shipping Name*. The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.
- (s) *Operator*. A person, organisation or enterprise engaged in or offering to engage in an aircraft operation.
- (t) *Overpack*. An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.
- (u) *Package*. The complete product of the packing operation consisting of the packaging and its content prepared for transport.
- (v) *Packaging*. Receptacles and any other components or materials necessary for the receptacle to perform its containment function.

*Note: For radioactive material, see Part 2, paragraph 7.2 of the technical Instructions*

- (w) *Passenger Aircraft*. An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.
- (x) *Pilot-In-Command (PIC)*. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charge with the safe conduct of a flight
- (y) *Safety Management System (SMS)*. A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures.

- (z) *Serious Injury*. An injury which is sustained by a person in an accident and which:
- (i) Requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
  - (ii) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
  - (iii) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
  - (iv) Involves injury to any internal organ; or
  - (v) Involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
  - (vi) Involves verified exposure to infectious substances or injurious radiation
- (aa) *State of Destination*. The state in the territory of which the consignment is finally to be unloaded from an aircraft.
- (bb) *State of Origin*. The State in which dangerous goods were first loaded on an aircraft.
- (cc) *State of the Operator*. The state in which the operator's principal place of business is located or if there is no such place of business, the operator's permanent residence.
- (dd) *Technical Instructions*. The latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO. The term "Technical Instructions" is used in this Directive.
- (ee) *UN number*. The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.
- (ff) *Unit load device*. Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo, except for:
- (1) an overpack; or
  - (2) a freight container for radioactive materials.

### 7.1.2 General Carriage Requirements

- (a) The requirements of this directive shall be applicable to all international and domestic operations of civil aircraft.
- (b) A person must not offer or accept dangerous goods for carriage by air unless those goods are classified, documented, certificated, described, packaged, marked, and labelled in accordance with the Technical Instructions, and are in the condition for shipment prescribed by the Technical Instructions.
- (c) A person must not carry dangerous goods by air unless those goods are accepted, handled, and carried in accordance with the Technical Instructions.
- (d) No person may operate or cause to operate an aircraft carrying dangerous goods except in accordance with this directive.

(e) The authority may, upon application by an operator or a shipper and where specifically provided for in the technical Instructions grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the technical instructions is achieved

(f) In instances:

(i) Of extreme urgency; or

(ii) When other forms of transport are inappropriate; or

(iii) When full compliance with the prescribed requirements is contrary to the public interest

the states concerned may grant an exemption from the provisions of the Technical Instructions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions.

(g) For the state of Overflight, if none of the criteria for granting an exemption are relevant, the authority may grant an exemption based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

(h) Carriage of Munitions of War

(1) An aircraft shall not carry any munitions of war unless:

(i) such munitions of war are carried with the written permission from the Authority and in accordance with any conditions relating thereto; and

(ii) the pilot in command of the aircraft is informed in writing by the operator before the flight commences of the type, weight or quantity and location of any such munitions of war on board or suspended beneath the aircraft and any conditions of the permission from the Authority.

(2) Notwithstanding paragraph 7.1.2 (a) above it shall be unlawful for an aircraft to carry any weapon including sporting weapons or munitions of war in any compartment or apparatus to which passengers have access.

(3) It shall be unlawful for a person to carry or have in his possession or take or cause to be taken on board an aircraft, to suspend or cause to be suspended beneath an aircraft or to deliver or cause to be delivered for carriage thereon any weapon including sporting weapons or munitions of war unless:

(i) such weapons or munitions of war:

a. is either part of the baggage of a passenger on the aircraft or consigned as cargo to be carried thereon;

b. is carried in a part of the aircraft, or in any apparatus attached to the aircraft inaccessible to passengers; and

c. in the case of a firearm, is unloaded; and

(ii) particulars of such weapon or munitions of war have been furnished by that passenger or by the consignor to the operator before the flight commences; and

(iii) without prejudice to paragraph 7.1.2 (a) above the operator consents to the carriage of such weapon or munitions of war by the aircraft.

- (4) Nothing in this directive shall apply to any weapon or munitions of war taken or carried on board an aircraft within the territory of the republic of Seychelles registered in a country other than the Republic of Seychelles, if the weapon or munitions of war, as the case may be, may under the law of the country in which the aircraft is registered be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or of persons on board.
- (5) For the purposes of this directive 'munitions of war' means any weapon, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against persons, including parts, whether components or accessories, for such weapon, ammunition or article.
- (6) For the purpose of this directive 'sporting weapon' may be any weapon that is not a weapon of war or munitions of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or munitions of war, such as a musket, may now be regarded as a sporting weapon

*Note: There is no internationally agreed definition of sporting weapons.*

### **7.1.3 Certification**

No person may conduct operations involving transportation of dangerous goods by air prior to completing a certification process addressing the requirements of this directive.

### **7.1.4 Forbidden Dangerous Goods**

As prescribed in Part 1 General, Chapter 2 Limitation of Dangerous Goods on Aircraft, 2.1 Dangerous Goods Forbidden for Transport by Air under any Circumstance shall not be carried on any aircraft.

### **7.1.5 Exceptions**

#### **7.1.5.1 General Exceptions**

Dangerous goods carried in accordance with Part 1 General, Chapter 1 Scope and Applicability, paragraph 1.1 General Applicability, 1.1.5 General exceptions of the Technical Instructions are excepted from the requirements of the Technical Instructions.

7.1.5.2 Dangerous goods carried in accordance with or listed under the following paragraphs of Part 1 General, Chapter 2 Limitation of Dangerous Goods on Aircraft to the technical Instructions are excepted from certain provision of the Technical Instructions:

- (a) The provisions of the Technical Instructions do not apply to articles listed under paragraph 2.2 Dangerous Goods of The Operator;
- (b) In accordance with the Universal Postal Union (UPU) Convention, dangerous goods as defined in the Technical Instructions are not permitted in mail with the exception of those listed under paragraph 2.3 Transport of Dangerous Goods by Post;
- (c) In accordance with paragraph 2.4 Dangerous Goods in Excepted Quantities, small quantities of dangerous goods, as defined in Part 3, Chapter 5 of the Technical Instructions, are excepted from certain provisions of these Instructions subject to the conditions laid down in that chapter;
- (d) In accordance with paragraph 2.5 Exceptions for Dangerous Goods Packed in Limited Quantities, dangerous goods packed in limited quantities are excepted from certain provisions of the Technical Instructions subject to the conditions laid down in Part 3, Chapter 4;
- (e) Lamps listed under paragraph 2.6 Lamps Containing Dangerous Goods are not subject to the Technical Instructions provided that they do not contain radioactive material.



7.1.5.3 Unless otherwise authorized by the Authority, articles and substances intended as replacements for those referred to in 7.1.5.2 (a) above, or articles and substances referred to in 7.1.5.2 (a) above which have been removed for replacement, must be transported in accordance with the provisions of these Instructions, except that when consigned by operators, they may be carried in containers specially designed for their transport, provided such containers are capable of meeting at least the requirements for the packagings specified in these Instructions for the items packed in the containers.

7.1.5.4 Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this directive to the extent specified in Part 8 of the Technical Instructions.

#### **7.1.5.5 Exemptions**

The Authority may, upon application by an operator or a shipper exempt such operator or shipper from the provisions of this directive in accordance with Part 1 General, Chapter 1 Scope and Applicability, paragraph 1.1 General Applicability, 1.1.3 of the Technical Instructions.

#### **7.1.5.6 Notification of Variations from the Technical Instructions**

(a) Should the Authority adopt different provisions from those specify in the Technical Instructions ICAO shall be notified and the information shall be published under state variations in the ICAO Technical Instructions.

*Note: State Variations will also be published in the IATA Dangerous goods Regulations.*

(b) Operators shall notify the Authority should they adopts more restrictive requirements than those specified in the Technical Instructions. The notification of such Operator variations shall be made to ICAO for publication in the Technical Instructions.

#### **7.1.5.7 Dangerous Goods Forbidden for Transport by Air unless Exempted**

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the states concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicated they may be transported under an approval granted by the state of Origin:

(a) Dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstance: and

(b) Infected live animals

#### **7.1.5.8 Surface Transport**

Shippers shall ensure that dangerous goods intended for air transport is prepared in accordance with the ICAO Technical Instructions and is acceptable for surface transport to or from aerodromes.

#### **7.1.6 Carriage by Passenger or Crew Member**

A person shall not carry dangerous goods or cause dangerous goods to be carried aboard an aircraft in checked or carry-on baggage or on their person unless in accordance with Part 8 Provisions Concerning Passengers or crew, Chapter 1 Provisions for Dangerous Goods Carried by Passengers or Crew of the Technical Instructions.

### **7.1.7 Offer of Goods**

(a) A person offering articles or substance for carriage by air shall:

(1) if the article or substance is not a dangerous good, provide the operator with a signed document that:

- (i) accurately describes the article or substance; or
- (ii) states that the article or substance does not contain dangerous goods; or

(2) if the article or substance contains dangerous goods, comply with the requirements of paragraph 7.3 below.

(b) Paragraph (a)(1) shall not apply to:

- (1) postal articles; or
- (2) checked or carry-on baggage

*Note 1: Carriage of dangerous goods by post shall be only in accordance with Part 1 General, Chapter 2 Limitation of Dangerous Goods On Aircraft paragraph 2.3 Transport of Dangerous Goods By Post of the Technical Instructions.*

*Note 2: Carriage of checked or carry-on baggage by passengers or crew shall be only in accordance with Part 8 Provisions Concerning Passengers or crew, Chapter 1 Provisions for Dangerous Goods Carried by Passengers or Crew of the Technical Instructions.*

### **7.1.8 Custody of Dangerous Goods**

(a) Any dangerous goods offered or accepted for carriage by air that are associated with an accident or incident reported to the Authority shall be deemed to be in the custody of the Authority.

(b) The Authority may:

- (1) inspect and open any of those goods specified in paragraph (a); and
- (2) retain samples of the contents for testing and analysis and for evidential purposes.

### **7.1.9 Dangerous Goods Packages Opened by Customs and other Authorities**

Any package containing dangerous goods opened during an inspection by customs officers, or any other authority shall, before being forwarded to the consignee, be restored by qualified persons to a condition that complies with the requirements of the Technical Instructions.

## 7.2 Packaging, Packing, Marking, and Labelling

*Note 1: Before a person offers any package or overpack of dangerous goods for transport by air, that person must ensure that the requirements of Part 5 Shipper's Responsibility of the Technical Instructions have been complied with.*

*Note 2: It is the shipper's responsibility to ensure that all of the applicable air transport requirements have been complied with. The items indicated in Part 5 Shipper's Responsibility of the Technical Instructions are provided as examples and do not include a complete list of all the applicable requirements for air transport.*

### 7.2.1 Packaging Requirements

A person shall not mark, label, certify, or offer a packaging as meeting the requirements of this paragraph unless the packaging is:

- (a) of good quality and constructed and securely closed to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration.
- (b) Packagings shall be suitable for the contents. Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.
- (c) manufactured, fabricated, marked, maintained, reconditioned, and repaired, as applicable, in accordance with the Technical Instructions; and
- (d) tested in accordance with the provisions of the Technical Instructions;
- (e) Packagings for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.
- (f) Inner packagings shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packagings.
- (g) No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.
- (h) If, because of the nature of their former contents, uncleaned empty packings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- (i) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

*Note: Packaging requirements are prescribed Part 6 Packaging Nomenclature, Marking, Requirements and Tests of the Technical Instructions.*

### 7.2.2 Packing Requirements

A person packing dangerous goods for carriage by air shall:

- (a) pack the goods in accordance with the Technical Instructions; and
- (b) except where the Technical Instructions otherwise provides, ensure that the packaging:
  - (1) is used as specified in the applicable test; and

- (2) conforms in all respects with the design type, including the method of packing and size and type of any inner packagings, which was tested.

*Note: Packing requirements are prescribed Part 4 Packing Instructions and Part 5 Shipper's Responsibility, Chapter 1 General of the Technical Instructions.*

### **7.2.3 Marking Requirements**

7.2.3.1 Each person who marks a package or overpack containing dangerous goods for carriage by air shall mark the package or overpack:

(a) in accordance with the Technical Instructions; and

(b) in accordance with the following:

- (1) the proper shipping name of the dangerous goods, and, if appropriate, supplemented with the technical name:
- (2) when assigned, the corresponding UN number, preceded by the letters UN:
- (3) the name and address of the person who offers the dangerous goods for carriage by air and the consignee:
- (4) such other markings as are specified in the Technical Instructions.

*Note: Marking requirements are prescribed Part 5 Shipper's Responsibility, Chapter 1 General and Chapter 2 Package Markings of the Technical Instructions.*

7.2.3.2 Specification markings on Packagings.

Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

### **7.2.4 Labelling Requirements**

A person who labels a package or overpack containing dangerous goods for carriage by air must:

(a) label each package and overpack in accordance with the Technical Instructions; and

(b) ensure that each hazard label indicates the true nature of the hazard in accordance with the Technical Instructions.

*Note: Marking requirements are prescribed Part 5 Shipper's Responsibility, Chapter 1 General and Chapter 3 Labelling of the Technical Instructions.*

### **7.2.5 Languages to be used for Markings**

In addition to the languages required by the state of Origin and pending the development and adoption of a more suitable form of expression for universal Use. English shall be used for markings related to dangerous goods leaving and entering Seychelles.

### **7.3 Offer of Dangerous Goods**

7.3.1 A person offering a package or overpack containing dangerous goods for carriage by air shall ensure that:

- (a) the dangerous goods are not forbidden under the Technical Instructions for carriage by air; and
- (b) the dangerous goods are certified in accordance with this paragraph; and
- (c) the dangerous goods are packaged, packed, marked, and labelled as prescribed in paragraph 7.2 above; and
- (d) when required by the Technical Instructions, the dangerous goods are accompanied by a dangerous goods transport document that has been executed and signed in accordance with paragraph 7.3.2 below; and
- (e) they have otherwise complied with the requirements of Part 5 Shipper's Responsibility, Chapter 1 General of the Technical Instructions.

#### **7.3.2 Dangerous Goods Transport Document**

A person offering dangerous goods for carriage by air shall, subject to paragraph 7.3.1(d) above, provide the operator with 2 copies of a completed and signed dangerous goods transport document that:

- (a) accurately describes the dangerous goods in the following order by their:
  - (1) proper shipping name; and
  - (2) class or, when assigned, division, including for Class 1, compatibility group; and
  - (3) UN number, if any, preceded by the letters UN; and
  - (4) where assigned, the appropriate packing group; and
- (b) Declaration signed by the person who offered the dangerous goods for carriage by air; and
- (c) complies with any additional requirements prescribed by the Technical Instructions.

*Note: Dangerous goods transport document requirements are prescribed Part 5 Shipper's Responsibility, Chapter 4 Documentation of the Technical Instructions.*

### **7.4 Operator Requirements**

*Note 1: This paragraph prescribes requirements for the:*

- (a) acceptance, handling, storage, loading, and inspection of dangerous goods by operators; and*
- (b) provision of information by operators concerning dangerous goods.*

*Note 2: Nothing in this paragraph should be interpreted as requiring an operator to carry a particular article or substance or as preventing an operator from imposing special requirements on the carriage of a particular article or substance.*

*Note 3: Nothing in this paragraph is intended to preclude a ground handling agent from carrying out some or all the functions of an operator. However, such ground handling agents are subject to the operator's responsibilities of Part 7 Operator's Responsibility of the Technical Instructions.*

*Note 4: Where a person performs a function required by this paragraph on behalf of the operator, that person shall perform the function in accordance with this paragraph.*

*Note 5: Attachment A provides information use of the IATA Dangerous Goods Regulations.*

#### **7.4.1 Acceptance of Dangerous Goods**

An operator shall not accept for carriage by air a package, overpack, or, where permitted by the Technical Instructions, a unit load device, containing dangerous goods, unless:

- (a) it is accompanied by 2 copies of the dangerous goods transport document prescribed in paragraph 7.3.2 above, except where the Technical Instructions state that such a document is not required; and
- (b) the package, overpack, or unit load device has been:
  - (1) inspected in accordance with paragraph 7.4.6 below; and
  - (2) marked and labelled in accordance with paragraph 7.2.3 and 7.2.4 above.

#### **7.4.2 Acceptance Check**

An operator accepting dangerous goods for carriage by air shall:

- (a) use an acceptance checklist to ensure that:
  - (1) compliance with the requirements in paragraph 7.2 above; and
  - (2) the dangerous goods transport document meets the requirements in paragraph 7.3.2 above; and
- (b) maintain a record of the results of the acceptance check; and
- (c) retain the record required in (b) above for a minimum period of 6 months.

#### **7.4.3 Aircraft Loading Restrictions**

- (a) Packages and Overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.
- (b) Except as provided in (c) below, an operator shall not carry dangerous goods in an aircraft cabin occupied by passengers or on the flight deck of an aircraft.
- (c) An operator may:
  - (1) permit a passenger or crew member to carry dangerous goods in checked or carry-on baggage or on their person if permitted to do so under the Technical Instructions; and
  - (2) permit carriage of radioactive material in an aircraft cabin occupied by passengers or on the flight deck of an aircraft if permitted to do so as an excepted package under the Technical Instructions; and

- (d) An operator may carry dangerous goods in a main deck cargo compartment of an aircraft that carries passengers if the compartment meets all certification requirements for a class B cargo or baggage compartment.
- (e) An operator accepting dangerous goods for carriage by air shall load packages of dangerous goods bearing the Cargo Aircraft Only label on cargo aircraft.

*Note: Guidance on cargo compartment classification is contained in ICAO Doc 10102 Guidance for Safe Operations Involving Aeroplane Cargo Compartments and ICAO Doc 9481 Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods.*

#### **7.4.4 Incompatible Dangerous Goods**

An operator accepting dangerous goods for carriage by air shall not stow packages containing dangerous goods which might react dangerously together, next to each other or in a position that would allow interaction between them in the event of leakage.

#### **7.4.5 Separation, Segregation, and Security**

An operator accepting dangerous goods for carriage by air shall:

- (a) stow packages of toxic and infectious substances in accordance with the Technical Instructions; and
- (b) stow radioactive materials separate from persons, live animals, and undeveloped film in accordance with the Technical Instructions; and
- (c) protect the dangerous goods loaded on an aircraft from being damaged; and
- (d) secure such goods in the aircraft in a manner that will prevent any movement in flight which would change the orientation of the packages.

#### **7.4.6 Loading Inspection**

An operator shall not load:

- (a) a package or overpack containing dangerous goods onto an aircraft or into a unit load device unless it has been:
  - (1) inspected immediately prior to loading; and
  - (2) found free from evidence of leakage or damage; and
- (b) a unit load device onto an aircraft until the device has been:
  - (1) inspected immediately prior to loading; and
  - (2) found free of any evidence of leakage from, or damage to, any dangerous goods contained within.

#### **7.4.7 Inspection for damage or leakage**

7.4.7.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.

- 7.4.7.2 A unit load device shall not be loaded onboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.
- 7.4.7.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organisation and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.
- 7.4.7.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

#### **7.4.8 Securing of Dangerous Goods Cargo Loads**

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged and shall secure such goods in an aircraft in such a manner that will prevent any movement in flight which would change orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 7.4.5 are met at all times.

#### **7.4.9 Unloading Inspection**

An operator carrying a package or overpack containing dangerous goods by air shall inspect the package or overpack for signs of damage or leakage when unloading from the aircraft or unit load device.

#### **7.4.10 Removal of Contamination**

Where evidence of damage or leakage is found when unloading an aircraft, the operator shall:

- (a) inspect the area of the aircraft where the dangerous goods or unit load device was stowed for damage or contamination; and
- (b) remove any hazardous contamination.

#### **7.4.11 Infectious Substances**

Where any package containing infectious substances loaded on an aircraft appears to be damaged or leaking, the operator shall:

- (a) avoid handling the package or keep handling to a minimum; and
- (b) inspect adjacent packages for contamination and put aside any that may be contaminated; and
- (c) inform the appropriate public health authority or veterinary authority and provide information on any other countries of transit where any persons may have been exposed to danger; and
- (d) notify the consignor or the consignee.



#### **7.4.12 Radioactive Material**

An operator carrying dangerous goods by air shall, where the aircraft has been contaminated by radioactive materials:

- (a) immediately take the aircraft out of service; and
- (b) not return the aircraft into service until the radiation level at any accessible surface and the remaining contamination does not exceed the values specified in the Technical Instructions.

#### **7.4.13 Dangerous Goods Manual**

- (a) The operator's dangerous goods manual shall:
  - (1) set out the procedures and instructions for the handling and carriage of dangerous goods on the operator's aircraft; or
  - (2) specify where those procedures and instructions can be found.
- (b) The operator must have, and must use, an appropriate amendment system to keep all the copies of the manual up to date.
- (c) The operator's dangerous goods manual may be incorporated in its operations manual, or any other manual maintained by the operator that deals with the handling or carriage of cargo.
- (d) The operator shall make a copy of its dangerous goods manual available in a readily accessible location to each of its employees whose duties and responsibilities are related to the handling or carriage of cargo; or any employees of its ground handling agent in Seychelles whose duties and responsibilities are related to the handling or carriage of cargo.
- (e) The operator shall take all reasonable steps to ensure that the handling and carriage of dangerous goods is in accordance with the procedures and instructions in, or referred to in, its dangerous goods manual.
- (f) The operator shall take all reasonable steps to ensure that each of the operator's employees is made aware of the contents of the operator's dangerous goods manual so far as it is applicable and relevant to the employee's duties before the employee first performs those duties.

#### **7.4.14 Information to Pilot-in-Command**

- (a) An operator of an aircraft in which dangerous goods are to be carried shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with written information concerning those goods in accordance with the Part 7 Operator's Responsibilities, Chapter 4 Provision of Information, paragraph 4.1 Information to the Pilot-In-Command of the Technical Instructions.
- (b) The operator shall ensure that the information in (a) is:
  - (1) readily available to the pilot-in-command during the flight; and
  - (2) presented on a dedicated form.

- (c) An operator of aircraft in which dangerous goods are being carried that require a dangerous goods transport document to be completed in accordance with paragraph 7.3.2 above shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with information for use in emergency response to accidents and incidents involving the dangerous goods being carried to ensure compliance with Part 7 Operator's Responsibilities, Chapter 4 Provision of Information, paragraph 4.3 Information to be Provided by the Pilot-In-Command in case of In-Flight Emergency of the Technical Instructions.
- (d) The operator shall ensure that the information required in paragraph (c) is readily available to the pilot-in-command during the flight.
- (e) The operator shall ensure that the information required in paragraph (c) is that provided by:
  - (1) the current ICAO Doc 9481 Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods; or
  - (2) any other document which provides similar information concerning the dangerous goods being carried.

#### **7.4.15 Information to Employees**

The operator shall provide such information in the Operations Manual as will enable their employees and, where applicable, their handling agent to carry out their responsibilities in the transport of dangerous goods including:

- (a) instructions on action to be taken in emergencies arising involving the dangerous goods; and
- (b) such other information as specified in Part 7 Operator's Responsibilities, Chapter 4 Provision of Information, paragraph 4.2 Information to be Provided to Employees of the Technical Instructions.

#### **7.4.16 Information in Cargo Acceptance Areas**

- (a) The operator shall display notices to the public at cargo acceptance areas providing information about the carriage of dangerous goods.
- (b) The notices in (a) shall be:
  - (1) sufficient in number; and
  - (2) prominently displayed.

#### **7.4.17 Information to Passengers**

- (a) The operator of an aircraft must inform a passenger of the type of goods that he or she is prohibited from carrying aboard an aircraft.
- (b) The information required by paragraph (a) must be provided:
  - (1) by notices sufficient in number and prominently displayed:
    - (i) at each location where tickets are issued and baggage checked; and
    - (ii) in each aircraft boarding area; and
  - (2) with the passenger ticket, or if no physical ticket is issued, as part of the booking confirmation.

#### **7.4.18 Information to other Persons**

Operators, shippers or other organisations involved in the transport of dangerous goods by air shall provide such information to their personnel as will enable them to carry out their responsibilities regarding the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

#### **7.4.19 Information from Pilot-In-Command to Aerodrome Authorities**

If an in-flight emergency occurs, the pilot-in command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods onboard the aircraft, as provided for in the Technical Instructions.

#### **7.4.20 Information in the event of an aircraft accident or incident**

(a) In the event of:

(i) an aircraft accident; or

(ii) a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

(b) In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to 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 written information to the pilot-in-command.

#### **7.4.21 Custody by Operator**

Where the operator is in possession of dangerous goods that are deemed to be in the custody of the Authority in accordance with paragraph 7.1.8 above, the operator:

(a) shall take all reasonable precautions to secure the goods until they are in the possession of the Authority; and

(b) may release the goods taken into custody when the Authority states that they are no longer needed for inspection, testing, analysis, or evidential purposes.

#### **7.4.22 Dangerous Goods Reporting**

An operator shall report dangerous goods incidents and accidents, occurrences including undeclared or mis-declared dangerous goods occurrence in accordance with Part 7 Operator's Responsibilities, Chapter 4 Provision of Information paragraphs 4.4 Reporting of Dangerous Goods Accidents and Incidents, 4.5 Reporting of Undeclared or Mis-declared Dangerous Goods and 4.6 Reporting of Dangerous Goods Occurrences of the Technical Instructions to the Authority within 72 hours of occurrence, unless exceptional circumstances prevent this.

#### **7.4.23 Statement of Content of Cargo**

- (a) A person consigning cargo for carriage on board an aircraft must make and sign a written statement that:
  - (1) is to the effect that the cargo does not contain dangerous goods; or
  - (2) describes the contents of the cargo
- (b) The circumstances in which item (a) above does not apply are the following:
  - (1) the cargo was consigned from a place outside Seychelles
  - (2) the cargo is checked baggage that is to be carried on the same aircraft as the person who checked the baggage;
  - (3) the cargo is dangerous goods that have been marked and documented in accordance with the Technical Instructions.
- (c) Except in the circumstances mentioned in point (a), the operator of an aircraft must not allow an item of cargo to be placed on board the aircraft unless the operator has been given a statement about the item in accordance with point (b).

#### **7.4.24 Responsibilities of Entities other than Aircraft operators**

Entities other than operators in possession of dangerous goods at the time a dangerous goods accident or incident occurs or at the time a dangerous goods incident is discovered to have occurred and those who discover undeclared or misdeclared dangerous goods shall follow the reporting requirements of Part 7 Operator's Responsibilities, Chapter 4 Provision of Information paragraphs 4.4 Reporting of Dangerous Goods Accidents and Incidents or 4.5 Reporting of Undeclared or Misdeclared Dangerous Goods of the Technical Instructions.

*Note: These entities may include, but are not limited to, freight forwarders, customs authorities and security screening service providers.*

### **7.5 Training**

*Note: The successful application of regulations concerning the transport of dangerous goods and the achievement of their objectives are greatly dependent on the appreciation by all individuals concerned of the risks involved and on a detailed understanding of the regulations. This can only be achieved by properly planned and maintained initial and recurrent training programmes in the transport of dangerous goods for all persons concerned.*

#### **7.5.1 Dangerous Goods Training Programmes**

- (a) An operator or an operator's handling agent shall ensure that personnel who are assigned duties involving dangerous goods intended for carriage by air have satisfactorily completed a dangerous goods training programme, including recurrent training under paragraph 7.5.3 below, in accordance with the requirements of Part 1 – General, Chapter 4 – Training of the Technical Instructions conducted by:
  - (1) an operator approved to conduct dangerous goods training; or
  - (2) the holder of a current International Air Transport Association dangerous goods training programme Certificate of Accreditation appropriate to the training required.

- (b) A person, organization or agency acting on behalf of the operator other than an operator or an operator's handling agent, shall ensure that personnel assigned duties involving dangerous goods that are intended for carriage by air have satisfactorily completed a dangerous goods training programme, including recurrent training under paragraph 7.5.3 if applicable, in accordance with the requirements of Part 1 – General, Chapter 4 – Training of the Technical Instructions conducted by:
- (1) a dangerous goods training organisation approved by the Authority
  - (2) the holder of a current International Air Transport Association dangerous goods training programme Certificate of Accreditation appropriate to the training required.
- (c) An operator not approved to carry dangerous Goods shall ensure that:
- (1) personnel engaged in general cargo handling have received training to carry out their duties in respect of dangerous goods which covers as a minimum, the subject matter prescribed in in Part 1 – General, Chapter 4 – Training of the Technical Instructions 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 Operator who deal with the screening of a passengers and their baggage, have received training which covers as a minimum, the subject matter in Part 1 – General, Chapter 4 – Training of the Technical Instructions 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.
- (d) An operator or handling agent of a foreign registered aircraft in Seychelles is not required to comply with paragraph (a) if the personnel who are assigned dangerous goods duties have satisfactorily completed a dangerous goods training programme required by the State of the aircraft's registry.
- (e) Dangerous goods training programme for operators, organization, agencies listed in 7.5.1 shall be submitted for review and approval by the Authority

## **7.5.2 Training Curricula**

- (a) All dangerous goods training course shall be subject to assessment by the authority and shall contain as a minimum the subject matter in Part 1 – General, Chapter 4 – Training of the Technical Instructions.
- (b) A dangerous goods course shall provide a test following training to verify the employee's knowledge and understanding of the relevant subjects based on the training.
- (c) A dangerous goods training course shall be of a standard that will enable the employee, on completing it satisfactorily, to carry out those duties and responsibilities effectively.
- (d) A dangerous goods training course shall provide confirmation that a test has been completed satisfactorily and attesting the training received.

## **7.5.3 Recurrent Training**

Recurrent training shall be provided to personnel specified under paragraph 7.5.1 within 24 months of previous training to ensure knowledge is current. However, if recurrent training is completed within the final three months of validity of previous training, the period of validity extends from the month on which the recurrent training was completed until 24 months from the expiry month of that previous training.

#### **7.5.4 Personnel Records**

- (a) Training records must be retained by the employer for a minimum period of 36 months from the most recent training completion month and must be made available upon request to the employee or appropriate national authority.
- (b) A record of training must be maintained which must include:
  - (1) the individual's name;
  - (2) the most recent training completion month;
  - (3) a description, copy or reference to training materials used to meet the training requirements;
  - (4) the name and address of the organization providing the training; and
  - (5) evidence which shows that a test has been completed satisfactorily.

#### **7.5.5 Instructor Qualifications**

- (a) Unless otherwise provided for by the Authority, instructors of initial and recurrent dangerous goods training programmes must have adequate instructional skills and have successfully completed a dangerous goods training programme in the applicable category, or Category 6, prior to delivering such a dangerous goods training programme.
- (b) Instructors delivering initial and recurrent dangerous goods training programmes must at least every 24 months deliver such courses, or in the absence of this attend recurrent training.
- (c) Organizations or individual instructors shall ensure the receipt of updates to the Dangerous Goods regulations and training material on an annual basis with the issuance of each edition of the ICAO Technical Instructions and Supplements, IATA Dangerous Regulations or as the regulations are modified.

*Note: Instructors shall receive and understand updates to dangerous goods information and be made familiar with those changes by training or other means on an annual basis or as the regulations are modified.*

#### **7.5.6 Designated Postal Operators**

- (a) Staff of designated postal operators must be trained commensurate with their responsibilities as per the requirements of Chapter 4 of Part 1 of the Technical Instructions.
- (b) Dangerous goods training programmes for designated postal operators shall be subjected to review and approval by the Authority.

### **7.6 Inspections system**

- 7.6.1 The authority has established inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport of dangerous goods with a view to achieving compliance with those regulations. All entities or person performing any activities in accordance with the requirements of this directive shall ensure that access to information, documents, facilities and packages is granted to Authority personnel discharging surveillance and enforcement function.

## **7.6.2 Penalties**

- (a) Any person who contravenes any other section of these regulations or directives issued in accordance with these regulations, commits an offence and shall be liable to imprisonment not exceeding two years or to a fine of SR200,000.00 or to both in accordance with Part 19, 99 (4) of the Civil Aviation (Safety) Regulation 2017.
- (b) Where default is made in complying with any provision of these regulations, the Authority may, in addition to, and without derogating from, any criminal or non-criminal penalty that may be imposed by these regulations, or any other law for the conduct constituting the default, serve upon the defaulter a compliance related action.

## **7.6.3 Dangerous Goods by Mail**

- (a) Dangerous goods are not permitted in mail excepted for those listed in Part 1;2.3 of the Technical Instructions. The Authority will ensure that the provisions are complied with in the transport of dangerous goods by air.
- (b) The procedures of designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be subjected to review and approval by the Seychelles Civil Aviation Authority.
- (c) Designated Postal Operators must seek specific approval from the Authority before the introduction for the acceptance of lithium batteries into air transport as identified in Part 1;2.3 of the Technical Instructions.

## **7.6.4 Dangerous Goods Security Provisions**

Shippers, operators and other individuals engaged in the transport of dangerous goods by air shall establish dangerous goods security measures to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures should be commensurate with security provisions specified in other applicable regulations and the Technical Instructions.

## **7.7 Limitations on Application of Paragraphs 7.4 and 7.5**

### **7.7.1 Goods Carried by General Aviation Operators**

The requirements of paragraphs 7.4 and 7.5 do not apply to the carriage of dangerous goods by an aircraft engaged in general aviation (non-commercial) operations if:

- (a) the aircraft is operating within the territory of Seychelles and:
  - (1) is unpressurised; and
  - (2) has a maximum operational passenger seating configuration (MOPSC) of less than 9 seats; and
- (b) the goods:
  - (1) are in a proper condition for carriage by air; and
  - (2) are identified by class in accordance with the Technical Instructions; and
  - (3) are permitted by the Technical Instructions to be carried on a passenger or cargo aircraft as applicable; and

- (4) are stowed and secured on the aircraft to prevent movement and damage, and segregated in accordance with the requirements of the Technical Instructions if they are likely to react dangerously with one another; and
- (c) the pilot-in-command of the aircraft ensures that every person on board the aircraft is aware, before boarding the aircraft, that the dangerous goods are on board.

### **7.8.2 Dangerous Goods for use in Emergency Services**

The requirements of paragraphs 7.4 and 7.5 do not apply to the consignment for carriage, or to the carriage, of dangerous goods:

- (a) on an unpressurized aircraft with a maximum approved passenger seating capacity of less than 9 operating within the territory of Seychelles for the sole purpose of carrying persons engaged in emergency services work and their essential equipment (including the goods) to a place where they intend to undertake emergency service work, or of recovering them from such a place; and
- (b) where the aircraft is a helicopter any static electric charge that it carries is discharged before persons or their equipment are loaded or unloaded; and
- (c) the goods:
  - (1) are limited to dangerous goods of the following kinds:
    - (i) goods classified in Division 1.4 (certain explosives);
    - (ii) gases classified in Division 2.1 or 2.2;
    - (iii) flammable liquids (Class 3);
    - (iv) goods classified in Division 4.1 (flammable solids);
    - (v) goods classified in Class 9 (miscellaneous dangerous goods);
    - (vi) corrosives (Class 8); and
  - (2) are in a proper condition for carriage by air; and
  - (3) are not used on the aircraft; and
  - (4) if classified in Class 3:
    - (i) are packaged in accordance with the Technical Instructions; and
    - (ii) are stowed and secured on the aircraft to prevent leakage or damage during the flight; and
- (d) the aircraft's pilot-in-command is aware that the goods are on board, and where they are on the aircraft, and consents to them being carried on the aircraft; and
- (e) only the aircraft's crew and persons associated with the goods are carried on board the aircraft; and



- (f) the operator establishes safety and emergency procedures for the carriage of the dangerous goods; and
- (g) where the flight is being conducted by a commercial operator the operator has a dangerous goods manual that complies with paragraph 7.4.11 above, has established safety and emergency procedures for the goods, and that manual or the operator's operations manual contains detailed instructions in relation to those procedures.

## **Attachment A Use of the IATA Dangerous Goods Regulations**

The IATA *Dangerous Goods Regulations* are published by the IATA Dangerous Goods Board pursuant to IATA Resolutions 618 and 619 and constitute a manual of industry carrier regulations to be followed by all IATA member airlines. The IATA regulations is based on the requirements of Annex 18 to the Convention on International Civil Aviation (Chicago, 1944) and the current Edition of the associated *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284—AN/905), including addenda to the Technical Instructions, adopted and published by ICAO.

Annex 18 to the Chicago Convention and the associated *Technical Instructions for the Safe Transport of Dangerous Goods by Air* are recognised as the sole legal source material in the air transport of dangerous goods. Consequently, any additional or explanatory material added by IATA does not form part of the authentic text of the ICAO *Technical Instructions* and does not have the same legal force.

In developing the *Dangerous Goods Regulations*, IATA has drawn on its extensive experience to give special attention to the format and wording of these Regulations to make this a readily understandable and easy-to-use document. Certain differences between the IATA and ICAO documents are identified in the Dangerous Goods Regulations which stem from operational considerations and results in a regulatory regime which is necessarily more restrictive than the ICAO requirements. These IATA Regulations also incorporate additional material of practical assistance to users and additional operating requirements, which provide a harmonized system for operators to accept and transport dangerous goods safely and efficiently.

*Note: The IATA Dangerous Goods Regulations contains all the requirements of the Technical Instructions. IATA has included additional requirements, which are more restrictive than the Technical Instructions and reflect industry standard practices or operational considerations.*

**End of Directive**