



NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS

PART 15

SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

2023



NIGERIA CIVIL AVIATION
REGULATIONS



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APRIL 2023



Record of Amendment

Amendment Number	Date of Amendment	Affected sections	Description
4	April,2023	All	Updated to latest amendment of applicable ICAO annexes as per the status stated in Part 1 of this regulations and the introduction to this Part

Made this 17 day of May 2023.

A handwritten signature in red ink, appearing to read "Captain Musa Shuaibu Nuhu".

Captain Musa Shuaibu Nuhu
Director General of Civil Aviation



NIGERIA CIVIL AVIATION REGULATIONS

(Nig.CARs)

PART 15 – SAFE TRANSPORT OF DANGEROUS GOOD BY AIR

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NIGERIA CIVIL AVIATION
REGULATIONS

Part 15 – Safe Transport of Dangerous Goods by Air

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INTRODUCTION

Part 15 of the Nigeria Civil Aviation Regulations set forth the requirements for transport of dangerous good by air for both international and domestic operation in Nigeria.

This part of the CARs is based on the Standards and Recommended Practices (SARPs) in ICAO Annex 18, The Safe Transport of Dangerous Goods by Air, to the Convention on International Civil Aviation (Chicago Convention), Amendment 12 and is amplified by the detailed specifications of the ICAO Doc 9284, Technical instructions for the Safe Transport of Dangerous good by Air hereinafter referred to as “Technical Instructions”

Part 15 specifies the broad requirements to be followed to enable dangerous goods to be carried safely. It makes references to the provisions of the International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air referred to in ICAO Doc. 9284 necessary for the correct handling of dangerous cargo. This require frequent updating as developments occur in the chemical, manufacturing and packaging industries, and a special procedure has been established by the Council to allow the Technical Instructions to be revised and reissued regularly to keep up with new products and advances in technology.

More than half of the cargo carried by all modes of transport in the world is dangerous cargo – explosive, corrosive, flammable, toxic and even radioactive. These dangerous goods are essential for a wide variety of global industrial, commercial, medical and research requirements and processes. Due to the advantages of air transport, a great deal of this dangerous cargo is carried by aircraft.

The Authority recognizes the importance of this type of cargo and has taken steps to ensure that such cargo can be carried safely. This has been done by adopting ICAO Annex 18, together with the associated document (Technical Instructions for the Safe Transport of Dangerous Goods by Air).

There are nine hazard classes which have been determined by the United Nations Committee of Experts and are used for all modes of transport.

Class 1 includes explosives of all kinds, such as sporting ammunition, fireworks and signal flares.

Class 2 comprises compressed or liquefied gases which may also be toxic or flammable; examples are cylinders of oxygen and refrigerated liquid nitrogen.

Class 3 substances are flammable liquids including gasoline, lacquers, paint thinners, etc.

Class 4 covers flammable solids, spontaneously combustible materials and materials which, when in contact with water, exit flammable gases (examples are some powdered metals, cellulose type film and charcoal).



Class 5 covers oxidizing material, including bromates, chlorates or nitrates; this class also covers organic peroxides which are both oxygen carriers and very combustible.

Poisonous or toxic substances, such as pesticides, mercury compounds, etc., comprise Class 6, together with infectious substances which must sometimes be shipped for diagnostic or preventative purposes.

Class 7 comprises radioactive materials which are mainly radioactive isotopes needed for medical or research purposes but are sometimes contained in manufactured articles such as heart pacemakers or smoke detectors and are regulated by the Nigerian Nuclear Regulatory Authority (NNRA). C

Corrosive substances which may be dangerous to human tissue or which pose a hazard to the structure of an aircraft are dealt with in Class 8 (for example, caustic soda, battery fluid, paint remover).

Finally, Class 9 is a miscellaneous category for other materials which are potentially hazardous in air transport, such as magnetized materials which could affect the aircraft's navigational systems.



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15.1 GENERAL

15.1.1.1 SCOPE AND SUBJECT MATTER

- (a) This Part establishes the regulatory requirements for the management and safe transport of dangerous good by air in civil aircraft.
- (b) The rules set forth in this Part apply to both international and domestic commercial air transport operations.

15.1.1.2 APPLICABILITY

- (a) The requirements of this Part shall be applicable to both domestic and international operations of civil aircraft. This Part prescribes the requirements of the Republic of Nigeria that apply to the carriage of dangerous goods by air as specified in the International Civil Aviation Organization Document, *Technical Instructions for the Safe Transport of Dangerous Goods by Air* and all applicable amendments; and
- (b) To any person who performs, intends to perform or is required to perform any functions or activities related to the transport of dangerous goods, including:
 - (1) The air operator in:
 - (i) Aerial work;
 - (ii) Commercial air transport;
 - (iii) General aviation; and
 - (2) Any person responsible for the delivery or acceptance of air cargo;
 - (3) Crews and employees, including contracted personnel who receive cargo, passengers and baggage or who handle, load and unload cargo;
 - (4) The passenger of the air transport who carries any dangerous goods with him or in hand luggage or dispatched; and
 - (5) The manufacturer and assembler of packaging for the air transport of dangerous goods.
- (c) Any instructions or limitations contained in the Technical Instructions for the carriage of dangerous goods on passenger or cargo aircraft, as therein defined shall for the purpose of this Part be interpreted as applying also to the carriage of such goods beneath passenger or cargo aircraft.

15.1.1.3 DEFINITIONS

- (a) For the purpose of Part 15, the following definitions shall apply:

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 purposes as provided for in the Technical Instructions.

Note: In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.

Cargo aircraft. Any aircraft, other than a passenger aircraft, which is carrying goods or property.

Consignment. One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, received for in one lot and moving to one consignee at one destination address.

Crew member. A person assigned by an operator to duty on an aircraft during a flight duty period.

Dangerous goods. Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

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 or environmental damage.

Dangerous goods incident. An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental 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 jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

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.

Exception. A provision in this Regulation which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

Exemption. An authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions.

Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.



Incompatible. Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

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.

Note: A unit load device is not included in this definition.

Package. The complete product of the packing operation consisting of the packaging and its contents prepared for transport.

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.

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.

Pilot-in-command. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Safety management system (SMS). A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Serious injury. An injury which is sustained by a person in an accident and which:

- (i) requires hospitalization 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.

State of Destination. The State in the territory of which the consignment is finally to be unloaded from an aircraft.



State of Origin. The State in the territory of which the consignment is first to be loaded on an aircraft.

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.

Technical Instructions. The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

Underdeclared or Misdeclared Dangerous Goods. Dangerous goods discovered in cargo which are not accompanied by a dangerous goods transport document

UN number. The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

Unit load device. Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

Note: An overpack is not included in this definition.

15.1.1.4 ABBREVIATIONS

- (a) The following abbreviations are used in Part 15:
 - (1) ICAO – International Civil Aviation Organization;
 - (2) PIC – Pilot in Command;
 - (3) UPU – Universal Postal Union.

15.2 GENERAL REQUIREMENTS FOR TRANSPORT OF DANGEROUS GOODS

15.2.1 GENERAL

15.2.1.1 APPROVAL TO TRANSPORT DANGEROUS GOODS

- (a) No operator may transport dangerous goods unless given an approval to do so by the Authority in accordance with this Part and the Technical Instructions.
- (b) Each operator shall comply with the provisions contained in the ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods By Air hereinafter referred to as "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].

- (c) To obtain the approval to transport dangerous goods, the operator shall in accordance with the technical instructions establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on:
 - (1) the operator's policy to transport dangerous goods;
 - (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods;
 - (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried;
 - (4) the response to emergency situations involving dangerous goods;
 - (5) the removal of any possible contamination;
 - (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling;
 - (7) inspection for damage, leakage or contamination;
 - (8) dangerous goods accident and incident reporting.
- (d) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently.

15.2.1.2 EXEMPTIONS

- (a) Where specifically provided for in the Technical Instructions, if Nigeria is the state concerned, the Authority may grant an approval provided that in such instances an overall level of safety in air transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.
- (b) In instances of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest, the Authority 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 air transport which is equivalent to the level of safety provided for in the Technical Instructions.
- (c) In case that Nigeria is the State of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted by the Authority based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note 1: For the purpose of approvals, “States concerned” are the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.

Note 2: For the purpose of exemptions, “States concerned” are the States of Origin, Operator, Transit, Overflight and Destination.



Note 3: Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, 1.2 and 1.3).

15.2.1.3 NATIONAL AUTHORITY

- (a) Nigeria Civil Aviation Authority herein referred as Authority is the designated body in Nigeria responsible for ensuring compliance with this Part.

15.2.1.4 TECHNICAL INSTRUCTIONS

- (a) Any person who performs, intends to perform or is required to perform any functions or activities related to the transport of dangerous goods by air shall comply with the provisions contained in the Technical Instructions.
- (b) Each operator shall comply with the provisions contained in the 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 Nigeria.
- (c) Where dangerous goods are to be transported outside the territory of Nigeria, the operator shall review and comply with the appropriate variations noted by Contracting States contained in Attachment 3 to the Technical Instructions.
- (d) In addition to paragraphs (a) and (b), compliance is also required with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.
- (e) The Authority will inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.
- (f) When an amendment to the Technical Instructions with an immediate applicability for reasons of safety is not yet implemented in Nigeria, such Authority will facilitate the movement of dangerous goods in its territory which are consigned from another Contracting State in accordance with that amendment, providing the goods comply in total with the revised requirements.

15.2.1.5 NOTIFICATIONS OF MORE RESTRICTIVE REQUIREMENTS ADOPTED BY OPERATORS

- (a) An operator shall notify the authority when it adopts more restrictive requirements than those specified in the Technical Instructions.
- (b) The authority will ensure that when the operator adopts more restrictive requirements than those specified in the Technical Instructions, the notification of such variations are made to ICAO for publication in the Technical Instructions.



15.2.1.6 SURFACE TRANSPORTATION

- (a) Dangerous Goods intended for surface transport and prepared in accordance with the ICAO Technical Instructions shall comply strictly with the Authority's procedures for Air transport of Dangerous Goods.

15.2.1.7 CIVIL AIRCRAFT OPERATIONS

- (a) No Operator shall handle or transport Dangerous Goods by Air without adhering to the provisions of this regulation as well as the Technical Instructions for the safe transport of Dangerous Goods by Air.
- (b) Where an Operator adopts more restrictive operating guidelines, the Operator shall be assessed based on those restrictive guidelines which will be incorporated in the Technical Instructions.

15.2.2 LIMITATION ON THE TRANSPORT OF DANGEROUS GOODS BY AIR

15.2.2.1 DANGEROUS GOODS PERMITTED FOR TRANSPORT BY AIR

- (a) The transport of dangerous goods by air shall be forbidden except as established in this Part 15 and the detailed specifications and procedures provided in the Technical Instructions.

15.2.2.2 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNDER ANY CIRCUMSTANCES

- (a) Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.

15.2.2.3 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNLESS EXEMPTED

- (a) The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 15.2.1.2 of this Part or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin:
- (1) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
 - (2) infected live animals;
 - (3) Weapons and Ammunition;
 - (4) Explosives, unless required on board the aircraft for its operations;
 - (5) Poisonous gases;
 - (6) Infectious substances; and
 - (7) Radioactive material, radioisotopes and similar substances.



15.2.3 EXCEPTIONS

15.2.3.1 OPERATOR EXCEPTIONS

- (a) Articles and substances which would otherwise be classified as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted from the provisions of this Part.
- (b) Where articles and substances intended as replacements for those described in paragraph (a) or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this Part except as permitted in the Technical Instructions.

15.2.3.2 PASSENGERS AND CREW EXCEPTIONS

- (a) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Part to the extent specified in the Technical Instructions.

15.3 PROCEDURES FOR SHIPPING

15.3.1.1 GENERAL

- (a) No person may consign any volume or overpack of dangerous goods for transport by air unless he has ensured, as specified in this Part and in the Technical Instructions, that dangerous goods:
 - (1) Are not of a category whose carriage by air is prohibited;
 - (2) Are properly classified, packed, marked, labelled; and
 - (3) Are accompanied by the dangerous goods transport document.

15.3.1.2 CLASSIFICATION, DIVISION AND LISTING OF DANGEROUS GOODS

- (a) The classification, division and listing of dangerous goods article or substance shall be in accordance with the provisions of this Regulation and the Technical Instructions.

Note: The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential risks associated with the transport of dangerous goods by air and are those recommended by the United Nations Committee of Experts on the Transport of Dangerous Goods.



15.3.1.3 PACKING

- (a) Dangerous goods shall be packed in accordance with the provisions of this Part and as provided for in the Technical Instructions.
- (b) Packagings used for the transport of dangerous goods by air shall:
 - (1) be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration;
 - (2) be suitable for the contents;
 - (3) meet the material and construction specifications in the Technical Instructions;
 - (4) be tested in accordance with the provisions of the Technical Instructions.
- (c) Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.
- (d) 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.
- (e) 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.
- (f) 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.
- (h) Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.
- (i) If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- (j) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

15.3.1.4 LABELS AND MARKINGS

- (a) Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions.
- (b) In addition to the languages required by the State of Origin, English should be used for the markings related to dangerous goods.
- (c) Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be:



- (1) marked with the proper shipping name of its contents;
- (2) the UN number, when assigned; and
- (3) such other markings as may be specified in the Technical Instructions.
- (d) 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.
- (e) No packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

15.3.1.5 LANGUAGES TO BE USED FOR MARKINGS

- (a) 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 the markings related to dangerous goods.

15.4 RESPONSIBILITIES

15.4.1 SHIPPER OR FREIGHT FORWARDERS RESPONSIBILITIES

15.4.1.1 GENERAL REQUIREMENTS

- (a) Before a person offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods:
 - (1) Are not forbidden for transport by air;
 - (2) Are properly classified;
 - (3) Are correctly packed, marked and labelled;
- (b) Before consigning any packaged containing dangerous goods for transport by air, the shipper shall ensure that:
 - (1) The goods are not of a category whose carriage by air is prohibited by the provisions of the Technical Instructions;
 - (2) The goods are classified and packed and the packagings used are in accordance with such provisions of the Technical Instructions as apply to the goods;
 - (3) The package is marked and labelled in accordance with such provisions as related to marking and labelling and in accordance with the Technical Instructions; and
 - (4) accompanied by a properly executed dangerous goods transport document, as specified in this regulation and the Technical Instructions.



15.4.1.2 DANGEROUS GOODS TRANSPORT DOCUMENT

- (a) Unless otherwise provided for in the Technical Instructions, the person who offers dangerous goods for transport by air, shall complete, sign and provide to the operator two copies of the Dangerous Goods Transport Document, which shall contain the information required by the technical Instructions.
- (b) The transport document shall be completed and bear a declaration signed by the person who offers dangerous goods for transport.
- (c) The shipper shall indicate in the declaration referred in paragraph (b) that:
 - (1) The dangerous goods are fully and accurately described by their proper shipping names; and
 - (2) The dangerous goods are correctly classified, packaged, marked and labelled and in proper condition for carriage by air in accordance with this regulation and the Technical Instructions.
- (d) The dangerous goods transport document shall be issued in English language.

15.4.2 OPERATOR RESPONSIBILITIES

15.4.2.1 ACCEPTANCE OF DANGEROUS GOODS

- (a) An operator or ground handling agency, acting on behalf of the operator, shall not accept dangerous goods for transport by air:
 - (1) Unless the dangerous goods are accompanied by two completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and
 - (2) Until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.
- (b) An operator, or its handling agent, shall develop and use an acceptance checklist 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 computerized means.

15.4.2.2 INSPECTION FOR DAMAGE OR LEAKAGE

- (a) Each operator 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;
- (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.

15.4.2.3 REMOVAL OF CONTAMINATION

- (a) Each operator 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 to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

15.4.2.4 LOADING AND STOWAGE

- (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.

15.4.2.5 SEPARATION AND SEGREGATION

- (a) Each operator shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.
- (b) Packages containing dangerous goods shall be separated when stowing as follows:
 - (1) Packages containing dangerous goods which might react dangerously with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage;



- (2) Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions;
- (3) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.

15.4.2.6 LOADING RESTRICTIONS

- (a) Passenger Cabin and Flight Deck: Each operator 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) The operator shall protect and secure any dangerous goods in such a manner that will prevent any movement in flight that might change the orientation of the packages.
- (c) Each operator shall ensure that packages and overpacks containing dangerous goods and freight containers containing radioactive materials are loaded and stowed in accordance with the Technical Instructions.

15.4.2.7 LOADING ON CARGO AIRCRAFT

- (a) Packages of dangerous goods bearing the “Cargo aircraft only” label shall be loaded in accordance with the provisions in the Technical Instructions

15.4.2.8 SECURING OF DANGEROUS GOODS CARGO LOADS

- (a) 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 the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of ICAO Doc 9284, 7; 2.9 are met at all times.

15.4.3.1 SAFETY MANAGEMENT SYSTEMS

- (a) An Operator shall include provisions on the carriage of Dangerous Goods in the scope of the Operator's Safety Management System.

Note: Further guidance is contained in Part 20 of these Regulations and the Safety Management Manual (Doc 9859).

15.4.3.2 DESIGNATED POSTAL OPERATORS RESPONSIBILITIES

- (a) Dangerous goods shall not be permitted in mail, except as provided for in the Technical Instructions.



- (b) Each designated postal operator shall have procedure for controlling the introduction of dangerous goods in mail into air transport in accordance with the *Universal Postal Union Parcel Post Regulations and Letter Post Regulation*.

Note: The UPU has established procedures to control the introduction of dangerous goods into air transport through the postal services (see the Universal Postal Union Parcel Post Regulations and Letter Post Regulations).

- (c) The procedures to be used by designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be approved by the Authority where the mail is accepted.

Note: Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions, Part S-1, Chapter 3.

- (d) No person may accomplish functions for the designated postal operators' responsibilities associated with the transport of dangerous goods by air unless they have completed the applicable initial and recurrent dangerous goods training program.

15.5 PROVISION OF INFORMATION

15.5.1.1 INFORMATION TO PILOT-IN-COMMAND

- (a) The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command with written information as early as practicable before departure of the aircraft with written information as specified in the Notification to Captain (NOTOC) as per the Technical instructions and
- (b) The written information must be retained on the ground and readily accessible at the aerodromes of last departure, next scheduled arrival and until the end of the flight on which the information is related, as specified in the Technical Instructions (TI) or ICAO doc 9284.

15.5.1.2 INFORMATION AND INSTRUCTIONS TO FLIGHT CREW MEMBERS

- (a) The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to 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.

15.5.1.3 INFORMATION TO PASSENGERS

- (a) The operator shall ensure that information is promulgated in such a manner that passengers are warned as to the types of dangerous goods which they are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions.

15.5.1.4 INFORMATION TO GROUND STAFF

- (a) Each operator 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 (1) of this subsection is also provided to the handling agent.

15.5.1.5 INFORMATION TO SHIPPERS

- (a) Each operator shall ensure that information is promulgated as required by the Technical Instructions so that shippers of dangerous goods are provided with the information as required by the Technical Instructions to enable them to carry out their responsibilities with regard to the transport of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods.

15.5.1.6 INFORMATION TO ACCEPTANCE POINTS PERSONNEL

- (a) Each operator 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, including the actions to be taken in the event of emergencies arising involving dangerous goods.

15.5.1.7 INFORMATION TO OTHER PERSONS

- (a) Operators, shippers or other organizations 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 with regard to 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.

15.5.1.8 INFORMATION FROM PILOT-IN-COMMAND TO AERODROME AUTHORITIES

- (a) 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 on board the aircraft, as provided for in the Technical Instructions and ICAO Doc. 9481 – *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods*.

15.5.1.9 INFORMATION IN THE EVENT OF AN AIRCRAFT ACCIDENT OR INCIDENT

- (a) The air operator involved in an aircraft incident or accident shall:
- (1) In the event of an aircraft accident or a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall:
- (i) 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;
- (ii) 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;



- (2) 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.

15.6 TRAINING

15.6.1 TRAINING REQUIREMENTS

15.6.1.1 GENERAL REQUIREMENTS

- (a) No person may serve and no person may assign another person to serve in any capacity relating to the preparation, acceptance, loading, segregation, storage, securing, security and flight operations involved in the transportation of dangerous goods by air unless they have completed the initial and recurrent dangerous goods training programs prescribed by the Technical Instruction Part 1; 4 and the [IS 15.6.1.2](#) of this Regulation.
- (b) Initial and recurrent dangerous goods training programmes shall be established and maintained in accordance with Part 8.10.1.10 of these Regulations and shall be based on Competency Based Training Assessment Approach (CBTA) as per ICAO DOC 10147.
- (c) Dangerous goods training programs shall be established commensurate with the responsibilities of the personnel, and each training program should include initial and recurrent training in all categories, and in compliance with the Technical Instructions.
- (1) Shippers of dangerous goods, including packers and persons or organizations undertaking the responsibilities of the shipper;
- (2) Operator;
- (3) Ground handling agencies which perform, on behalf of the operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo, mail or stores;
- (4) Grounding handling agencies located at an airport which perform, on behalf of the operator, the act of processing passengers;
- (5) Agencies, not located at an airport, which perform on behalf of the operator, the acting of checking in passengers;
- (6) Freight forwarders;
- (7) Agencies engaged in the security screening of passengers and their baggage and or cargo, mail or stores; and



(8) Designated postal operators

15.6.1.2 TRAINING PROGRAMMES

- (a) Each operator, whether or not the operator is approved to transport dangerous goods, shall establish and maintain a training programme approved by the Authority, as required by the Technical Instructions and Competency Based Training Assessment Approach (CBTA) as per ICAO Doc 10147. The operator shall also demonstrate to the authority that adequate training has been provided to all personnel.
- (b) Each operator not holding a permanent approval to carry dangerous goods shall ensure that the following personnel have received training to carry out their duties in respect of dangerous goods, in accordance with [IS: 8.10.1.10](#)
 - (1) Staff who are engaged in general cargo handling;
 - (2) Crew members, passenger handling staff, and Aviation security (AVSEC) staff employed by the AOC holder who deal with the screening of passengers and their baggage.
- (c) Each AOC holder holding a permanent approval to carry dangerous goods shall ensure that the following personnel have received initial and recurrent training and are qualified to carry out their duties in accordance with [IS: 8.10.1.10](#)
 - (1) Staff who are engaged in the acceptance of dangerous goods;
 - (2) Staff who are engaged in ground handling, storage and loading;
 - (3) Staff who are engaged in general cargo handling;
 - (4) Personnel engaged in general cargo handling;
 - (5) Flight crew members;
 - (6) Passenger handling personnel;
 - (7) Aviation security (AVSEC) personnel employed by the operator who deal with the screening of passengers, their baggage and cargo; and
 - (8) Crew members other than flight crew members.
 - (i) Personnel identified in the categories specified in the Technical Instructions Part 1; 4 must be trained or training must be verified prior to the person performing any duty specified in [IS 15.6.1.2](#) of this Regulation.
- (d) An AOC holder shall provide dangerous goods training manuals which contain adequate procedures and information to assist personnel in identifying packages marked or labelled as containing hazardous materials including:
 - (1) Instructions on the acceptance, handling, and carriage of hazardous materials;
 - (2) Instructions governing the determination of proper shipping names and hazard classes;
 - (3) Packaging, labelling, and marking requirements;



- (4) Requirements for shipping papers, compatibility requirements, loading, storage, and handling requirements;
- (5) Restrictions.
- (e) At a minimum, the dangerous goods training programme shall include the items as prescribed in IS: 8.10.1.10 of these regulations
- (f) The AOC holder shall provide such information in the OM as will enable the flight crew to carry out its responsibilities with regard to 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.
- (g) The entities and organizations listed below shall establish and maintain training programs of basic training, recurrent training and specific training in operations of air transport of dangerous goods on civil aircraft in accordance with the Technical Instructions and this subsection:
 - (1) Shippers of dangerous goods, including packers and persons or organizations undertaking the responsibilities of the shipper;
 - (2) Ground handling agencies which perform, on behalf of the operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo, mail or stores;
 - (3) Ground handling agencies located at an airport which perform, on behalf of the operator, the act of processing passengers;
 - (4) Agencies, not located at an airport, which perform, on behalf of the operator, the act of checking in passengers;
 - (5) Freight forwarders; and
 - (6) Agencies engaged in the security screening of passengers and their baggage and/ or cargo, mail or stores;
 - (7) Designated postal operators.
- (h) Dangerous goods training programmes required by paragraph (g) (1) shall be subjected to review and approval by the Authority.
- (i) Dangerous goods training programmes required by paragraph (g) (7) shall be subjected to review and approval by the Authority where the mail was accepted by the designated postal operator.
- (j) Dangerous goods training programmes required by other than by paragraph (g) (1) and (7) may be subjected to review and approval by the Authority.

15.6.1.3 TRAINING CURRICULA

- (a) The enterprise or organization that establishes and maintain dangerous goods training programs shall develop training curricula in accordance with the training programs.
- (b) The training elements of each curriculum segment shall include:



- (1) General familiarization training which shall be aimed at providing familiarity with the general provisions;
 - (2) Function specific training which shall provide detailed training in the requirements applicable to the function for which that person is responsible; and
 - (3) Safety training which shall cover the hazards presented by dangerous goods, safe handling and emergency procedures.
- (c) Each operator holding a permanent approval to carry dangerous goods by air shall ensure that staff have received training to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified in [IS:8.10.1.10](#)
- (d) Each operator not holding a permanent approval to carry dangerous goods shall ensure that staff have received training to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified in [IS 15.6.1.2\(a\)](#).

15.6.1.4 RECURRENT TRAINING

- (a) Recurrent training shall be provided within 24 months of previous training to ensure knowledge is current.
- (b) 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.
- (c) A test to verify understanding must be provided following training. Confirmation that the test has been completed satisfactorily is required.

15.6.1.5 TRAINING RECORDS

- (a) Each operator shall ensure that records of dangerous goods training are maintained for all staff trained in accordance with paragraph (c) of this subsection.
- (b) A record of training shall be maintained which shall include:
 - (1) The individual's name;
 - (2) The most recent training completion month;
 - (3) Description of, copy of or reference to training materials used to meet the training requirements;
 - (4) The name and address of the organization providing the training;
 - (5) Evidence which shows that a test has been completed satisfactorily.
- (c) Training records shall be retained by the enterprise or organization referred in paragraph (a) of subsection 15.6.1.2 for a minimum period of 36 months from the most recent training completion month and shall be made available upon request to the employee or authority.



- (d) The subject matter relating to dangerous goods transport with which various categories of personnel should be familiar is indicated in IS: 8.10.1.10(b) of these Regulations.
- (e) Staff of operators not carrying dangerous goods as cargo or mail must be trained commensurate with their responsibilities. The subject matter to which their various categories of staff should be familiar with is indicated in IS: 8.10.1.10(c) of these Regulations.

Note: Security staff are required to be trained irrespective to whether the operator on which passenger or cargo is to be transported carries dangerous goods as cargo.

15.6.2 INSTRUCTORS REQUIREMENTS

15.6.2.1 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 successfully completed a dangerous goods training programme in the applicable category 6 and Dangerous Goods Instructional Techniques, prior to delivering such a dangerous goods training programme.
- (b) Instructors delivering initial and recurrent dangerous goods training in category 6 shall be qualified as an instructor for Dangerous Goods for both operators who carry or do not carry dangerous goods.
- (c) No organization or entity shall use a person, nor may any person serve as dangerous goods instructor in a training programme unless that person meets the following requirements:
 - (1) Has satisfactorily completed Initial Category 6 ICAO Dangerous Goods Training prior to delivering any dangerous goods training programme;
 - (2) Has within the preceding 24 calendar months, satisfactorily conducted initial or recurrent instructions or in the absence undergoes recurrent training;
 - (3) Is familiar with laws, regulations, rules and policies of civil aviation;
 - (4) Have successfully completed a 5 days classroom course on Dangerous Goods Instructional Techniques;
 - (5) Is engaged in the aviation related activity for at least five (5) years;
 - (6) Present to the Authority your training curriculum and syllabus for approval;
 - (7) Present to the Authority a Compliance Statement to the following parts of these Regulations;
 - (8) Present your dangerous goods training manual or curriculum to the Authority for evaluation and approval;
 - (9) Inspection of the training facility for approval;



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- (10) The Instructor should be able to demonstrate his instructional skills to the Authority; and
 - (11) Dangerous goods instructor shall also undergo recurrent training once every two (2) years.

Note 1: See 15.12 for dangerous goods by mail.

15.6.2.2 INSTRUCTOR CURRENCY

- (a) Dangerous goods instructor delivering initial and recurrent dangerous goods training shall at least every 24 months deliver such courses, or in the absence of this, attend recurrent training.

15.7 DANGEROUS GOODS REPORTS

15.7.1.1 REPORTING OF DANGEROUS GOODS ACCIDENTS AND INCIDENTS

- (a) Each operator shall report dangerous goods accidents and incidents to the Authority and the State in which the accident or incident occurred in accordance with the reporting requirements of those appropriate authorities or in accordance with the Technical Instructions.
- (b) Such a report shall be made to the Authority and the authority of the State in which this occurred by the quickest available means within 72 hours of the occurrence coming to the knowledge of the person making the report.
- (c) The report shall contain the information listed in IS: 15.7.1.1.
- (d) Where any information referred to in paragraph (c) is not in the possession of the person making a report under paragraph (a), that person shall dispatch the information in a prescribed form by the quickest available means to the Authority within 72 hours of the information coming into his possession.

15.7.1.2 REPORTING OF UNDECLARED OR MISDECLARED DANGEROUS GOODS

- (a) Each operator shall report any occasion when:
 - (1) undeclared or misdeclared dangerous goods are discovered in cargo or mail;
 - (2) dangerous goods not permitted under the provisions for dangerous goods carried by passenger or crew are discovered in passenger baggage.
- (b) Such a report shall be made to the Authority and the authority of the State in which this occurred by the quickest available means within 72 hours of the occurrence coming to the knowledge of the person making the report.
- (c) The report shall contain the information listed in IS: 15.7.1.1.
- (d) Where any information referred to in paragraph (c) is not in the possession of the person making a report under paragraph (a), that person shall dispatch the information in a prescribed form by the quickest available means to the Authority within 72 hours of the information coming into his possession.



15.8 DANGEROUS GOODS AVIATION SECURITY PROVISIONS

15.8.1.1 AVIATION SECURITY

- (a) Each shipper, operator and other individuals engaged in the transport of dangerous goods by air shall establish aviation security measures, consistent with these regulations, to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.
- (b) Shipper of dangerous goods, operator and other personnel involving the dangerous goods transport shall obey the national aviation security regulation for dangerous goods.
- (c) Proper measures shall be taken to avoid a dangerous goods being stolen or dealing with dangerous goods in an inappropriate manner in order to ensure the safety of people and property.
- (d) Operator, ground handling agent, cargo sales agent, shipper and shipper's agent involved in the transport of dangerous goods by air, shall implement necessary measures to minimise theft or misuse of dangerous goods that may endanger persons or property.

15.8.1.2 AVIATION SECURITY PLAN

- (a) Operator, shipper and other personnel involved in the transport of high consequence dangerous goods shall adopt and implement an Aviation Security Plan. The Aviation Security Plan shall be updated to maintain practicability and validity.
- (b) High consequence dangerous goods are those which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties or mass destruction.
- (c) Operators, shippers and others involved in the transport of high consequence dangerous goods shall adopt, implement and comply with an Aviation Security Plan.
- (d) The minimum content of an Aviation Security Plan is specified in ICAO Technical Instructions (DOC 9284) Part 1; 5.4.

15.9 COMPLIANCE

15.9.1.1 INSPECTION SYSTEMS

- (a) The Authority will establish inspection, surveillance and enforcement procedures for all entities performing any functions prescribed in this regulation for air transport of dangerous goods with a view to achieving compliance with these regulations.



- (b) Operators and other entities shall grant unlimited, unrestricted and unimpeded access to the Authority of their facilities and any necessary documents for the purpose of inspection, surveillance and enforcement.

- (1) These surveillance activities shall include:

- (i) Inspecting dangerous goods consignments prepared, offered, accepted or transported by Operators and other entities.
- (ii) Inspecting the practices of Operators and other entities.
- (iii) Investigating alleged violations.

Note: Guidance on dangerous goods inspections and enforcement may be found in the Supplement to the Technical Instructions (Part S-5, Chapter 1 and Part S-7, Chapters 5 and 6).

Note 2: See 4.2.2 of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes for surveillance of operations by a foreign operator.

15.9.1.2 FOREIGN AND DOMESTIC INSPECTIONS

- (a) Foreign Air Operators who transport or wish to transport dangerous goods in and out of Nigeria shall have their Dangerous Goods Authorization validated by the Authority.
- (b) Where the Director-General deems it necessary, the Validation process shall include a facility inspection to be conducted by the Authority when required.
- (c) Notwithstanding the provisions of Part 10 of the Nigeria Civil Aviation Regulations (Nig.CARs) the validation of this authorization shall be renewable every two (2) years and shall be subject to the validity of the Validated Air Operator Certificate (VAOC).
- (d) Nigerian AOC holders who transport or wish to transport Dangerous Goods shall go through the certification process stated by the Authority. An authorization for the Carriage of Dangerous Goods Certificate will be issued after a successful completion of the five phases of certification for Dangerous Goods. This authorization is renewable every two (2) years upon a successful completion of facilities base inspection.
- (e) Other entities involved in the carriage of dangerous goods shall be issued with a Dangerous Goods Authorisation following the completion of Dangerous Goods



Authorisation five-phase certification. The dangerous goods authorisation shall be valid for a period of two (2) years and shall be renewed following completion of a facility base inspection. The above compliance is applicable to all stakeholders who are involved in the transportation of dangerous goods by air.

- (f) For continuous compliance with this Regulation, scheduled and unscheduled inspections shall be performed on Nigerian and foreign registered aircraft as well as facility inspections of other entities.

15.9.1.3 COOPERATION BETWEEN STATES

- (a) The Authority may participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations.
- (b) Cooperative efforts could include:
- (1) Coordination of investigations and enforcement actions;
 - (2) Exchanging information on a regulated party's compliance history;
 - (3) Joint inspections and other technical liaisons;
 - (4) Exchange of technical staff;
 - (5) Joint meetings and conferences;
 - (6) Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories;
 - (7) Proposed and completed regulatory actions;
 - (8) Incident reports;
 - (9) Documentary and other evidence developed in the investigation of incidents;
 - (10) Proposed and final enforcement actions; and
 - (11) Educational/ outreach materials suitable for public dissemination.

15.9.1.4 PENALTIES

- (a) The Authority will take such measures as deemed appropriate to achieve compliance with these regulations including the prescription of appropriate penalties for violations.
- (b) The Authority will take appropriate action to achieve compliance with its dangerous goods regulations, including the prescription of appropriate penalties for violations, when information about a violation is received from another Contracting State, such as when a consignment of dangerous goods is found not to comply with the requirements of the Technical Instructions on arrival in a Contracting State and that State reports the matter to the State of Origin.
- (1) Any person who fails to comply with any provision in this Regulations or any administrative rules made hereunder shall be



deemed for the purposes of these Regulations to have contravened that provision and shall be subjected to a penalty as specified in **Part 1** of these Regulations.

- (2) Without prejudice to the generality of the provisions contained herein, a person, whether staff or otherwise shall be subject to such enforcement action in the event of breach of the Regulation contained herein.

15.10.1.1 DESIGNATION OF DANGEROUS GOODS INSPECTORS.

- (a) The Authority will designate dangerous goods inspectors to exercise the powers referred to in 15.11.

The conditions and requirements for the designation referred to in 15.11, as prescribed in ICAO Annex Doc. 9284, Supplement 5; Chapter 1. The Authority will sign and issue to each designated dangerous goods Inspector a document which shall state the full name of such inspector and contain a statement indicating that:

- (1) such inspector has been designated in accordance with 15.11.; and
(2) such inspector is authorised to exercise the powers referred to in 15.11.

15.11.1.1 POWERS OF DESIGNATED DANGEROUS GOODS INSPECTOR

- . (a) A designated dangerous goods Inspector may enter and inspect any:
 - (1) Aerodrome or hangar;
 - (2) Premises where goods intended for conveyance by air are made, produced, manufactured, where goods or baggage intended for conveyance by air are repacked, held or received or where goods or baggage are received after being conveyed by air ; and
 - (3) Aircraft, vehicle, freight container or unit load device used for the conveyance of dangerous goods, in order to ensure compliance with the provisions of the Civil Aviation Act and these Regulations.
- (b) A designated dangerous goods inspector may request any person to produce or furnish him or her with all documents and information relating to dangerous goods or baggage in so far as this may be necessary for the proper execution of his or her functions.
- (c) A designated dangerous goods Inspector who on reasonable grounds suspects that any baggage, consignment, freight container or unit load device contains goods which may not, in terms of the provisions of the Civil Aviation Act and these Regulations, be conveyed by air, or goods which constitute a danger or potential danger to persons, aircraft or any other property, may inspect such baggage,



consignment, freight container or unit load device and, if he or she deems it necessary in the interest of aviation safety, order that such goods be detained and not be loaded in an aircraft.

- (d) A designated dangerous goods inspector may at any time:
- (1) Search:
 - (i) Any baggage, consignment, freight container or unit load device presented or accepted for conveyance by air;
 - (ii) any baggage, consignment, freight container or unit load device received after being conveyed by air; and
 - (iii) any person who has disembarked from an aircraft or who intends to board an aircraft, or the baggage or personal possessions of such person, in order to ascertain whether dangerous goods have been or are to be conveyed by air, and a search referred to in sub-paragraph (i) shall be conducted with strict regard to decency and order and a person shall be searched only by a person of the same gender;
 - (2) satisfy himself or herself that the mass, quantity or composition of any:
 - (i) goods or baggage offered or presented for conveyance in any consignment;
 - (ii) passengers' baggage;
 - (iii) freight container or unit load device;
 - (iv) stores conveyed by the owner of an aircraft, or his or her agent; and
 - (v) goods or baggage on board an aircraft, comply with the requirements and standards as prescribed in ICAO Doc. 9284;
 - (3) satisfy himself or herself that the requirements and standards as prescribed in this Regulation are complied with regarding the separation of the classes of dangerous goods in storage areas, unit load devices, vehicles and aircraft;
 - (4) require goods to be removed from an aircraft if the requirements and standards referred to in paragraphs (2) and (3) are not complied with;
 - (5) request any person to produce or cause to be produced for inspection any document relating to a consignment intended for conveyance by air or which has been conveyed by air, or any other document specified in ICAO Doc. 9284;
 - (6) question any person handling dangerous goods in order to ascertain whether that person complies with the provisions of the Civil Aviation Act and these Regulations and the requirements and standards as prescribed in ICAO Doc. 9284 relating to the handling of such dangerous goods; and
 - (7) disallow the transport by air of any dangerous goods which, in his or her opinion, are not in a good condition, or the storage or use of which he or she determines to be dangerous.



15.12.1.1 DANGEROUS GOODS BY MAIL

- (a) Dangerous goods shall not be permitted in mail, except as provided for in the Technical Instructions.
- (b) Where permitted, the Operator shall follow established procedures as contained in Universal Postal Union (UPU) Parcel Post Regulations and Letter Post Regulations for the control of the introduction of dangerous goods into air transport through postal services. Such procedures shall be strictly adhered to.

Note: Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 3).

15.13.1.1 DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING

- (a) All incidents and accidents which occur within Nigeria and involve the transportation of dangerous goods originating in or destined for another State shall be reported to the Authority within seventy-two (72) hours of its occurrence.
- (b) Each report made shall be followed by an occurrence report form in a way and manner acceptable to the Authority.
- (c) A suspected violation of the requirements in respect of undeclared or misdeclared dangerous goods in cargo, shall be reported to the Authority using the recommended form for reporting. The reporter shall ensure that all details and relevant information are supplied and made available. There shall be evidence of non-compliance with the Technical Instructions such that there was a potentially unsafe situation or not serious (eg. Misunderstanding of the requirements but not resulting in a potentially unsafe situation).

15.14.1.1 FIRST AID AND EMERGENCY MEDICAL KIT AT WAREHOUSE

- (a) Aviation Handling Agencies and Operators shall have separate designated warehouse or area within the warehouse for dangerous goods storage.
- (b) Handling agents and Operators shall develop systems in mitigating occurrences as provided in the ICAO document on Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481).
- (c) The Operator shall carry on board an aircraft transporting dangerous goods in and out of Nigeria, the ICAO document on Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481).



15.14.1.2 FIRST AID KIT

- (a) All Dangerous goods warehouses shall be well equipped with first aid and emergency medical kits. The list of contents of the first aid boxes at the warehouses shall be displayed outside the box with the expiration date of the various items in the first aid box. Names of staff trained on how to administer first aid and contact information shall be pasted on all first aid boxes. Fire extinguishers shall be placed at vintage points and dates on them shall be valid. Employees at cargo warehouses shall be required to produce certificates on fire fighting and first aid training upon request.
- (b) Dangerous goods posters, fire extinguishers signage, assembly point signage and relative dangerous goods signage shall be displayed at open places in the cargo warehouse.

15.14.1.3 FIRST AID KIT LOCATION

- (a) First-aid kits shall be distributed as evenly as practicable throughout the warehouse and shall be readily accessible to staff on duty at the warehouse.
- (b) The medical kits, when carried, shall be stored securely and kept free from dust, inactive and damaging temperatures.
- (c) Personal Protective Equipment shall be readily available to staff to be able to work safely in their field of work.
- (d) Spill kits shall be provided at warehouse to be able to control spillage.

15.14.1.4 FIRST AID BOX CONTENTS

- (a) All first aid boxes shall contain among others, the following: Different factors shall be taken into consideration in deciding the contents of first-aid kits and medical kits. The most common medical kits like the following must be in the first aid box:
 - (1) Disposable gloves
 - (2) Tweezers
 - (3) Hemostat
 - (4) Bandages
 - (5) Wet gauze
 - (6) Pair of scissors
 - (7) Cotton
 - (8) Antiseptic cream
 - (9) Eye wash



(10) Alcohol

15.15.1.1 VALIDATION OF FOREIGN CERTIFICATES

- (a) The authority may validate any foreign certificate issued in the handling of dangerous goods to be conveyed by air, if the holder of the certificate:
 - (1) Has obtained such certificate from an approved foreign organization; and
 - (2) Has successfully completed the refresher dangerous goods training referred to in ICAO Doc 9284, Part 1;4.

15.16.1.1 HELICOPTER OPERATIONS

- (a) Due to the difference in the type of operations carried out by helicopters compared with aeroplanes, there may be circumstances when the full provisions of this Regulation are not appropriate or necessary, due to the operations involving unmanned sites, remote locations, mountainous areas or construction site etc. In such circumstances and when appropriate, the Authority may grant an approval in order to permit the carriage of dangerous goods without all of the normal requirements of these Regulations being fulfilled. When States other than the State of the Operator have notified ICAO that they require prior approval of such operations, approval must be obtained from the State of Origin and destination, as appropriate.
- (b) When loading dangerous goods for open carriage by a helicopter, consideration shall be given to the type of packing used and to the protection of those packings, where necessary, from the effect of airflow and weather (e.g. by damage from rain), in addition to the general loading provisions. When dangerous goods are carried suspended from a helicopter, the operator shall ensure that consideration is given to the dangers of static discharge upon landing or release of the load.
- (c) When helicopters are carrying passengers, approval may be granted to permit carriage of dangerous goods either:
 - (1) In the cabin, when those dangerous goods are associated with and accompanied by the passengers; or
 - (2) In cargo compartments that do not meet requirements of ICAO DOC 9284 Part 7; 2.1.1.



CIVIL AVIATION REGULATIONS

PART 15 — IMPLEMENTING STANDARDS

(Nig.CARs)

APRIL 2023



NIGERIA CIVIL AVIATION
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IS: 15.6.1.2 TRAINING PROGRAMME

- (a) The following categories of individuals shall be trained in dangerous goods:

Category Number	Employee description
1	Shippers and persons understanding the responsibilities of shippers
2	Packers
3	Personnel of freight forwarders involved in processing dangerous goods
4	Personnel of freight forwarders involved in processing cargo or mail (other than dangerous goods)
5	Personnel of freight forwarders involved in the handling, storage and loading of cargo or mail
6	Operator's and ground handling agent's personnel accepting dangerous goods
7	Operator's and ground handling agent's personnel accepting cargo or mail (other than dangerous goods)
8	Operator's and ground handling agent's personnel involved in the handling, storage and loading of cargo or mail and baggage
9	Passenger handling personnel
10	Flight crew members, loadmasters, load planners and FOOs/flight dispatchers
11	Crew members (other than flight crew members)
12	Security personnel who are involved with the screening of passengers and crew and their baggage and cargo or mail, e.g. security screeners, their supervisors and personnel involved in implementing security procedures
13	Operator's and ground handling agent's personnel accepting cargo or mail (other than dangerous goods)
14	Operator's and ground handling agent's personnel involved in the handling, storage and loading of cargo or mail (other than dangerous goods) and baggage
15	Passenger handling personnel
16	Flight crew members, loadmasters, load planners and FOOs/flight dispatchers
17	Crew members (other than flight crew members)



- (b) Training courses for operators not carrying dangerous goods as cargo or mail dangerous goods shall contain the following:

Contents	Categories of Personnel				
	13	14	15	16	17
General philosophy	X	X	X	X	X
Limitations	X	X	X	X	X
Labelling and marking	X	X	X	X	X
Dangerous goods transport document and other relevant documentation	X				
Recognition of undeclared dangerous goods	X	X	X	X	X
Provisions for passengers and crew	X	X	X	X	X
Emergency procedures	X	X	X	X	X

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

- (c) Training courses for staff of designated postal operators shall contain the following:

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Designated postal operators		
	A	B	C
General philosophy	x	x	x
Limitations	x	x	x
General requirements for shippers	x		
Classification	x		
List of dangerous goods	x		



Packing requirements	x		
Labelling and marking	x	x	x
Dangerous goods transport documents and other relevant documentation	x	x	
Acceptance of the dangerous goods listed in 1;2.3.2	x		
Recognition of undeclared dangerous goods	x	x	x
Storage and loading procedures			x
Provisions for passengers and crew	x	x	x
Emergency procedures	x	x	x

(d) Training courses for entities shipping dangerous goods shall contain the following:

Aspects of transport of dangerous goods by air with which they should be familiar as a minimum	Shippe		Freight forwarders		Operators and ground/ passenger handling agents		Crew Members & load Planners		Se curi ty		
	Categories of Personnel										
	1	2	3	4	5	6	7	8	9	10	11
General philosophy	x	x	x	x	x	x	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.

Note 1: Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in the tables above. For example, with respect to classification, personnel involved in implementing security procedures (e.g. screeners and their supervisors) need only be trained in the general properties of dangerous goods.

Note 2: The categories of personnel identified in the tables above are not all encompassing. Personnel employed by or interacting with the aviation industry in areas such as passenger and cargo reservation centres, and engineering and maintenance, except when acting in a capacity identified in the tables above, shall be provided with dangerous goods training in accordance with Part 8.10.1.10.

Source: ICAO Doc 10147.



IS: 15.7.1.1 DANGEROUS GOOD REPORTS

- (a) The report shall contain the following information as appropriate to the occurrence:
- (1) Date of the occurrence;
 - (2) Location of the occurrence;
 - (3) Flight number and flight date;
 - (4) Description of the goods and the reference number of the air waybill, pouch, baggage tag and ticket;
 - (5) Proper shipping name (including the technical name, if applicable);
 - (6) UN/ID number;
 - (7) Class or division in accordance with the Technical Instructions and any subsidiary risk(s);
 - (8) Type of packaging and the packaging specification marking;
 - (9) Quantity of dangerous goods;
 - (10) Name and address of the shipper or passenger
 - (11) Suspected cause of the occurrence;
 - (12) Action taken;
 - (13) Any other reporting action taken;
 - (14) Name, title, address and contact number of the reporter;
 - (15) Any other relevant details.



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DANGEROUS GOODS OCCURRENCE REPORT		Reference:
1. Operator:	2. Date of occurrence:	3. Local time of occurrence:
4. Flight date:	5. Flight no:	
6. Departure airport:	7. Destination airport:	
8. Aircraft type:	9. Aircraft registration:	
10. Location of occurrence:	11. Origin of the goods:	
12. Description of the occurrence, including details of injury, damage, etc (if necessary, continue on the reverse of this form):		
13. Proper shipping name (including the technical name):		14. UN/ID no (when known):
15. Class/division (when known):	16. Subsidiary risk(s):	17. Packing group
19. Type of packaging:	20. Packaging specification marking:	21. No of packages:
22. Quantity (or transport index, if applicable):		
23. Reference no of Air Waybill:		
24. Reference no of courier pouch, baggage tag, or passenger ticket:		
25. Name and address of shipper, agent, passenger, etc:		
26. Other relevant information (including suspected cause, any action taken):		
27. Name and title of person making report:		28. Telephone no:
29. Company:		30. Reporters ref:
31. Address:		32. Signature:
		33. Date:
Description of the occurrence (continuation):		

NOTES:

1. Any type of dangerous goods occurrence shall be reported, irrespective of whether the dangerous goods are contained in cargo, mail or baggage.



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2. A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage. A dangerous goods accident may also be an aircraft accident; in which case the normal procedure for reporting of air accidents shall be followed.
3. A dangerous goods incident is 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 the aircraft or its occupants is also deemed to constitute a dangerous goods incident.
4. This form should also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take on aircraft.
5. An initial report, which may be made by any means, shall be despatched as soon as possible (no later than 72h) to the Authority of the State (a) of the operator; and (b) in which the incident occurred, unless exceptional circumstances prevent this. This occurrence report form, duly completed, shall be sent as soon as possible, even if all the information is not available.
6. Copies of all relevant documents and any photographs should be attached to this report.
7. Providing it is safe to do so, all dangerous goods, packaging, documents, etc, relating to the occurrence shall be retained until after the initial report has been sent to the Dangerous Goods State Authority and they have indicated whether or not these should continue to be retained.



IS: 15.8.1.2 SECURITY PLAN

- (a) The security plan shall contain the following information:
- (1) specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
 - (2) records of dangerous goods or types of dangerous goods transported;
 - (3) review of current operations and assessment of vulnerabilities, including inter-modal transfer, temporary transit storage, handling, and distribution, as appropriate;
 - (4) clear statement of measures including training policies (including response to higher threat conditions, new employee/employment verifications, etc.), operating practices (e.g. access to dangerous goods in temporary storage proximity to vulnerable infrastructure, etc.), equipment and resources that are to be used to reduce security risks;
 - (5) effective and up-to-date procedures for reporting and dealing with security threats, breaches of security or security incidents;
 - (6) procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
 - (7) measures to ensure the security of transport information contained in the plan; and
 - (8) measures to ensure that the security of the distribution of transport documentation is limited as far as possible. (Such measures shall not preclude provision of the transport documentation required by Part 5, Chapter 4 of these Instructions.)



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