Dangerous Goods and Weapons Chapter 9





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Chapter 9 Dangerous Goods and Weapons

9.1 Information and General Guidance on the Transport of Dangerous Goods

Nesma Airlines does NOT transport any revenue or non-revenue shipment of goods or property, Mail, or even company materials that is not consumed or used during flight.

Nesma Airlines does not carry any kind of Danger Goods and/or COMAT.

Notwithstanding the contents of this manual, Nesma Airlines is responsible for compliance with all ECAA regulations, ICAO Doc 9284-AN/905 manual, hereafter referred to as DGRs.

This manual is intended to ensure that no employee, agent or contract employee of Nesma Airlines will accept and/or cause to be shipped any dangerous goods as defined in this chapter. The provisions of the manual shall be adhered to by all employees, agents, and contract employees of Nesma Airlines when they are involved in the acceptance, handling, and storage of freight designed to be and/or having been transported in air commerce, and in handling checked baggage and/or passenger carry-on baggage.

Further, these individuals must have satisfactory completed the Dangerous Goods recognition training program within the last 24 months. Training requirements are contained in Part Two of this manual.

In order to comply with DGRs, a current copy of this manual and pertinent potion of the DGRs will be available at each of Nesma Airlines facilities where freight, checked baggage and/or passenger carry-on baggage are accepted for transportation in air commerce.

Passenger information signs will be posted at ticket counters, passenger check in areas, aircraft boarding areas, baggage areas, and cargo accepting areas containing the type of DGs forbidden on board an aircraft specified in the DGRs.

Nesma Airlines will ensure that all DGs will be offered to a different mode of transportation (e.g. ground) and/or an air carrier that is authorized to transport DGs. Any employee, agent, or contract employee of Nesma Airlines who prepares and/or offers DGs for shipment via any mode must be fully trained as DGs shipper.

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9.1.1 Terminology

Terms used in this chapter have the following meanings:

Acceptance Check List. 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.

Cargo Aircraft. Any aircraft which is carrying goods or property but not passengers. In this context, the following are not considered to be passengers:

- A crewmember;
- An operator's employee permitted by, and carried in accordance with, the instructions contained in the Operations Manual;
- An authorized representative of an Authority; or
- A person with duties in respect of a particular shipment on board.

Dangerous Goods, are articles or substances which are capable of posing a risk to health, safety property or to the environment and which are shown in list of Dangerous Goods in the IATA Dangerous Goods regulations or which are classified according to regulations.

Dangerous Goods Accident. 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.

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 that seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

Dangerous Goods Transport Document. A document which is specified by the Technical Instructions. 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/ID numbers and that they are correctly classified, packed, marked, labeled and in a proper condition for transport.

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. (Note: see Unit Load Device where the dangerous goods are not radioactive materials)

Handling Agent. An agency that 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.

ID number. A temporary identification number for an item of dangerous goods, which has not been assigned a UN number.

Over pack. 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.

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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.

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.

State of Origin. The Authority in whose territory the dangerous goods were first loaded on an aircraft.

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 International Civil Aviation Organization. Nesma Airlines have adopted the use of the IATA Dangerous Goods Regulations which is the equivalent of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods.

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.

Unit Load Device. Any type of aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo. (Note: an over pack is not included in this definition; for a container containing radioactive materials see the definition for freight container.)

9.1.2 Policy for the Transport of Dangerous Goods by Passengers and/or Crew

Dangerous Goods may only be carried according with the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Technical Instructions), irrespective of whether the flight is wholly or partly within or wholly outside the territory of a State. <u>Ref. 9.1.11 Provision for Dangerous Goods Carried By Passengers or Crew</u>

Nesma Airlines have adopted the use of the IATA Dangerous Goods Regulations which is the equivalent of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods.

Every pilot will receive an electronic copy of the IATA Dangerous Goods Regulations on their tablet known as the eFB DGR. The eFB DGR does not contain all sections of the IATA Dangerous Goods Regulations. It has been developed to be used by flight crew, and is aligned with the training requirements of flight crew. Those sections which do not appear in the eFB DGR are considered to be not relevant or required for flight operations nor are they covered in the flight crew training program.

Rules concerning the safe transport of dangerous goods are defined by the ICAO in annex 18 of the Chicago convention and in the "Technical Instructions for the safe transport of dangerous goods by air" DOC9284 AN/905, (Here after referred to as Technical Instructions).

In addition has IATA established the manual "Dangerous Goods Regulations" (Latest edition) in respect with the ICAO rules and defines also procedures and instructions for the transport of dangerous goods. It shall be noted that furthermore national regulations may apply of the country of departure, destination and of the carrier.

The IATA "Dangerous Goods Regulations" (latest edition) specifies:

- What may be carried?
- Responsibility of the shipper and the carrier.
- Under which conditions shipment shall be conducted.

This chapter is established in good faith with the ICAO "Technical Instructions for the safe transport by air of dangerous goods by air" (latest edition) and the IATA "dangerous goods regulations" (latest edition) as background.

In principle dangerous goods shall not be transported by passengers or crewmembers (as in checked baggage in the cargo compartment; or as in carry-on baggage; or as on their person)

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9.1.3 Responsibilities

The general transportation requirements of the DGRs state that shippers of DGs must properly declare any such material at the time it is offered for transportation to Nesma Airlines.

Nesma Airlines employees, agents, and contract employees may rely on the certification and information provided by the shipper to determine if the shipment is authorized for air transportation.

Nesma Airlines as air carrier shall review documents tendered with the shipment for any indication that the item(s) is DG. All employees, agents, and contract employees of Nesma Airlines responsible for the acceptance of cargo or baggage shall be provided a list of indicators of undeclared DGs to assist them in their review. Nevertheless

Nonetheless, it must be understood that some shippers may be unaware of the requirements for offering and transporting DGs. Therefore, Nesma Airlines personnel accepting air cargo, packages, and passenger baggage must be especially vigilant in screening all baggage as to the contents and thereby prevent the inadvertent acceptance and transportation of such unauthorized materials.

Any package that displays a DGs marking or label, as shown the in the latest DGRs labeling chart, or otherwise is known or suspected of containing DGs, will not be accepted for Nesma Airlines or loaded aboard Nesma Airlines aircraft.

Nesma Airlines and shipper shall pay extra attention to hidden dangerous goods which may not be obvious to people and which may be inadvertently packed as normal baggage or proposed as usual freight. Typical examples are:

- Camping gear, this may contain flammable gas.
- Diving equipment, this may contain high intensity lamps that can generate extreme high heat when inadvertently switched on.
- Expeditionary/hiking equipment, this may be explosives as "flares" or flammable liquids.
- Frozen fruits, this may be packed in solid carbon dioxide ("dry ice") for cooling.
- Normal household goods, this may contain special paints that are regarded as dangerous goods.
- Pharmaceuticals, several pharmaceuticals contain chemicals that are dangerous goods.
- Repair kits; these most often contain peroxides, solvents, adhesives, etc.)
- Vaccines, these may be packed in solid carbon dioxide ("dry ice") for cooling.

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9.1.4 General Dangerous Goods aboard Aircraft Not Requesting Air Transport Approval (COMAT)

COMAT is an industry term developed and used by Nesma Airlines and is generally used to describe a wide array of company materials including replacement items of installed equipment and consumable materials. COMAT dangerous goods cannot be loaded abroad Nesma Airlines aircraft. Shipment of DGs COMAT that are offered for transportation to other modes or air carriers must be in full compliance with all DGRs. Employees, agents, and contract employees who prepare and/or offer DGs shipments for transportation must receive additional function specific training to satisfy all the requirements for shippers per the DGRs.

An approval to transport dangerous goods is not required for goods that are required aboard as:

- Articles and substances that are required to be aboard the aircraft in accordance with pertinent airworthiness requirements and operating regulations or that are authorized by the state of the operator to meet special requirements. For example; the aircraft portable fire extinguishers, first aid kits, lifesaving appliances, portable oxygen supplies.
- Catering and cabin supplies.

9.1.5 Pre Board Inspection

No employee, agent, or contract employee shall load any cargo or baggage containing indicators of DGs aboard our aircraft, onto an aircraft pallet, or Unit Load Device (ULD) unless it can be verified that the contents are not DGs.

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9.1.6 Passenger/Crew Dangerous Goods That Are Allowed With Operator Approval, As Checked Baggage Only (In the Cargo Compartment)

The following dangerous goods are permitted on aircraft as checked baggage only, are exempt from the DGRs. And, on the condition that it is approved by the aircraft operator(s).

ICAO and IATA manuals must be reviewed to assure currency of exceptions.

Solid carbon dioxide (Dry Ice)

Solid carbon dioxide (dry ice) in quantities not exceeding 2 kg (4.4 lb.) per person when used to pack perishables that are not subject to the Dangerous Good Regulation, provided the checked baggage (package) permits the release of carbon dioxide gas.

Note: For carbon dioxide, solid (dry ice) in carry-on baggage, see also 9.1.7.

Passengers/crew using this exemption is limited to a maximum of 2 kg for the **combined** carry-on and checked baggage.

Wheelchairs/Mobility aids with Spill able/non-spill able batteries

The air carrier will accept battery-powered wheelchairs/ mobility aids as baggage.

Wheel chairs/mobility aids will be transported with the battery attached, except when otherwise noted.

In no case, may a battery be transported if exhibits evidence of previous leakage or damage. Wheel chair batteries are either "spill able" or "non-spill able". A non-spill able battery will normally be labeled as such. In the absence of a label, a battery whose caps or cover cannot be

removed is considered to be non-spillage; if the caps or cover can be removed, it is considered to be spillage.

A. Wheelchairs/mobility aids with non-spill able batteries.

a battery Wheelchairs or other battery-powered mobility aids with non-spill able batteries may be accepted for carriage with battery attached when properly prepared (the battery is disconnected and terminals and ends of cables are insulated to prevent accidental short circuits), Batteries must be marked on the outside of the battery case, "NON-SPILLABLE" or "NON-SPILLABLE BATTERY".

B. Wheelchairs/Mobility aids with spill able batteries

Wheelchairs or other battery-powered mobility aids with spill able batteries provided that:

- 1) The wheelchair or mobility aid can be loaded, stowed, secured and unloaded always in an upright position.
- 2) The battery is disconnected, the battery terminals are insulated to prevent accidental short circuits and the battery is securely attached to the wheelchair or mobility aid.

If the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed and the wheelchair or mobility aid may then be carried as checked baggage without restriction.

If this requirement cannot be met, the battery must be removed from the housing by qualified airline personal only, and transported in strong, rigid packaging under the following conditions:

- a) Packaging must be leak-tight, impervious to battery fluid and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securing (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders;
- b) Batteries must be protected against short circuits, secured upright in their packaging and

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- c) Surrounded by compatible absorbent material sufficient to absorb their total liquid contents;
- **d)** These packaging must be marked "BATTERY, WET, WITH WHEELCHAIR" or "BATTERY, WET,
- e) WITH MOBILITY AID" and be labeled with the "Corrosive" label and with the "Package Orientation" label; and
- f) The Pilot in Command must be informed either orally or in writing prior to departure of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery.

Note: It is recommended that passengers make advance arrangements with each operator and that batteries that are spill able should be fitted with spill-resistant vent caps when feasible.

9.1.7 Passenger/Crew Dangerous Goods Those Are Acceptable With Operator Approval as Carry-On Baggage Only

The following dangerous goods are permitted on aircraft as carry-on baggage only, though with the approval of the operator(s):

Mercury barometer or thermometer

A mercurial barometer or mercurial thermometer carried by a representative of a government weather bureau of similar official agency. The barometer or thermometer must be packed in a strong outer packaging, having a sealed inner liner or a bag of strong leak-proof and puncture-resistant material impervious to mercury, which will prevent the escape of mercury from the package irrespective of its position. The Pilot in Command must be informed of the barometer or thermometer.

Heat producing articles

Heat producing articles, i.e. battery-operated equipment such as underwater torches and soldering equipment, which, if accidentally activated, will generate extreme heat and can cause fire, may be carried in carry-on baggage only. The heat producing component, or the energy source, must be removed so as to

Prevent unintentional functioning during transport.

Goods Acceptable with "Operator Approval" as baggage

The following dangerous goods are permitted on aircraft as checked or carryon baggage with the approval of the operator(s):

- **1.** Medical Oxygen (ECAR 121.574)
 - **a.** Nesma Airlines may allow a passenger to carry and operate gaseous oxygen cylinder for the storage, generation, or dispensing of oxygen when the following conditions are met:
 - **b.** The equipment is:
 - Furnished by Nesma Airlines;
 - Of an approved type;
 - Maintained by Nesma Airlines in accordance with an approved maintenance program;
 - Free of flammable contaminants on all exterior surfaces;
 - Capable of providing a minimum mass flow of oxygen to the user of four liters per minute;
 - Constructed so that all valves, fitting, and gauges are protected from damage;
 and

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- Appropriately secured, and
- The pressure in any oxygen cylinder does not exceed the rated cylinder pressure.
 - a) Written statement to show evidence for medical need. (Refer to 8.2.2.5)
- **c.** The equipment is stowed, and each person using the equipment is seated, so as not to restrict access to or use of any required emergency or regular exit or of the aisle in the passenger compartment.
- **d.** No smoking within 10 feet of oxygen storage and dispensing equipment carried in accordance with paragraph (a) of this section.
- **e.** It is not allowed to connect or disconnect oxygen dispensing equipment, to or from a gaseous oxygen cylinder while any passenger is aboard the aircraft.
- **f.** The requirements of this section do not apply to the carriage of supplemental or first- aid oxygen.
- **2.** Carbon Dioxide Cylinder fitted into a Life Jacket Not more than two small carbon dioxide cylinders per person fitted into a self-inflating life jacket plus not more than two spare cartridges.
- 3. Insulated Packages Containing Refrigerated Liquid Nitrogen
 Insulated packaging containing refrigerated liquid nitrogen fully absorbed in a porous
 material and intended for transport, at low temperature, of non-dangerous products are
 not subject to these regulations provided the design of the insulated packaging would
 not allow the build-up of pressure within the container and would not permit the release
 of any refrigerated liquid nitrogen irrespective of the orientation of the insulated
 packaging.

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9.1.8 Passenger/Crew Dangerous Goods Acceptable Without the Operator's Approval

The following dangerous goods are permitted on aircraft as baggage without the approval of the Operator:

Medicinal or toilet articles

Non-radioactive medicinal or toilet articles (including aerosols). The total net quantity of all such articles carried by each passenger or crewmember shall not exceed 2 kg (4.4 lb.) or 2 liters, and the net quantity of each single article shall not exceed 0.5 kg (1 lb.) or 0.5 liter. The term "medicinal or toilet articles" is intended to include such items as hair sprays, perfumes, colognes and medicines containing alcohol.

Carbon dioxide cylinders for mechanical limbs

Small carbon dioxide gas cylinders worn for the operation of mechanical limbs.

Also spare cylinders of a similar size if required to ensure an adequate supply for the duration of the journey.

Cardiac pacemakers/Radio-pharmaceuticals

Radio-isotopic cardiac pacemakers or other devices, including those powered by lithium batteries, implanted into a person, or radio-pharmaceuticals contained within the body of a person as the result of medical treatment.

Medical/Clinical thermometer

One small medical or clinical thermometer that contains mercury, for personal use, that shall be in its protective case.

Carbon dioxide, solid (Dry Ice)

Per passenger, and in carry-on baggage only, solid carbon dioxide (dry ice) shall not exceed 2 kg (4.4 lb.) when used to pack perishables that are not subject to these regulations in their carry-on baggage. Or with the approval of the operator in checked baggage, provided the package permits the release of carbon dioxide gas and with the recommendation that the checked luggage is positioned in a vented cargo compartment.

Note: Passengers or crew shall be limited to a maximum of 2 kg for the carry-on and checked baggage combined.

Safety matches or lighter

Safety matches or a lighter with fuel/fluid fully absorbed in a solid and intended for use by an individual when carried on one's person.

However, lighters with a flammable liquid reservoir containing unabsorbed liquid fuel (other than liquefied gas), lighter fuel and lighter refills are not permitted on one's person nor in checked or carry-on baggage.

Note: The "Strike anywhere" matches are forbidden for air transport.

Alcoholic beverages

Alcoholic beverages, when in retail packaging, containing more than 24% but not more than 70% alcohol by volume, in receptacles not exceeding 5 liters, with a total net quantity per person of 5 liters for such beverages.

Note: Alcoholic beverages containing 24% or less alcohol by volume are not subject to restrictions.

Hair curlers

Hair curlers containing hydrocarbon gas, provided that the safety cover is securely fitted over the heating element. These hair curlers must not be used on board the aircraft at any time. Gas refills for such curlers are not permitted in checked or carry-on baggage.

Per passenger or crewmember, only one unit shall be allowed.

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9.1.9 Notification of Dg Incidents and Required Reports

A. Incident Notification.

- 1) Nesma Airlines Shall Immediately Report To The ECAA And Nearest Airport Authority Any Dg Incident That Occurs During The Course Of Transportation (Including loading, unloading, or temporary storage) in which:
 - a. A person is killed; or
 - **b.** A person receives injuries requiring hospitalization; or There is an estimated xxxxx EGP in property damage; or
 - **c.** An evacuation of the general public occurs lasting one or more hours or;
 - **d.** One or more major transportation highways, railroads etc., or facilities are closed or shut down for one hour or more; or
 - e. The operational flight pattern or routine of an aircraft is altered; or
 - **f.** Fire, breakage, spillage, or suspected radioactive contamination occurs involving shipment of RAM; or
 - g. Fire, breakage, spillage, or suspected contamination occurs involving shipment of infectious substances (etiologic agents); or I) A situation exists of such a nature (e.g., a continuing danger to life exists at the scene of the incident that, in the judgment of the carrier, it should be reported to the ECAA even though it does not meet the criteria of paragraph l) (a), (b), or (c) of this section.
- 2) Radioactive Materials (RAM) in addition to the notification to the ECAA, the carrier will also notify the Atomic Energy Council and the shipper of the RAM involved in the incident.
- 3) Infectious Substances (etiologic agents) In addition to the notification to the ECAA, this air carrier will also notify the Center for Disease Control of any infectious substance involved in the incident.

B. Incident Reports

This airline will provide a written report to the ECAA within 30 days of each incident that occurs during the course of transportation (including loading unloading or storage, incidental thereto) in which any of the circumstances set forth above occurs or there has been unintentional release of DG from a package or quantity of DG waste has been discharged during transportation.

C. Report of Discrepancies.

Undeclared Shipments Are Classified As Discrepancies And Must Be Reported To The ECAA. In The Event Of A Discovered Undeclared Shipment, Following Its Acceptance For Transportation Aboard And Aircraft, This Carrier Shall As Soon As Practicable Notify The ECAA And Airport Authority And Provide The Following Information:

- 1) Name of employee, agent, or contact employee making the report;
- 2) Company name of the aircraft operator;
- 3) Specific location of the shipment concerned;
- 4) Name of the shipper; and
- 5) Nature of discrepancy.

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9.1.10 Classification of Dangerous Goods

Dangerous goods are classified by type of hazard as follows:

Class 1: Explosives

- Division 1.1 Articles and substances that have a mass explosion hazard.
- Division 1.2 Articles and substances having a projection hazard but not a mass explosion hazard.
- Division 1.3 Articles and substances that have a fire hazard and in addition either a minor blast hazard or a minor projection hazard or both, but no mass explosion hazard. These articles can give rise to considerable radiant heat.
- Division 1.4 Articles and substances that present no significant hazard, i.e. they present only a minor hazard in the event of ignition and the effects are largely confined to the package.
- Division 1.5 Very insensitive substances, that are so insensitive that there is very little probability of initiation.
- Division 1.6 Extremely insensitive articles that do not have a mass explosion hazard. Articles concerned demonstrate a negligible probability of accidental initiation. In addition compatibility groups have been defined and are indicated with a letter as A, B, C, etc. See for specifics and further details the IATA and ICAO documentation.

Class 2: Gases

This class comprises; articles charged with compressed gases as for example "Aerosols", liquefied gases, gases in solution, mixture of gases, etc.

- Division 2.1 Flammable gases.
- Division 2.2 Non-flammable, non-toxic gases.
- Division 2.3 Toxic gases (i.e. gases that are known to be so toxic that they pose a health hazard) Mixture of gases classification:

 For the class and division classification, the following principal is used:
- Division 2.3 takes precedence over all other gas divisions.
- Division 2.1 takes precedence over division 2.2.

Class 3: Flammable liquids

This class has no subdivision. It comprises liquids or mixtures of liquids that give off a flammable vapor at temperatures of not more than 60.5 degrees Celsius.

Class 4: Flammable other than liquids

- Division 4.1 Flammable solids, these are solids that are readily combustible or may cause fire through friction.
- Division 4.2 Substances liable to spontaneous combustion, these include substances that may ignite within 5 minutes after coming in contact with air.
- Division 4.3 Substances, which, in contact with water emit flammable gases and are liable to become spontaneously flammable.

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Class 5: Oxidizing substances and organic peroxides

- Division 5.1 - Oxidizing substances, these are articles that may cause combustion of other material by yielding oxygen.
- Organic peroxides, these are substances that are thermally unstable and may Division 5.2 undergo self-accelerating decomposition. They have one or more of the following properties;
 - Burn rapidly.
 - React dangerously with other substances.
 - Cause damage to eyes.
 - Be liable to explosive decomposition.
 - Be sensitive to impact or friction.

Class 6: Poisonous (toxic) and infectious substances

- Division 6.1 - Toxic substances; substances that are liable to cause death or injury or harm human health if swallowed / inhaled / contacted.
- Infectious substances; substances known to contain micro- organisms Division 6.2 (bacteria, viruses, parasites, etc.) that are known to cause infectious diseases in human or animals.

Class 7: Radioactive materials

No subdivision exists.

Class 8: Corrosive materials

Corrosive materials are substances that can cause severe damage by chemical reaction when in contact with living tissue (as skin) or can materially damage other freight or the means of transport (be it pallet or aircraft).

No further subdivision exists.

Class 9: Miscellaneous dangerous goods

No subdivision exists. The articles of class 9 are substances that may present a danger during air transport but are not covered by any of the other previous classes. Among these are the magnetized materials.

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9.1.11 Provision for Dangerous Goods Carried By Passengers or Crew

Permit	ted in or a	s carry-on	baggage	
Permitted in or a			33-3-	
The approval of the operator is		1		
Alcoholic beverages, when in retail packagings, containing more than 24% but not more than 70% alcohol	NO	YES	YES	NO
by volume, in receptacles not exceeding 5 L, with a total net quantity per person of 5 L. Note:				
Alcoholic beverages containing 24% or less alcohol by volume are not subject to any restrictions.				
Ammunition, securely packaged (in Div. 1.4S, UN 0012 or UN 0014 only), in quantities not exceeding 5 kg gross weight per person for that person's own use. Allowances for more than one person must not be combined into one or more packages.	YES	YES	NO	NO
Avalanche rescue backpack, one (1) per person, containing cartridges of compressed gas in Div. 2.2. May also be equipped with a pyrotechnic trigger mechanism containing no more than 200 mg net of Div. 1.4S. The backpack must be packed in such a manner that it cannot be accidentally activated. The airbags within the backpacks must be fitted with pressure relief valves.	YES	YES	YES	NO
Baggage with installed lithium batteries non-removable batteries exceeding-0.3 g lithium metal or 2.7 Wh.		FORB	DDEN	
Baggage with installed lithium batteries:	NO	YES	YES	NO
 non-removable batteries. Batteries must contain no more than 0.3 g lithium metal or for lithium ion must not exceed 2.7 Wh; 			10.35	
 removable batteries. Batteries must be removed if baggage is to be checked in. Removed batteries must be carried in the cabin. 				
Batteries, spare/loose, including lithium batteries, non-spillable batteries, nickel-metal hydride batteries and dry batteries (see 2.3.5.8) for portable electronic devices must be carried in carry-on baggage only. Articles which have the primary purpose as a power source, e.g. power banks are considered as spare batteries. These batteries must be individually protected to prevent short circuits. Lithium metal batteries: the lithium metal content must not exceed 2 g (see 2.3.5.8.4). Lithium ion batteries: the Watt-hour rating must not exceed 100 Wh (see 2.3.5.8.4). Each person is limited to a maximum of 20 spare batteries. *The operator may approve the carriage of more than 20 batteries. Non-spillable batteries: must be 12 V or less and 100 Wh or less. Each person is limited to a maximum of 2 spare batteries (see 2.3.5.8.5).	NO*	NO	YES	NC
Camping stoves and fuel containers that have contained a flammable liquid fuel, with empty fuel tank and/or fuel container (see 2.3.2.5 for details).	YES	YES	NO	NC
Chemical Agent Monitoring Equipment, when carried by staff members of the Organization for the Prohibition of Chemical Weapons on official travel (see 2.3.4.4).	YES	YES	YES	NC
Disabling devices such as mace, pepper spray, etc. containing an irritant or incapacitating substance are forbidden on the person, in checked and carry-on baggage.	pacitating substance are	FORB	DDEN	
Dry ice (carbon dioxide, solid), in quantities not exceeding 2.5 kg per person when used to pack perishables not subject to these Regulations in checked or carry-on baggage, provided the baggage (package) permits the release of carbon dioxide gas. Checked baggage must be marked "dry ice" or "carbon dioxide, solid" and with the net weight of dry ice or an indication that there is 2.5 kg or less dry ice.	YES	YES	YES	NC
e-cigarettes (including e-cigars, e-pipes, other personal vaporizers) containing batteries must be individually protected to prevent accidental activation (see 2.3.5.8.2).	NO	NO	YES	NC
Electro shock weapons (e.g. Tasers) containing dangerous goods such as explosives, compressed gases, lithium batteries, etc. are forbidden in carry-on baggage or checked baggage or on the person.	(8)	FORB	IDDEN .	
Fuel cells containing fuel, powering portable electronic devices (e.g. cameras, cellular phones, laptop computers and camcorders), see 2.3.5.9 for details.	NO	NO	YES	NC
Fuel cell cartridges, spare for portable electronic devices, see 2.3.5.9 for details.	NO	YES	YES	NC
Gas cartridges, small, non-flammable containing carbon dioxide or other suitable gas in Division 2.2. Up to two (2) small cartridges fitted into a self-inflating personal safety device, intended to be worn by a person, such as a life jacket or vest. Not more than two (2) devices per passenger and up to two (2) spare small cartridges per device, not more than four (4) cartridges up to 50 mL water capacity for other devices (see 2.3.4.2).	YES	YES	YES	NC
Gas cylinders, non-flammable, non-toxic worn for the operation of mechanical limbs. Also, spare cylinders of a similar size if required to ensure an adequate supply for the duration of the journey.	NO	YES	YES	NC
Hair styling equipment containing a hydrocarbon gas cartridge, up to one (1) per passenger or crew- member, provided that the safety cover is securely fitted over the heating element. This hair styling equipment must not be used on board the aircraft. Spare gas cartridges for such hair styling equipment are not permitted in checked or carry-on baggage.	NO	YES	YES	NO

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Реп	nitted in or a	s carry-or	baggage			
Permitted in o	r as checked	l baggage	1			
The approval of the operator	is required	1				
nsulated packagings containing refrigerated liquid nitrogen (dry shipper), fully absorbed in a porous naterial containing only non-dangerous goods.	NO	YES	YES	NO		
nternal combustion or fuel cell engines, must meet A70 (see 2.3.5.12 for details).	NO	YES	NO	NC		
ithium Batteries: Portable electronic devices (PED) containing lithium metal or lithium ion cells or atteries, including medical devices such as portable oxygen concentrators (POC) and consumer lectronics such as cameras, mobile phones, laptops and tablets (see 2.3.5.8). For lithium metal batteries be lithium metal content must not exceed 2 g and for lithium ion batteries the Watt-hour rating must not exceed 100 Wh. Devices in checked baggage must be completely switched off and must be protected from amage. Each person is limited to a maximum of 15 PED. The operator may approve the carriage of more than 15 PED.	NO*	YES	YES	NC		
ithium batteries, spare/loose, including power banks, see Batteries, spare/loose						
ithium battery-powered electronic devices. Lithium ion batteries for portable (including medical) lectronic devices, a Wh rating exceeding 100 Wh but not exceeding 160 Wh. For portable medical lectronic devices only, lithium metal batteries with a lithium metal content exceeding 2 g but not exceeding g. Devices in checked baggage must be completely switched off and must be protected from damage.	YES	YES	YES	NC		
ithium batteries, spare/loose with a Watt-hour rating exceeding 100 Wh but not exceeding 160 Wh for onsumer electronic devices and PMED or with a lithium metal content exceeding 2 g but not exceeding 8 or PMED only. Maximum of two spare batteries in carry-on baggage only. These batteries must be dividually protected to prevent short circuits.	yES g	NO	YES	NC		
latches, safety (one small packet) or a small cigarette lighter that does not contain unabsorbed liquid iel, other than liquefied gas, intended for use by an individual when carried on the person. Lighter fuel and ghter refills are not permitted on one's person or in checked or carry-on baggage.			SON	NC		
lote: "Strike anywhere" matches, "Blue flame" or "Cigar" lighters or lighters powered by a lithium batte. ithout a safety cap or means of protection against unintentional activation are forbidden (see 2.3.5.8.4(e))						
lobility Aids: Battery-powered wheelchairs or other similar mobility devices with non-spillable wet atteries, nickel-metal hydride batteries or dry batteries, (see 2.3.2.2).	YES	YES	NO	YE		
lobility Aids: Battery-powered wheelchairs or other similar mobility devices with spillable batteries or rith lithium ion batteries (see 2.3.2.3 and 2.3.2.4 for details).	YES	YES	NO	YE		
lobility Aids: Battery-powered wheelchairs or other similar mobility devices with lithium ion batteries there the design of the mobility aid does not provide adequate protection for the battery(ies) (see 2.3.2.4.3 or details).	YES	NO	YES	YE		
on-radioactive medicinal or toiletry articles (including aerosols) such as hair sprays, perfumes, olognes and medicines containing alcohol; and Non-flammable, non-toxic (Division 2.2) aerosols, with o subsidiary hazard, for sporting or home use (see 2.3.5.1).	NO	YES	YES	NC		
he <u>total</u> net quantity of non-radioactive medicinal or toiletry articles and non-flammable, non-toxic (Divisic .2) aerosols must not exceed 2 kg or 2 L and the net quantity of each single article must not exceed 0.5 l r 0.5 L. Release valves on aerosols must be protected by a cap or other suitable means to preveiladvertent release of the contents.	(g					
bxygen or air, gaseous, cylinders required for medical use. The cylinder must not exceed 5 kg gross reight.	YES	YES	YES	YE		
Note: Liquid oxygen systems are forbidden for transport.						
ermeation devices, must meet A41 (see 2.3.5.13 for details).	NO	YES	NO	NC		
adioisotopic cardiac pacemakers or other devices, including those powered by lithium batteries, nplanted into a person or fitted externally.	NO		NE'S SON	NO		
ecurity-type equipment (see 2.3.2.6 for details).	YES	YES	NO	NC		
ecurity-type attaché cases, cash boxes, cash bags, etc. incorporating dangerous goods, such as hium batteries and/or pyrotechnic material, except as provided in 2.3.2.6 are totally forbidden. See entry i .2–List of Dangerous Goods.	n	FORB	IDDEN			
pecimens, non-infectious packed with small quantities of flammable liquid, must meet A180 see 2.3.5.11 for details).	NO	YES	YES	NC		
hermometer, medical or clinical, which contains mercury, one (1) per person for personal use, when in sprotective case.	NO	YES	NO	NC		
hermometer or barometer, mercury filled carried by a representative of a government weather bureau r similar official agency (see 2.3.3.1 for details).	YES	NO	YES	YE		

Note:

The provisions of Subsection 2.3 and Table 2.3.A may be limited by State or operator variations. Passengers should check with their airline for the current provisions.

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9.1.12 Dangerous Goods Emergency Procedures

Emergencies and incidents on board an aircraft related to dangerous goods can create additional dangers. In the case of an in-flight emergency, Nesma Airlines OCC is to be notified immediately.

9.1.12.1 Checklist for Dangerous Goods Incidents

The general rules to be observed following a dangerous goods incident in-flight are:

- (a) Follow the aircraft emergency procedures, as appropriate, and additionally, try to determine the source of smoke/fumes/fire.
- (b) No smoking signs ON.
- (c) Consider landing as soon as possible.
- (d) Consider turning off non-essential electrical power.
- (e) Determine emergency response drill code and use emergency drills chart to help deal with the incident.
- (f) If the incident involves the passenger cabin and occupants, use additional Cabin Crew Checklist below and co-ordinate Flight Crew/Cabin Crew actions.
- (g) Notify ATC and Nesma Airlines OCC.

9.1.12.2 Cabin Crew Checklist for Dangerous Goods Incidents in the Passenger Cabin

The general rules to be observed following a dangerous goods incident in-flight in the passenger cabin are:

- (a) Notify the Pilot In Command.
- **(b)** Identify the item.
- (c) In case of fire, use standard procedures but check use of water.
- (d) Determine emergency response drill code and use emergency drills chart to help deal with the incident.
- (e) In case of spillage or leakage.
 - (1) Don rubber gloves, smoke hoods or masks as necessary.
 - (2) Move passengers away from area and distribute wet towels/cloths.
 - (3) Place suspect items in polythene bags.
 - (4) Stow polythene bags.
 - (5) Treat affected seats and covers in the same manner as dangerous goods;
 - (6) Cover spillage on carpet floor;
 - (7) Regularly inspect items stowed away and contaminated furnishings.

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9.1.12.3 Actions after Landing

The Pilot in Command is to ensure the following actions are taken on landing following a dangerous goods incident in-flight:

- (a) Passengers and Crew are disembarked before any cargo compartment doors are opened. The emergency services should be in attendance before any cargo door is opened.
- (b) Ground handling personnel are informed of the nature of the emergency.
- (c) An appropriate entry is made in the Aircraft Technical Log.
- (d) A Nesma Airlines is completed.

9.1.12.4 General Notes

Crewmembers and ground handling personnel should observe the following precautions when handling dangerous goods incidents:

9.1.12.4.1 Fire

In general, water should not be used on a spillage, or when fumes are present, since this may spread the spillage or increase the rate of fuming;

9.1.12.4.2 Spillage or Leakage

The hands should always be protected before touching suspicious items. Smoke hood, smoke mask, and portable oxygen equipment should be used where appropriate. Gas-tight breathing equipment should always be worn when attending an incident involving fire, fumes, or smoke.

9.1.12.4.3 Smoke Filled Passenger Cabin

The use of therapeutic masks with portable oxygen bottles to assist passengers in a smoke or fume-filled passenger cabin is not recommended since considerable quantities of fumes or smoke would be inhaled through the valves or holes in the mask. A more effective aid is the use of wet towels or cloth held over the mouth.

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9.1.13 Dangerous Goods Training.

1. Requirements.

Each employee, agent, and contract employee of Nesma Airlines who performs any assigned duties and responsibilities for acceptance, handling, storage, and transportation of cargo, baggage, and COMA shall be familiar with the company policy regarding the non-acceptance of DGs, local procedures, and the requirements for official notification of any incident or accident involving dangerous goods.

Nesma Airlines shall not use an individual to perform the above stated duties unless the individual h satisfactorily completed an initial course of study and an oral or written test regarding dangerous goods. All incorrect answers shall be reviewed with the trainee until proficiency is achieved.

In addition, within 24 months, the individual must have received either initial training or annual recurrent training and satisfactorily completed an oral or written test. All incorrect answers shall be reviewed with the trainee until proficiency is achieved.

Nesma Airlines shall maintain a record of the satisfactory completion of the initial and recurrent training for each individual. These records will be made available at the location where the personal perform such duties, and will be maintained for as long as the employee is performing these duties.

2. Training Curriculum (ECAA approved)

The list below will be covered during the initial and recurrent training of each employee, agent, and contract employee of Nesma Airlines. The material will be covered in such scope and depth as to provide sufficient knowledge of applicable regulations and procedures to safely accomplish the duties. This training will be considered to comply with all requirements for the acceptance, handling and transportation of DGs. This carrier will ensure that materials and regulations used in its training curriculum are cum and valid at the time of the training.

DG General Recognition Training

- A. Company Policy and Training Requirements
- B. Applicable Regulatory Requirements
- C. DG Definitions and Examples
- **D.** Enforcement
- E. Hidden Shipment Indicators
- F. Suspicious Cargo and Baggage.
- G. Communication Components of Dangerous Goods
 - 1) Shipping Papers
 - 2) Marking
 - 3) Labeling
 - 4) Dangerous Goods COMAT
 - 5) Identification and Recognition
 - 6) DGs onboard aircraft
 - 7) Replacement components
 - 8) Consumable Materials
- H. Dangerous Goods COMAT.
 - 1) Identification and Recognition.
 - 2) DGs onboard aircraft.
 - 3) Replacement components.

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- 4) Consumable Materials.
- 5) Specific DG COMAT Exceptions (if any)
- 6) Facility Storage, Safe Movement, and Handling Requirements:
 - a) Specific Hazards and
 - **b)** Precautionary Measures
- 7) Proper disposal Procedures for DG COMAT
 - a) Environmental precautions
 - **b**) Transportation precautions

9.1.14 Notification to Captain

- a) The Notification to the captain (NOTOC) is used to inform the PIC of DGSL carried, Nesma Airlines do not transport Dangerous Goods, only batteries for Personal mobility aids classified as DGR shall be transported and mentioned in NOTOC.
- **b)** Station is responsible for providing DGSL information in legible written, printed or digital form and transmitting it to PIC who charged with load planning task. PIC shall produce LIR taking into consideration DGSL information, their compatibility and segregation criteria.
- c) The information contained in the NOTOC shall be made available to the person charged with aircraft loading and supervision task. The person shall:
- d) Verify that DGSL are not damaged or leaking.
- e) Ensure the correct positioning of DGSL as per the LIR and NOTOC.
- f) Report actual loading position.
- g) Signs the NOTOC.
- h) Deliver the NOTOC to PIC for signature.
- i) The NOTOC must be issued in adequate number of copies, in order to provide information to all concerned and for file retention.
- **j**) DGSL information shall be made available to the next downline airport before the flight arrives.

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