

A5.3. Items requiring Special Approval. Ship according to a Special Approval (includes CAA or COE) issued for the particular item. See paragraphs 2.5. and 2.6. for more information on CAAs and COEs. Comply with the following handling instructions only when shipping items containing a fuel that is corrosive or toxic.

A5.3.1. Handling Instructions. Exercise extreme caution in handling this item. Keep well ventilated, away from sparks, fire hazards, and oxidizing materials. Vapors are toxic when inhaled. Liquid is corrosive. Fuel in presence of an oxidizer is self-igniting and highly reactive. Approved protective clothing, gloves, safety goggles, and a positive pressure breathing apparatus must be available during handling of this material, and worn when handling leaking packages. **(T-0).**

A5.3.2. Shipping Requirements. The following requirements apply:

A5.3.2.1. Load containers having an installed indicator in such a manner as to provide access to the indicator during flight. Inspect the indicator before aircraft loading, after aircraft loading, at cruise altitude, during flight every hour or as required by the applicable technical manual, as cargo tiedown is inspected, and after landing. The normal color of the indicator is white or off-white. The color will change to yellow if inhibited red fuming

nitric acid leak occurs. The color will change to black if an amine fuel mixture leak occurs. Changes are obvious and do not require technical escort personnel to monitor.

A5.3.2.2. Preplan containers that do not have an indicator installed under the same conditions as described in paragraph 2.8. The shipper must contact the carrier no less than 72 hours before movement. **(T-0)**. The shipper must also furnish the following:

A5.3.2.2.1. Protective clothing, gloves, and a positive pressure breathing apparatus for all personnel aboard the aircraft (see also paragraph 1.9.).

A5.3.2.2.2. Fume-detecting equipment.

A5.3.2.2.3. A qualified technical escort or courier with equipment to monitor the item for leaks and is prepared to take emergency in-flight action. **(T-0)**.

A5.3.3. Emergency Procedures. When a leak is detected, either by observation of the indicator or by monitoring equipment:

A5.3.3.1. Get personnel out of the cargo compartment.

A5.3.3.2. Alert pilot and crew.

A5.3.3.3. Depressurize cargo compartment and ventilate as soon as possible.

A5.3.3.4. All personnel go on 100 percent oxygen.

A5.3.3.5. Declare an in-flight emergency.

A5.3.3.6. Be prepared to jettison cargo if possible.

A5.3.3.7. Descend and land as soon as possible.

A5.3.3.8. Park aircraft in an isolated area.

A5.3.3.9. EOD personnel unload aircraft as soon as possible.

A5.4. Barium Azide; Diazodinitrophenol, Wetted; Guanyl Nitrosaminoguanilydene Hydrazine, Wetted; Guanyl Nitrosaminoguanilyltetrazene, Wetted; Tetrazene, Wetted; Lead Azide, Wetted; Lead Mononitroresorcinate; Lead Styphnate, Wetted; Lead Trinitroresorcinate, Wetted; and Mercury Fulminate, Wetted, package as follows:

A5.4.1. Fill the intermediate and outer packagings with an appropriate water-saturated material such as an anti-freeze solution or wetted cushioning. Outer packagings must be constructed and sealed to prevent evaporation of the wetting solution, (except UN0224 when shipped dry). **(T-0)**. Package in drums as follows:

Inner packaging	Intermediate packaging	Outer packaging
Bags: plastic textile, plastic coated or lined rubber textile, or rubberized textile <i>or</i> Receptacles: wood	Bags: plastics, textile, plastic coated or lined rubber textile, or rubberized textile bag <i>or</i> Receptacles: plastics, metal, or wood	Drums: steel (1A1 or 1A2), other metal (1N1 or 1N2), or plastic (1H1 or 1H2)