

CIVIL AVIATION AUTHORITY, PAKISTAN

AIR NAVIGATION ORDER

NO. : 91.0030

Date : 31st August, 2009

Issue : Two

SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

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1. Authority

1.1 This Air Navigation Order (ANO) has been issued in pursuance of Rules 4(3) and all other enabling provisions contained in Civil Aviation Rules, 1994 (CARs, 94).

2. Scope

2.1 Operator shall comply with the provisions contained in Part-XVI of CARs, 94 and currently applicable ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, ICAO Doc. 9284 on all occasions when dangerous goods are carried, irrespective of whether the flight is operated wholly or partly within or wholly outside the territory of Pakistan. Where dangerous goods are to be transported outside the territory of Pakistan, the Operator shall review and comply with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions. No Operator may transport dangerous goods unless approved to do so by CAA, Pakistan.

2.2 Articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of the Technical Instructions, provided they are:

2.2.1 Required to be aboard the aircraft for operating reasons;

2.2.2 Carried as catering or cabin service supplies;

2.2.3 Carried for use in flight as veterinary aid or as a humane killer for an animal; or

2.2.4 Carried for use in flight for medical aid for a patient, provided that:

2.2.4.1 Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;

2.2.4.2 Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;

2.2.4.3 Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and

2.2.4.4 Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or

2.2.4.5 They are carried by passengers or crewmembers.

2.2.5 Articles and substances intended as replacements for those in paragraph 2.2.1 may be transported on an aircraft as specified in the Technical Instructions.

3. Effective Date

3.1 This ANO shall come into force with immediate effect.

4. Purpose

4.1 The purpose of this ANO is to interpret the requirements of ICAO Annex-18 and currently applicable Technical Instructions for the Safe Transport of Dangerous Goods by Air and implement these requirements through Part – XVI, CARs, 94.

5. Definitions

5.1 **Accident.** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

5.1.1 a person is fatally or seriously injured as a result of:

5.1.1.1 being in the aircraft, or

5.1.1.2 direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or

5.1.1.3 direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

5.1.2 the aircraft sustains damage or structural failure which:

5.1.2.1 adversely affects the structural strength, performance or flight characteristics of the aircraft, and

5.1.2.2 would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or

5.1.3 the aircraft is missing or is completely inaccessible.

Note1. For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.

Note2. An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

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

- 5.3 **Consignment.** One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.
- 5.4 **Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.
- 5.5 **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.
- 5.6 **Dangerous goods accident.** An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.
- 5.7 **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 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.
- 5.8 **Exception.** A provision in this ANO which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
- 5.9 **Exemption.** An authorization issued by an appropriate national authority providing relief from the provisions of this ANO.
- 5.10 **Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- 5.11 **Incident.** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
- Note:** The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual (Doc 9156).
- 5.12 **Incompatible.** Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.
- 5.13 **Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- 5.14 **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.

- 5.15 **Package.** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- 5.16 **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.
- 5.17 **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.
- 5.18 **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.
- 5.19 **Serious incident.** An incident involving circumstances indicating that an accident nearly occurred.
- Note1.** The difference between an accident and a serious incident lies only in the result.
- Note2.** Examples of serious incidents can be found in Attachment C of Annex 13 and in the Accident/Incident Reporting Manual (Doc 9156).
- 5.20 **Serious injury.** An injury which is sustained by a person in an accident and which:
- 5.20.1 requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- 5.20.2 results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- 5.20.3 involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- 5.20.4 involves injury to any internal organ; or
- 5.20.5 involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- 5.20.6 involves verified exposure to infectious substances or injurious radiation.
- 5.21 **State of Origin.** The State in the territory of which the cargo was first loaded on an aircraft.
- 5.22 **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.

5.23 **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.

5.24 **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.

6. Applicability

6.1 General applicability

6.1.1 This ANO shall be applicable to all international operations of civil aircraft. In cases of extreme urgency or when other forms of transport are inappropriate or full compliance with the prescribed requirements is contrary to the public interest, the States concerned may grant exemptions from these provisions provided that in such cases every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by these provisions. For the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note 1. The States concerned are the States of Origin, transit, overflight and destination of the consignment and the State of the Operator.

Note 2. Refer to 9.2 for dangerous goods normally forbidden for which States may grant an exemption.

Note 3. Refer to 9.3 for dangerous goods forbidden for transport by air under any circumstances.

Note 4. It is not intended that this ANO be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.

6.2 Dangerous Goods Technical Instructions

6.2.1 CAA Pakistan shall take the necessary measures to achieve compliance with the detailed provisions contained in 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. CAA Pakistan shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

6.2.2 CAA Pakistan should 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.

6.2.3 Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented in CAA Pakistan, as such should, nevertheless, 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.

6.3 **Domestic civil aircraft operations**

6.3.1 In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, CAA Pakistan should also take the necessary measures to achieve compliance with this ANO and the Technical Instructions for domestic civil aircraft operations.

6.4 **Exceptions**

6.4.1 Articles and substances which would otherwise be classed 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 ANO.

6.4.2 Where articles and substances intended as replacements for those described in 7.4.1 or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this ANO except as permitted in the Technical Instructions.

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

7.5 **Notification of variations from the Technical Instructions**

6.5.1 Where a CAA Pakistan adopts different provisions from those specified in the Technical Instructions, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions.

Note: CAA Pakistan is expected to notify a difference to the provisions of 7.2.1 under Article 38 of the Convention only if they are unable to accept the binding nature of the Technical Instructions. Where CAA Pakistan has adopted different provisions from those specified in the Technical Instructions, it is expected to be reported only under the provisions of 7.5.

6.5.2 CAA Pakistan should take the necessary measures to ensure that when an operator adopts more restrictive requirements than those specified in the Technical Instructions, the notification of such operator variations is made to ICAO for publication in the Technical Instructions.

6.6 Surface transport

- 6.6.1 CAA Pakistan should make provisions to enable dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.

6.7 National authority

- 6.7.1 Air Transport Directorate of CAA Pakistan is responsible to issue No Objection Certificate (NOC) to the Handling Agents for the carriage of Dangerous Goods by Air. However, Safety Oversight and Surveillance role of Dangerous Goods by Air is the responsibility of Flight Standards Directorate. Moreover, Pakistan Nuclear Regulatory Authority, Transport Waste and Safety Directorate is the competent authority responsible for authorizing transport of radioactive material.

7. Classification

- 7.1 The classification of an article or substance shall be in accordance with the provisions of 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.

8. Limitation on the Transport of Dangerous Goods by Air

8.1 Dangerous goods permitted for transport by air

- 8.1.1 The transport of dangerous goods by air shall be forbidden except as established in this ANO and the detailed specifications and procedures provided in the Technical Instructions.

8.2 Dangerous goods forbidden for transport by air unless exempted

- 8.2.1 The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 7.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

8.2.1.1 articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and

8.2.1.2 infected live animals.

8.3 Dangerous goods forbidden for transport by air under any circumstances

- 8.3.1 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.

9. Packing

9.1 General requirements

9.1.1 Dangerous goods shall be packed in accordance with the provisions of this para 10 and as provided for in the Technical Instructions.

9.2 Packagings

9.2.1 Packagings used for the transport of dangerous goods by air shall 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.

9.2.2 Packagings shall be suitable for the contents. Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

9.2.3 Packagings shall meet the material and construction specifications in the Technical Instructions.

9.2.4 Packagings shall be tested in accordance with the provisions of the Technical Instructions.

9.2.5 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.

9.2.6 Inner packagings shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packagings.

9.2.7 No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.

9.2.8 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.

9.2.9 No harmful quantity of a dangerous substance shall adhere to the outside of packages.

10. Labelling and Marking

10.1 Labels

10.1.1 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.

10.2 Markings

- 10.2.1 Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in those Instructions.
- 10.2.2 Specification markings on packagings. Unless other-wise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

10.3 Languages to be used for markings

- 10.3.1 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 should be used for the markings related to dangerous goods.

11. Shipper's Responsibilities

11.1 General requirements

- 11.1.1 Before a person offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labelled and accompanied by a properly executed dangerous goods transport document, as specified in this ANO and the Technical Instructions.

11.2 Dangerous goods transport document

- 11.2.1 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 a dangerous goods transport document, which shall contain the information required by those Instructions.
- 11.2.2 The transport document shall bear a declaration signed by the person who offers dangerous goods for transport indicating that the dangerous goods are fully and accurately described by their proper shipping names and that they are classified, packed, marked, labelled, and in proper condition for transport by air in accordance with the relevant regulations.

- 11.2.3 Sample Dangerous Goods Transport Document is placed as Appendix-A.

11.3 Languages to be used

- 11.3.1 In addition to the languages which may be required by the State of Origin and pending the development and adoption of a more suitable form of expression for universal use, English should be used for the dangerous goods transport document.

12. Operator's Responsibilities

12.1 Acceptance for transport

12.1.1 An operator shall not accept dangerous goods for transport by air:

12.1.1.1 unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and

12.1.1.2 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.

Note 1. See para 17 concerning the reporting of dangerous goods accidents and incidents.

Note 2. Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.

12.2 Acceptance checklist

12.2.1 An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 13.1.

12.2.2 Sample Acceptance Checklists are placed as Appendices-B, C, D.

12.3 Loading and stowage

12.3.1 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.

12.4 Inspection for damage or leakage

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

12.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

12.4.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.

12.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or

leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

12.5 Loading restrictions in passenger cabin or on flight deck

12.5.1 Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

12.6 Removal of contamination

12.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

12.6.2 An aircraft which has been contaminated by radioactive materials shall immediately be 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.

12.7 Separation and segregation

12.7.1 Packages containing dangerous goods which might react dangerously one 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.

12.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

12.7.3 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.

12.8 Securing of dangerous goods cargo loads

12.8.1 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 13.7.3 are met at all times.

12.9 Loading on cargo aircraft

12.9.1 Except as otherwise provided in the Technical Instructions, packages of dangerous goods bearing the “Cargo aircraft only” label shall be loaded in such a manner that a crew member or other authorized person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

13. Provision of Information

13.1 Information to pilot-in-command

13.1.1 The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions. This information should be presented on a dedicated form and not by means of “Air Waybills”, “Shipper’s Declaration for Dangerous Goods”, etc. Generally this information is presented on a “Special Load – Notification to Captain (NOTOC)” form (Appendix -E). The NOTOC is provided for use in an emergency situation and must include, as a minimum, the following:

Note-1:

This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.

- the Air Waybill number (when issued);
- the proper shipping name supplemented with the technical name(s) if appropriate, and the corresponding UN number or ID number as listed in the Technical Instructions;
- the Class or Division, and subsidiary risks corresponding to the labels applied by numerals, and in the case of Class 1, the compatibility group;
- the Packing Group as shown on the Shipper’s Declaration;
- for non-radioactive material, the number of packages, the net quantity, or gross mass if applicable, of each package, except that this does not apply to dangerous goods where the net quantity or gross mass is not required on the Shipper’s Declaration, and their exact loading location. For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number, only the total quantity and an indication of the largest and smallest package at each loading location need to be provided;
- for radioactive material, the number of packages, their category, their transport index, if applicable, and their exact loading location;
- whether the package must be carried on cargo aircraft only;
- the airport at which the package(s) is to be unloaded;
- where applicable, an indication that the dangerous goods are being carried under a state exemption.

Note-2:

Where the operator intends to make it possible for the pilot-in-command to provide a telephone number instead of the details about the dangerous goods on board the aircraft as specified in Technical Instructions, the telephone number from where a copy of the information shown on the NOTOC can be obtained during the flight must be included on the NOTOC.

This information must be provided prior to departure in writing, to enable the pilot-in-command to check should he wish to do so. The pilot-in-command must indicate on a copy of the NOTOC, or in some other way, that he has received the information.

The information to the pilot-in-command must also include signed confirmation, or some other indication, from the person responsible for loading the aircraft, that there is no evidence that any damaged or leaking packages have been loaded on the aircraft.

The NOTOC must be readily available to the pilot-in-command during flight.

A legible copy of the information to the pilot-in-command must be retained on the ground. This copy must have an indication on it or with it that the pilot-in-command has received the information. The copy, or the information contained on it must be readily accessible to the airport of last departure and next scheduled arrival, until after the flight to which the information refers.

When a pilot-in-command takes over a transit aircraft, a notification for all the dangerous goods loaded at previous airports, and which remain on board the aircraft, must be readily available.

The abbreviation NOTOC is also referred to as NOPIC and NOTAC.

13.1.2 Notification to Captain (NOTOC)

13.1.2.1 A NOTOC must be issued whenever dangerous goods requiring a Shipper's Declaration or Carbon dioxide, solid (dry ice) is being carried as cargo. A NOTOC is not required for Dangerous Goods in Excepted Quantities or Excepted Packages of Radioactive Material.

13.1.2.2 Generally the cargo department is responsible for completion of all of the required information with the exception of loading position. The loading position should be completed by the Load Planner or inserted by the loading supervisor/ramp agent based on advice provided by the Load Planner.

13.1.2.3 The loading supervisor / ramp agent confirms by his signature that the stated loading position is identical with the actual loading position and that there is no evidence of any damage to, or leakage from, the packages loaded on the aircraft. The original and one copy of the NOTOC shall be handed over to the pilot-in-command for signature as early as possible before departure, to provide adequate time for the pilot-in-command to review the document. The original remains on board the aircraft and the copy signed by the pilot-in-command is kept on file at the departure station.

13.2 Information and instructions to flight crew members

13.2.1 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.

13.3 Information to passengers

13.3.1 CAA Pakistan 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.

13.4 Information to other persons

13.4.1 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.

13.5 Information from pilot-in-command to aerodrome authorities

13.5.1 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.

13.6 Information in the event of an aircraft accident or incident

13.6.1 In the event of:

13.6.1.1 an aircraft accident; or

13.6.1.2a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to CAA Pakistan and the State in which the accident or serious incident occurred.

13.6.2 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.

14. Establishment of Training Programmes

14.1 Training Programmes

14.1.1 Operator shall ensure that initial and recurrent training programmes must be established and maintained by or on behalf of:

14.1.1.1 Shippers of dangerous goods, including packers and persons or organizations undertaking the responsibilities of the shipper;

14.1.1.2 operators;

14.1.1.3 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;

- 14.1.1.4 ground handling agencies located at an airport which perform, on behalf of the operator, the act of processing passengers;
 - 14.1.1.5 agencies; not located at an airport, which perform, on behalf of the operator, the act of checking in passengers;
 - 14.1.1.6 freight forwarders; and
 - 14.1.1.7 agencies engaged in the security screening of passengers and their baggage and/or cargo, mail or stores.
- 14.1.2 Operator shall ensure that Dangerous Goods Training Programme required by 15.1.1.2 must be subjected to review and approval by CAA Pakistan. Dangerous Goods Training programme required by other than 15.1.1.2 should be subjected to review and approvals as determined by the CAA Pakistan.

14.2 Training Curricula

- 14.2.1 Operator shall ensure that personnel must receive training in the requirements commensurate with their responsibilities. Such training must include;
- 14.2.2 Operator shall ensure that training must include:
 - 14.2.2.1 general familiarization training – which must be aimed at providing familiarity with the general provisions;
 - 14.2.2.2 function specific training – which must provide detailed training in the requirements applicable to the function for which that person is responsible; and
 - 14.2.2.3 safety training – which must cover the hazards presented by dangerous goods, safe handling and emergency response procedures.
- 14.2.3 Operator shall ensure that training must be provided or verified upon the employment of personnel identified in the categories specified in Appendix-F.
- 14.2.4 Operator shall ensure that recurrent training must take place within 24 month of pervious training to ensure knowledge is current. However, if recurrent training is completed within the final 3 months of validity of previous training, the period of validity extends from the date on which the recurrent training was completed until 24 months from the expiry date of that previous training.
- 14.2.5 Operator shall ensure that a test to verify understanding must be undertaken following training. Confirmation that the test has been completed satisfactorily is required.
- 14.2.6 Operator shall ensure that a record of training must be maintained which must include:
 - 14.2.6.1 the individual's name;
 - 14.2.6.2 the most recent training completion date;

14.2.6.3 description, copy or reference to training materials used to meet the training requirements;

14.2.6.4 the name and address of the organization providing the training; and

14.2.6.5 evidence which shows that a test has been completed satisfactorily.

The records of training must be retained for a minimum period of 36 months from the most recent training completion date and must be made available upon request to CAA Pakistan.

14.2.7 Staff of operators not carrying dangerous goods as cargo, mail or stores must be trained commensurate with their responsibilities. The subject matter to which their various categories of staff should be familiar with is indicated in Appendix 'G'.

14.2.8 Instructor Qualifications

14.2.8.1 Instructors of initial and recurrent dangerous goods training programmes must have adequate instructional skills and have successfully completed a dangerous goods training programme in the applicable category or Category-6, prior to delivering such a dangerous goods training programme and approval by CAA Pakistan.

14.2.8.2 Instructors delivering initial and recurrent dangerous goods training programmes must at least every 24 months deliver such courses, or in the absence of this attend recurrent training.

15. Compliance

15.1 Inspection systems

15.1.1 CAA Pakistan shall establish inspection, surveillance and enforcement procedures with a view to achieving compliance with its dangerous goods regulations.

Note: It is envisaged that these procedures would include provisions for the inspection of both documents and cargo and operators' practices as well as providing a method for the investigation of alleged violations (see para 16.3).

15.2 Cooperation between States

15.2.1 CAA Pakistan should participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations. Cooperative efforts could include coordination of investigations and enforcement actions; exchanging information on a regulated party's compliance history; joint inspections and other technical liaisons, exchange of technical staff, and joint meetings and conferences. Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories; proposed and completed regulatory actions; incident reports; documentary and other evidence developed in the

investigation of incidents; proposed and final enforcement actions; and educational/ outreach materials suitable for public dissemination.

15.3 Penalties

15.3.1 CAA Pakistan shall take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.

15.3.2 CAA Pakistan should 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.

15.4 Dangerous goods by mail

15.4.1 CAA Pakistan should establish procedures with a view to controlling the introduction of dangerous goods into air transport through its postal services.

16. Dangerous Goods Accident and Incident Reporting

16.1 With the aim of preventing the recurrence of dangerous goods accidents and incidents, CAA Pakistan shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions.

16.2 With the aim of preventing the recurrence of dangerous goods accidents and incidents, CAA Pakistan should establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory other than those described in 16.1. Reports on such accidents and incidents should be made in accordance with the detailed provisions of the Technical Instructions.

16.3 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, CAA Pakistan shall establish procedures for investigating and compiling information concerning such occurrences which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.

16.4 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, CAA Pakistan should establish procedures for investigating and compiling information concerning such occurrences which occur in its territory other than those described in 16.3. Reports on such instances should be made in accordance with the detailed provisions of the Technical Instructions.

17. Dangerous Goods Security Provisions

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

18. Emergency Response Information

- 18.1 Operator shall ensure that consignments for which a dangerous goods transport document is required by Technical Instructions, appropriate information is immediately available at all times for use in emergency response to accident and incidents involving dangerous goods in air transport. The information must be available to the pilot-in-command and can be provided by ICAO document *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481).

--S/d--

(M. JUNAID AMEEN)
Air Commodore (Retd.)
Director General
Pakistan Civil Aviation Authority

Dated: 31st August, 2009

APPENDIX “A”**SHIPPER’S DECLARATION FOR DANGEROUS GOODS**

Shipper Advance Chemical Co. Sharah-e-Faisal, Karachi, Pakistan.	Air Waybill No. 800 1234 5678 Page 1 of 1 pages Shipper's Reference Number 1213 / A12 <i>(optional)</i>	
Consignee ABC Co. Ltd. 1000 High Street, Athens, Greece	For optional use for Company logo Name and address	
Two completed and signed copies of this Declaration must be handed to the operator.	WARNING Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.	
TRANSPORT DETAILS		
This shipment is within the limitations prescribed for: (delete non-applicable) <table border="1"> <tr> <td>PASSENGER AND CARGO AIRCRAFT</td> <td>CARGO AIRCRAFT ONLY</td> </tr> </table> Airport of Departure: JIAP, Karachi		PASSENGER AND CARGO AIRCRAFT
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY	
Airport of Destination: Athens	Shipment type: (delete non-applicable) <input checked="" type="checkbox"/> NON-RADIOACTIVE <input type="checkbox"/> RADIOACTIVE	
NATURE AND QUANTITY OF DANGEROUS GOODS UN Number or Identification Number, proper shipping name, Class or Division (subsidiary risk), packing group (if required), and all other required information. UN 3328, Radioactive material, Type B(U) package, fissile, 7 U-235, (UO ₂), solid, 1 Type B(U) package x3.4GBq I-White, CSI=1 Type B package design approval certificate B/30/B(U)F Fissile material package shipment approval certificate B/30/B(U)F/T attached.		
----- Additional Handling Information		
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled / placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.	Name / Title of Signatory Danishwar, Shipping Manager Placed and Date Karachi, 15 June, 2009 Signature (see warning above)	

APPENDIX “B”**DANGEROUS GOODS CHECKLIST FOR A NON-RADIOACTIVE SHIPMENT**

The recommended checklist appearing on the following pages is intended to verify shipments at origin.

Never accept or refuse a shipment before all items have been checked.

Is the following information correct for each entry?

SHIPPERS DECLARATION FOR DANGEROUS GOODS (DGD)

	YES	NO*	N/A
1. Two copies in English and in the IATA format [8.1.1, 8.1.2] _____	<input type="checkbox"/>	<input type="checkbox"/>	
2. Full name and address of Shipper [8.1.6.1] _____	<input type="checkbox"/>	<input type="checkbox"/>	
3. Full name and address of Consignee [8.1.6.2] _____	<input type="checkbox"/>	<input type="checkbox"/>	
4. Name and Telephone Number of a responsible person for Division 6.2 infectious Substance shipment [8.1.6.2] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. If the Air Waybill number is not shown, enter it. [8.1.6.3] _____	<input type="checkbox"/>		
6. The number of pages shown [8.1.6.4] _____	<input type="checkbox"/>	<input type="checkbox"/>	
7. If full name of Airport or City of Departure or Destination is not shown, enter it. [8.1.6.6 and 8.1.6.7] _____	<input type="checkbox"/>		
8. The non-applicable Aircraft Type deleted [8.1.6.5] _____	<input type="checkbox"/>	<input type="checkbox"/>	
9. The word 'Radioactive' deleted [8.1.6.8] _____	<input type="checkbox"/>	<input type="checkbox"/>	

Identification

Note: Alternative sequence acceptable 8.1.6.9.1(b).

10. UN or ID Number, preceded by prefix [8.1.6.9.1(a), Step 1a] _____	<input type="checkbox"/>	<input type="checkbox"/>	
11. Proper Shipping Name and the technical name in brackets for asterisked entries [8.1.6.9.1(a), Step 2a] _____	<input type="checkbox"/>	<input type="checkbox"/>	
12. Class or Division, and for Class 1, the Compatibility Group, [8.1.6.9.1(a), Step 3a] _____	<input type="checkbox"/>	<input type="checkbox"/>	
13. Subsidiary Risk, in parentheses, immediately following Class or Division [8.1.6.9.1(a), Step 3a] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Packing Group [8.1.6.9.1(a), Step 4a] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Quantity and Type of Packing

15. Number and Type of Packages [8.1.6.9.2, Step 5] _____	<input type="checkbox"/>	<input type="checkbox"/>	
16. Quantity and unit of measure (net or gross, as applicable) per package [8.1.6.9.2, Step 5] _____	<input type="checkbox"/>	<input type="checkbox"/>	
17. When different dangerous goods are packed in one outer packaging, the following rules are complied with:			
- Compatible according to Table 9.3.A. (note exception for chemical kits / first aid kits. See Packing Instructions 915 and Y915) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
- UN packages containing Division 6.2 [5.0.2.11(c)] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
- "All packed in one (type of packaging)" [8.1.6.9.2, Step 5(e)] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
- Calculation of "Q" value must not exceed 1 [5.0.2.11; 5.0.3.2; 8.1.6.9.2, Step 5(f)] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Overpack			
- Indication "Overpack used" [8.1.6.9.2, Step 6] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
- Compatible according to Table 9.3.A. [5.0.1.5.1 and 5.0.1.5.3] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Packing Instructions

19. Packing Instruction Number [8.1.6.9.3, Step 7] _____	<input type="checkbox"/>	<input type="checkbox"/>	
--	--------------------------	--------------------------	--

Authorizations

20. Indication of "Limited Quantity" or "Ltd. Qty." if "Y" packing instruction used [8.1.6.9.4, Step 8] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. The Special Provision Number if A1, A2, A51, A81 or A109 [8.1.6.9.4, Step 8] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Indication that governmental authorization is attached including a copy in English [8.1.6.9.4, Step 8] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Additional approvals for other items under [8.1.6.9.4, Step 8] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Handling Information

24. The mandatory statement shown for self-reactive and related substances of Division 4.1 and organic peroxides of Division 5.2, or samples thereof [8.1.6.11.1 and 8.1.6.11.2] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. The air transport statement included or added following Certification Statement [8.1.6.12] _____	<input type="checkbox"/>	<input type="checkbox"/>	
26. Name and Title of Signatory, Place and Date indicated [8.1.6.13 and 8.1.6.14] _____	<input type="checkbox"/>	<input type="checkbox"/>	
27. Signature of Shipper [8.1.6.15] _____	<input type="checkbox"/>	<input type="checkbox"/>	
28. Amendment or alteration signed by Shipper [8.1.2.6] _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | YES | NO* | N/A |
|---|--------------------------|--------------------------|--------------------------|
| AIR WAYBILL | | | |
| 29. The Handling Information box shows: "Dangerous goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" [8.2.1(a)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |
| 30. "Cargo Aircraft Only" or "CAO", if applicable [8.2.1(b)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 31. Where non-dangerous goods are included, the number of pieces of dangerous goods shown [8.2.2] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

PACKAGE(S) AND OVERPACKS

- | | | | |
|--|--------------------------|--------------------------|--|
| 32. Packaging conforms with packing instruction and is free from damage or leakage [9.1.1.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |
| 33. Same number and type of packagings and overpacks delivered as shown on DGD [9.1.1.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |

Markings

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| 34. UN Specification Packaging, marked according to 6.0.4 and 6.0.5: | | | |
| - Symbol and Specification Code _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - X, Y or Z, agreed with Packing Group / Packing Instruction _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - Gross Weight within limits (Solids or Inner Packagings) _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| - Infectious substance package marking [6.0.6] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 35. The Proper Shipping Name(s) including technical name where required, and the UN or ID Number(s) [7.1.5.1(a)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |
| 36. The full name(s) and Address(es) of Shipper and Consignee [7.1.5.1(b)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |
| 37. the Net Quantity of Explosives and Gross Weight of the package for Class 1 items [7.1.5.1(c)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 38. Classes 2 to 6, 8 & Carbon Dioxide, Solid (Dry Ice), the net quantity or gross weight as applicable marked on the packages [7.1.5.1(d) and (e)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 39. The Name and Telephone Number of a responsible person for Division 6.2 Infectious Substances shipment [7.1.5.1(f)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 40. The Special Marking requirements shown for Packing Instruction 202 [7.1.5.1(g)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 41. Limited Quantity packagings marked: "LIMITED QUANTITY" or "LTD. QTY." [7.1.5.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 42. Salvage Packagings marked: "Salvage" [7.1.5.4] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Labelling

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| 43. The label(s) identifying the Primary risk, affixed to each package, as per 4.2, Column E [7.2.3.2; 7.2.3.3(b)] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |
| 44. The label(s) identifying the Subsidiary risk next to Primary risk label(s), as per 4.2, Column E [7.2.3.2; 7.2.6.2.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 45. Cargo Aircraft Only label, on the same surface near the Hazard label(s) [7.2.4.2; 7.2.6.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 46. "Orientation" labels affixed [7.2.4.4] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 47. "Magnetized Material" label affixed [4.2, Column E, 7.2.3.10 and 7.2.4.1] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 48. "Cryogenic Liquid" labels affixed [7.2.4.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 49. "Keep Away From Heat" label affixed [7.2.4.5] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 50. All above labels correctly affixed [7.2.6] and all irrelevant marks and labels removed [7.1.1; 7.2.1] _____ | <input type="checkbox"/> | <input type="checkbox"/> | |

For Overpacks

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| 51. Packaging Use markings as required must be clearly visible or reproduced on the outside of the overpack [7.1.4.1] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 52. If all markings and labels are not visible, the word 'Overpack' marked [7.1.4.2] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 53. "Cargo Aircraft Only" restrictions [5.0.1.5.3] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

GENERAL

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| 54. State and Operator variations complied with [2.9] _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 55. Cargo Aircraft Only shipments, a cargo aircraft operates on all sectors _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments: _____

Checked by: _____

Place: _____ Signature: _____

Date: _____ Time: _____

*** IF ANY BOX IS CHECKED "NO", DO NOT ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER.**

APPENDIX “C”**DANGEROUS GOODS CHECKLIST FOR A RADIOACTIVE SHIPMENT**

The recommended checklist appearing on the following pages is intended to verify shipments at origin. Never accept or refuse a shipment before all items have been checked.

Is the following information correct for each entry?

	YES	NO	N/A		YES	NO	N/A
1. Two copies in English and in the IATA format [10.8.1.2;10.8.1.4]	<input type="checkbox"/>	<input type="checkbox"/>		19. Words “over pack used” shown on the DGD [10.8.3.9.2, Step 8]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Full name and address of Shipper [10.8.3.1]	<input type="checkbox"/>	<input type="checkbox"/>		Packing Instructions			
3. Full name and address of Consignee [10.8.3.2]	<input type="checkbox"/>	<input type="checkbox"/>		20. Category of package(s) or over pack [10.8.3.9.3, Step 9]	<input type="checkbox"/>	<input type="checkbox"/>	
4. If the Air Waybill number is not shown, enter it. [10.8.3..3]	<input type="checkbox"/>			21. Transport Index and dimensions for Category II and Category III only [10.8.3.9.3, Step 9]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The number of pages shown [10.8.3.4]	<input type="checkbox"/>	<input type="checkbox"/>		22. For Fissile Material the Criticality Safety Index [10.8.3.9.3, step 9]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. The non-application Aircraft Type deleted [10.8.3.5]	<input type="checkbox"/>	<input type="checkbox"/>		23. “Fissile Excepted” [10.8.3.9.3, step 9]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. If full name of Airport or City of Departure or Destination is not shown, enter it [10.8.3.6 and [10.8.3.7]	<input type="checkbox"/>			Authorizations			
8. The word “Non-Radioactive” deleted [10.8.3.8]				24. Identification marks shown and a copy of the document in English attached to DGD for the following [10.8.3.9.4, step 10; 10.10.3.1]:			
Identification				– Special Form approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Note: Alternative sequence acceptable 10.8.3.9.1(b)				– Low dispersible material approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. UN Number, preceded by prefix “UN” [10.8.3.9.1(a), Step 1a]	<input type="checkbox"/>	<input type="checkbox"/>		– Type B package design approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Proper Shipping Name [10.8.3.9.1(a), Step 2a]	<input type="checkbox"/>	<input type="checkbox"/>		– Type B (M) package shipment approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Class 7 [10.8.3.9.1(a), Step 3a]	<input type="checkbox"/>	<input type="checkbox"/>		– Type C package design and shipment approval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Subsidiary Risk, in parentheses, immediately following Class [10.8.3.9.1(a), Step 3a]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	– Fissile material package design and shipment approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Packing Group if required for Subsidiary Risk [10.8.3.9.1(a), Step 4a]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	– Special Arrangement shipment approval certificate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quantity and Type of Packing				25. – Additional Handling Information [10.8.3.11]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Name of Symbol of Radionuclide(s) [10.8.3.9.2, Step 6 (a)]	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. A description of the physical and chemical form, Special Form, or low dispersible material [10.8.3.9.2, Step 6 (b)]	<input type="checkbox"/>	<input type="checkbox"/>		26. The air transport statement included or added following Certification Statement [10.8.3.12]	<input type="checkbox"/>	<input type="checkbox"/>	
16. The number and type of packages and the activity in becquerel or multiples thereof in each package. For Fissile Material the total weight in grams or kilograms of fissile material may be shown in place of activity [10.8.3.9.2, Step 7]	<input type="checkbox"/>	<input type="checkbox"/>		27. Name and Title of Signatory, Place and Date indicated [10/8/3/13 and 10.8.3.14]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. For different individual radionuclides, the activity of each radionuclides and the words “ All packed in one” [10.8.3.9.2, Step 7]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	28. - Amendment or alteration signed by Shipper [10.8.1.7]			
18. Activity within limits for type A packages [Table 10.4.A], Type B, or Type C (see attached competent authority certificate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	29. Amendment or alteration signed by Shipper [10.8.1.7]			
				30. AIR WAYBILL The Handling Information box shows: “Dangerous goods as per attached Shipper’s Declaration” or “Dangerous Goods as per attached DGC” [10.8.8.1(a)]	<input type="checkbox"/>	<input type="checkbox"/>	
				31. Cargo Aircraft Only or CAO, if applicable [10.8..8.1(b)]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO	N/A		YES	NO	N/A
32.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	44.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Where non-dangerous goods are included, the number of pieces of dangerous goods shown [10.8.8.2]				Application label(s) identifying the Subsidiary risk next to the Radioactive Hazard labels [10.7.3.2; 10.7.4.3] completed.			
PACKAGE(S) AND OVERPACKS				45.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
33.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Two Cargo Aircraft Only labels, if required, on the same surface near the Hazard labels [10.7.4.2.4; 10.7.4.3.1;10.7.4.4			
Number and typed of packaging and Over packs delivered as shown on DGD				46.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
34.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For fissile materials, two correctly completed Criticality Safety Index (CSI) labels on the same surface as the hazard labels [10.7.3.3.4; 10.7.4.3.1]			
Unbroken transportation seal proper [10.6.2.1.1.2; 10.6.2.2.1] and package in condition for carriage [9.1.1.3;9.1.1.4]				47.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Markings				All labels correctly affixed and irrelevant marks and labels Removed [10.7.1.1;10.7..2.1;10.7.4]			
35.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For Overpacks			
Industrial packages, marked as per 10.7.1.3.3				48.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Packaging markings as required must be clearly visible or reproduced on the outside of the overpack [10.7.1.4.1]			
Type A packages, marked as per 10.7.1.3.4				49.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
37.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If all markings and labels are not Visible or reproduced on the outside Of the overpack[10.7.1.4.2]			
Type B packages, marked as per 10.7.1.3.6				50.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
38.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Conditions of 10.7.3.4 complied with			
Type C packages, marked as per 10.7.1.3.6				GENERAL			
39.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	51.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Packages containing Fissile material, Marcked as per 10.7.1.3.7				State and Operator variations complied With [2.9]			
40.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	52.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proper Shipping Name and UN Number [10.7.1.3.1]				Cargo Aircraft Only shipments, a cargo Aircraft operates on all sectors			
41.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	53.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The full Name and Address of the Shipper and Consignee [10.7.1.3.1]				Packages containing Carbon dioxide Solid (dry ice), the marking, labeling and documentary requirements and documentary requirements 904;7.1.5.1(d); 7.2.3.9]			
42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
The permissible gross weight if it exceeds 50 kg [10.7.1.3.1]							
Labeling							
43.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Two correctly completed Radioactive Hazard labels on opposite sides [10.7.3.3; 10.7.4.3.1]							

Comments:

Checked by:

Placed: Signature:

Date:

Time:

*** IF ANY BOX IS CHECKED “NO”, DO NOT ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER.**

APPENDIX “D”**ACCEPTANCE CHECKLIST FOR DRY ICE (Carbon Dioxide, solid)**

(For use when a Shipper’s Declaration for Dangerous Goods is not required)

A checklist is required for all shipments of dangerous goods (9.1.4) to enable proper acceptance checks to be made. The following example checklist is provided to assist shippers and carriers with the acceptance of dry ice when packages on its own or with non-dangerous goods.

Is the following information correct for each entry?

Air Waybill	YES	NO	N/A
The Air Waybill contains the following information in the “Nature and Quantity of goods “box (8.2.3)	<input type="checkbox"/>	<input type="checkbox"/>	
1. The words “Carbon dioxide, solid” or “Dry ice”	<input type="checkbox"/>	<input type="checkbox"/>	
2. The Class number “9”	<input type="checkbox"/>	<input type="checkbox"/>	
3. The UN Number “1845”, preceded by the prefix “UN”	<input type="checkbox"/>	<input type="checkbox"/>	
4. The number of packages for dry ice	<input type="checkbox"/>	<input type="checkbox"/>	
5. The net quantity of dry ice in kilograms	<input type="checkbox"/>	<input type="checkbox"/>	
Note : The packing group “III” and packing instruction “904” are optional Quantity			
6. The quantity of dry ice per package is 200 kg or less (4.2) Packages and Overpacks	<input type="checkbox"/>	<input type="checkbox"/>	
7. The number of packages containing dry ice delivered as shown on the Air Waybill	<input type="checkbox"/>	<input type="checkbox"/>	
8. Packages are free from damage and in a proper condition for carriage	<input type="checkbox"/>	<input type="checkbox"/>	
9. The packaging conforms with Packing Instruction 904 and the package is vented to permit release of gas Markings (Only use this section when accepting individual packages containing dry ice)	<input type="checkbox"/>	<input type="checkbox"/>	
10. The words “Carbon dioxide, solid” or Dry ice” [7.1.5.1(a)]	<input type="checkbox"/>	<input type="checkbox"/>	
11. The UN number “1845” preceded by prefix “UN” [7.1.5.1(1)]	<input type="checkbox"/>	<input type="checkbox"/>	
12. Full name and address of the shipper and consignee [7.1.1(b)]	<input type="checkbox"/>	<input type="checkbox"/>	
13. The net quantity of dry ice within each package [7.1.5.1(d)] Labels	<input type="checkbox"/>	<input type="checkbox"/>	
14. Class 9 label affixed [7.2.3.9]	<input type="checkbox"/>	<input type="checkbox"/>	
15. Irrelevant marks and labels removed [7.1.1(b); 7.2.1(a)]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State and Operator Variations			
16. State and operator variations complied with [2.9]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

“IF ANY BOX IS CHECKED “NO”, DO NOT A ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER”.

SPECIAL LOAD – NOTIFICATION TO CAPTAIN (manually completed)

ABC Airline		SPECIAL LOAD – NOTIFICATION TO CAPTAIN										CAA	
Station of Loading	KHI	Flight Number	AB-XYZ	Date:	16 Jun 09	Aircraft Registration	AP-XYZ	Prepared by	Junaid	Rehan	ERG Code		
DANGEROUS GOODS													
Station of Unloading	Air Waybill Number	Proper Shipping Name	Class or Division For Class I compat. Grp.	UN or ID Number	Sub Risk	Number of Packages	Net quantity or Transp. Ind. Per package	Radioactive Mat. Categ.	Packing Group	Code (see reverse)	CAO (X)	Loaded ULD ID	POSITION
COG	12345675	METHYL ACETATE	3	UN231	-	10	14 L	-	II	RFL	X	AA2101	A
COG	12345675	SELENIUM OXYCHLORIDE	8	UN2879	I	4	0.5 L	-	I	RCM		AF5040	Z3
COG	12345675	RADIOACTIVE MATERIAL, TYPE A PACKAGE	7	UN2915	-	1	3.5	III	-	RRY			S3
COG	12345675	CONSUMER COMMODITIES	9	108000	-	50	2.5 kg	-	-	RMD		0123AN	IR
* There is no evidence that any damaged or leaking packages containing dangerous goods have been loaded on the aircraft.													
OTHER SPECIAL LOAD													
Station of Unload	Air Waybill Number	Contents and Description	Number of Packages	Quantity	Supplementary Information	Code (see reverse)	Loaded ULD ID	POSITION					
Loading Supervisor's Signature		Captain's Signature	Other Information										

* This sentence must be shown on the NOTOC. The location is left to the discretion of the Operator. Examples of the relevant part of the Shipper's Declaration and how this information appears on a computerized NOTOC follow on the next pages.

APPENDIX “F”**Minimum Requirements for Training Curricula**

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Shippers and packers		Freight forwards			Operators and ground handling agents						Security screeners
	1	2	3	4	5	6	7	8	9	10	11	12
General philosophy	X	X	X	X	X	X	X	X	X	X	X	X
Limitations	X		X	X	X	X	X	X	X	X	X	X
General requirements for shippers	X		X			X						
Classification	X	X	X			X						X
List of dangerous goods	X	X	X			X				X		
Packing requirements	X	X	X			X						
Labelling and marking	X	X	X	X	X	X	X	X	X	X	X	X
Dangerous goods transport document and other relevant documentation	X		X	X		X	X					
Acceptance Procedures						X						
Recognition of Undeclared Dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X
Storage and loading procedures					X	X		X		X		
Pilots' notification						X		X		X		
Provisions fro passengers and crew	X	X	X	X	X	X	X	X	X	X	X	X
Emergency procedures	X	X	X	X	X	X	X	X	X	X	X	X

Key

- 1 - Shippers and persons undertaking the responsibilities of shippers
- 2 - Packers
- 3 - Staff of freight forwarders involved in processing dangerous goods
- 4 - Staff of freight forwarders involved in processing cargo, mail or stores (other than dangerous goods)
- 5 - Staff of freight forwarders involved in the handling, storage and loading of cargo, mail or stores
- 6 - Operator's and ground handling agent's staff accepting dangerous goods
- 7 - Operator's and ground handling agent's staff accepting cargo, mail or stores (other than dangerous goods)
- 8 - Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo, mail or stores and baggage
- 9 - Passenger-handling staff
- 10 - Flight crew members and load planners
- 11 - Crew members (other than flight crew members)
- 12 - Security staff who are involved with the screening of passengers and their baggage and cargo, mail or stores, e.g. security screeners, their supervisors and staff involved in implementing security procedures

Note: Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in the table.

APPENDIX “G”**TRAINING COURSES FOR OPERATORS NOT CARRYING
DANGEROUS GOODS AS CARGO**

Contents	7	8	9	10	11
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

Key

- 7 - Operator's and ground handling agent's staff accepting cargo, mail or stores (other than dangerous goods)
- 8 - Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo, mail or stores (other than dangerous goods) and baggage.
- 9 - Passenger handling staff
- 10 - Flight crew members and load planners.
- 11 - Crew members (other than flight crew members)

Note1.- Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in Appendix-F and Appendix-G. For example, in respect of classification, staff involved in implementing security procedures (e.g. screeners and their supervisors) need only be trained in the general properties of dangerous goods.

Note2.- The categories of personnel identified in Appendix-F and Appendix-G 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 Appendix-F and Appendix-G, should be provided with dangerous goods training in accordance with Para 15.2.

APPENDIX “H”**LIST OF OTHER AUTHORITIES
(Source of additional information)**

Contacts	Name of Experts or Contact Personnel	Telephone Numbers
Customs Authority		92-21-99071196
Postal Authority		92-21-99248040
Explosives Bureau of Experts (for Class I)		
Radioactive Material Protection (for Class 7)	PNRA & Waste Safety Dte. P. O. Box 1912, Islamabad	92-51-99263015
Health Authority (for Division 6.1 and 6.2)		92-21-99248488
Food and drug Authorities		
Airport Authority		92-21-99248690
Police Authority		15
Directorate of Air Transport		92-21-99248760
Airport Fire Service		92-21-99072222 92-21-99248121
OTHER SOURCES		
Major shippers		
Major Manufacturers		