

Safe Transport of Dangerous Goods by Air

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Safe Transport of Dangerous Goods by Air

Part 9 – Exemptions - Approvals



Doc 9284

Technical Instructions for the Safe
Transport of Dangerous Goods by Air

2019-2020 Edition



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INTERNATIONAL CIVIL AVIATION ORGANIZATION

Doc 9284 Supplément

Instructions techniques pour la sécurité du
transport aérien des marchandises dangereuses

Édition de 2019-2020



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ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

➤ **DOC 9284 SUPPLEMENT**

- ✓ **Part S-1 – General** (additional information for Part 1 of the TI)
- ✓ **Part S-3 - DG List, Special Provisions & Quantity Limitations** (additional information for Part 3 of the TI)
- ✓ **Part S-4 - Inspection and decontamination** (additional information for Part 4 of the TI)
- ✓ **Part S-5 - State's Responsibilities with respect to Shippers** (additional information for Part 5 of the TI)
- ✓ **Part S-6 - Packaging Nomenclature, Marking, Requirements and Tests** (additional information for Part 6 of the TI)
- ✓ **Part S-7 - State's Responsibilities with respect to Operators** (additional information for Part 7 of the TI)
- ✓ **Part S-8 - Passengers Awareness**



➤ Part S-1 – General

✓ Chapter 1 – Scope and Applicability

- 1.1 - Designation of national authority

- 1.2 - General information to be provided to a State for the processing of exemptions

- 1.3 - General recommendations to be considered when issuing exemptions

- Attachment I - Guidance for processing exemptions and approvals for the safe transport of dangerous goods by air

➤ **Designation of National Authority**

✓ Each **State must designate the appropriate authority** within its administration **to be responsible** for ensuring compliance with Annex 18 and the Instructions

✓ **As a minimum, these details must include:**

a) name

b) title (of person or position)

c) address

d) phone number

e) facsimile number

f) email address

g) website address (if applicable)

➤ Designation of National Authority

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National Authority for Dangerous Goods Transport by Air

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NEW TRAINING PROVISIONS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS

National Authority for Dangerous Goods Transport by Air

Click the hyperlink of a state for contact information on the national authority for dangerous goods transport by air. If there is no hyperlink, no specific information has been provided. In such instances, please contact CSS@icao.int for the relevant civil aviation authority contact information.

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➤ Designation of National Authority

France

Pascal Tatin



Pôle des Opérations Avions
Direction Générale de l'Aviation Civile (DGAC)

DSAC/Sud Allée Saint Exupéry BP 60100 31703 Blagnac France

+ 33 567 229167

Fax:

pascal.tatin@aviation-civile.gouv.fr

FR 1 The competent authority for France for the transport of dangerous goods by air is:

Direction Générale de l'Aviation Civile (DGAC)

Direction de la Sécurité de l'Aviation Civile (DSAC)

Direction technique de la Navigabilité et des Opérations (DSAC/NO)

50, rue Henry Farman

75720 PARIS CEDEX 15

FRANCE

Telephone: +33.(0)1.58.09.44.80

Facsimile: +33.(0)1.58.09.45.52

Email: dsac-dangerous-goods-bf@aviation-civile.gouv.fr

➤ Designation of National Authority

Thailand



Suchat ANGTHONG
Manager

Dangerous Goods Standard Department (DGD)
The Civil Aviation Authority of Thailand (CAAT)

303/105 Laksi Plaza Building, Kamphaeng Phet 6 Rd,
Tarat Bang Khen, Laksi, Bangkok, Thailand 10210

+ 662 568 8839

+ 666 3205 8839

Fax: + 662 568 8848

suchat.a@caat.or.th

dgd@caat.or.th

Update ???

➤ **Designation of National Authority**

➤ in addition, contact information for **other responsible agencies** for **specific classes** (e.g. radioactive material, infectious substances) or for **specific actions** (e.g. issuance of approvals or exemptions) should be included

FR 2 All questions relating to the transport by air of radioactive and fissile materials for civilian use should be directed, in accordance with the instructions contained in the variation concerned, to DGAC, ASN and DGSCGC/COGIC:

Direction Générale de l'Aviation Civile (DGAC)
Direction de la Sécurité de l'Aviation Civile (DSAC)
Direction technique de la Navigabilité et des Opérations (DSAC/NO)
50, rue Henry Farman
75720 PARIS CEDEX 15
FRANCE
Telephone: +(33).(0)1.58.09.44.80
Facsimile: +(33).(0)1.58.09.45.52
Email: dsac-dangerous-goods-bf@aviation-civile.gouv.fr

Autorité de Sûreté Nucléaire (ASN)
Direction du Transport et des Sources
15, rue Louis Lejeune
CS 70013
92541 MONTROUGE CEDEX
FRANCE
Telephone: +(33).(0)1.46.16.41.01
Facsimile: +(33).(0)1.46.16.44.25

Direction Générale de la Sécurité Civile et de la Gestion Des Crises (DGSCGC)
Centre Opérationnel de Gestion Interministérielle des Crises (COGIC)
87-95 Quai du Docteur Dervaux
92600 ASNIERES SUR SEINE
FRANCE
Telephone: +(33).(0)1.56.04.72.40
Facsimile: +(33).(0)1.42.65.85.71
Email: cogic-centretrans@interieur.gouv.fr

➤ **Designation of National Authority**

➤ in addition, contact information for **other responsible agencies** for **specific classes** (e.g. radioactive material, infectious substances) or for **specific actions** (e.g. issuance of approvals or exemptions) should be included

➤ **Additional information for Thailand ?**

➤ **Variations submitted by Thailand ?**

NONE at this moment

➤ **Reminder** of TI Part 1, chapter 1.1.2:

→ States may grant an **approval** provided that in such instances an **overall level of safety** in transport which is **equivalent** to the level of safety provided for in these Instructions is achieved

→ States concerned are the States of Origin and the Operator, unless otherwise specified in these Instructions

→ Approval are linked to Special Provisions **A1** & **A2** listed in column 7 of Table 3-1 (blue pages)

- **SP A1** = Transportation by **passenger** aircraft

- **SP A2** = Transportation by **cargo** aircraft **only**

Name	UN No.	Class or division	Subsidiary risk	Labels	State variations	Special provisions	UN packing group	Excepted quantity	Passenger aircraft		Cargo aircraft	
									Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package
1	2	3	4	5	6	7	8	9	10	11	12	13
Thiophosgene	2474	6.1			AU 1 CA 7 GB 3	A2			FORBIDDEN		FORBIDDEN	

➤ **Reminder** of TI Part 1, chapter 1.1.3:

→ States may grant **Exemptions** to enable the transport by air of DG which may **not** be **permitted** in normal circumstances or **in conditions** which are **different** to those **prescribed** in the TI

→ States concerned are **States of Origin, Operator, Transit, Overflight and Destination**

Name	UN No.	Class or division	Subsidiary risk	Labels	State variations	Special provisions	UN packing group	Excepted quantity	Passenger aircraft		Cargo aircraft		
									Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package	
1	2	3	4	5	6	7	8	9	10	11	12	13	
Allyl chloroformate	1722	6.1	3 8							FORBIDDEN		FORBIDDEN	

→ **When ?**

1) in instances of **extreme urgency**

2) when **other forms** of transport are **inappropriate**

3) when full **compliance** with the **TI** is **contrary** to the **public interest**

What does it mean ???



1) Extreme urgency

➤ States should consider :

→ **why** is it **important** ?

→ for **what reason** ?

➤ DG may need to be transported because of :

- **humanitarian** relief
- **environmental** relief
- **pestilence**
- national or international **security**
- **saving of life** (e.g. rescue)
- limited **availability** at **destination**



Commercial reasons only should not be viewed as urgent and carriage by other forms of transport should also be considered

2) Other forms of transport inappropriate

➤ States should evaluate :

→ a **risk analysis** which should include consideration of:

- **Length of journey:** Transport by other forms may result in an unrealistic journey time and could affect the viability of the DG
- **Infrastructure:** The availability of other forms of transport may be limited
- **Security:** The comprehensive security provisions of the air mode may reduce the possibility of unlawful interference (theft, etc.)
- **Routing:** Transport by air may result in a reduced risk of exposure of the public to the dangerous goods in the event of an incident or accident. The risk of piracy may also be significantly reduced
- **Cost:** The cost of carriage by other forms of transport may be economically unreasonable. However, the decision to grant an exemption should not be based on cost alone.

3) Full compliance with the TI is contrary to the public interest

➤ As examples :

- **medical** applications
 - **new technologies**
 - **enhancements in safety**
-

➤ In addition :

- ✓ Where DG are **forbidden** on **both passenger** and **cargo** aircraft, **consideration should only be given to carriage on cargo aircraft.** *Transport on a passenger aircraft should only be considered in exceptional circumstances*



Exemption must not be granted for any DG indicated as forbidden under any circumstance

- **Which information** needs a State **before delivering** an **exemption** ?
(*non-exhaustive list*)
- ✓ **why** is it **essential** that this article/substance must be carried by air
 - ✓ **how** the applicant is going to **take all safety control measures** to achieve an **equivalent level of safety** (e.g. by the production a statement)
 - ✓ **shipping name, classification** and **UN number** with full supporting **technical data** (*e.g. Safety Data Sheet*)
 - ✓ **proposed packaging**
 - ✓ **quantity** to be carried
 - ✓ **any special handling** required and any special **emergency response information**
 - ✓ name and address of **shipper** and **consignee**
 - ✓ **airports** of departure, transit and destination and proposed **dates** of transport
 - ✓ details of the **operator** including aircraft type, flight numbers, etc.

- During the exemption process, a **State must be sure** that at least, an **equivalent level of safety** will be achieved
- This will include :
 - ✓ a review of all the applicable regulatory provisions
 - ✓ a review of any potential increased risk to safety
 - ✓ a thorough review and risk assessment to identify and evaluate potential risks in transport



→ The main idea remains:

State, you have to determine an equivalent level of safety !!

State, you have to determine an equivalent level of safety !!

➤ To summarize ...

→ try to find the packing method to be used in the supplementary dangerous goods list

→ if not, the packing method used should provide a level of safety at least equivalent of which is needed in order to meet the applicable requirements of Parts 4 (Packing Instructions) and Part 6 (Packaging Nomenclature, Marking, Requirements and Tests) of the TI

→ notify the authorities at the relevant airports within your State

→ copies of the relevant exemption documents should be attached to the shipper's declaration (DGD) which accompanies the goods

State, you have to determine an equivalent level of safety !!

➤ **Guidance is provided in the Attachment of this Part 1 of the Supplement**

S-1-1-4

Part S-1

ATTACHMENT I TO CHAPTER 1

GUIDANCE FOR PROCESSING EXEMPTIONS AND APPROVALS FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

- **At least**, the exemption document should **contain** :
 - ✓ **the UN number, proper shipping name and the classification of the goods**
 - ✓ **the packaging and quantity applicable**
 - ✓ **any special handling required and any special emergency response information**
 - ✓ **name and address of shipper and consignee**
 - ✓ **the duration of the validity of the exemption**

- **A copy** of the exemption must be provided to the **operator** concerned

AUTORISATION DE TRANSPORT PAR AIR DE MARCHANDISES DANGEREUSES INTERDITES
FORBIDDEN DANGEROUS GOODS TRANSPORT BY AIR AUTHORIZATION
N°

En application des dispositions de l'annexe 18 de l'O.A.C.I. et des Instructions Techniques associées (Partie 1 – Chapitre 1 – §1.1.3 du Doc 9284 AN/905) et du supplément, le transport de marchandises dangereuses décrites dans les cases 5 et 6 ci-après est autorisé sous réserve que les conditions techniques ci-dessous soient respectées :
In compliance with ICAO Annex 18 requirements and the Technical Instructions (Doc 9284 AN/905 : Part 1 – Chapter 1 – §1.1.3) and supplement, the carriage of dangerous goods described hereafter in boxes 5 and 6 is authorized, provided that the technical provisions listed below are fulfilled :

➤ **Example :**

➤ *French CAA Authorization for forbidden DG transportation by air*

1	Exploitant responsable du transport et n° du CTA : <i>Operator in charge of transportation and AOC number</i>		Type d'aéronef : <i>Aircraft type</i>	N° du vol : <i>Flight number</i>
	Tél : _____ Fax : _____		Immatriculation : <i>Registration</i>	Date du vol : <i>Departure date</i>
	Aérodrome de départ (nom et code OACI et/ou IATA) : <i>Departure airport (name and ICAO and/or IATA code) :</i>		Validité : 1 mois / <i>validity</i> : 1 month	
	Aérodrome d'arrivée (nom et code OACI et/ou IATA) : <i>Arrival airport (name and ICAO and/or IATA code) :</i>			
Partie française : <i>French part</i>	Départ/arrivée <i>Departure/arrival</i>	<input type="checkbox"/> Escalade technique <i>Technical stop</i>	<input type="checkbox"/> Ou <i>Non</i>	Survol <i>Overflight</i>
Conditions techniques associées au vol / <i>Technical conditions of dispatch or handling for the flight</i>				
Aucune tolérance technique sur l'appareil n'est autorisée. Vol CARGO seulement (aucun passager autorisé à bord à l'exception du responsable de la cargaison si nécessaire) / <i>No deferred defect is acceptable for the aircraft . CARGO AIRCRAFT ONLY (no passenger except the person responsible for the cargo if needed)</i>				
Le cas échéant / <i>If applicable</i>				
- Les consignes de sécurité et de sûreté mineures en place sur l'aéroport pour les opérations d'entreposage, de manutention, de chargement / déchargement et de transport de marchandises dangereuses interdites sont respectées. <i>Airport safety and security instructions regarding forbidden dangerous goods storage, handling, loading and/or unloading and transport must be fulfilled.</i>				
- La supervision du chargement et/ou du déchargement est assurée par une ou plusieurs personnes compétentes autres que les PNT. <i>Loading and/or unloading supervision is assumed by one or more dangerous goods qualified staff other than flight technical crew.</i>				
- Aucune réduction du niveau SLLA requis pour l'aéronef n'est tolérée pour ce type d'opération. <i>According to the aircraft type, no restriction level of Fire Department is allowed.</i>				
Cadre réservé à l'administration / <i>Box reserved for administration</i>				
Conditions additionnelles / <i>Additional conditions:</i>				
Paris le :		Pour le Ministre chargé de l'Aviation Civile <i>In Order to the Minister in charge of Civil Aviation</i>		

Cette autorisation doit accompagner la déclaration de marchandises dangereuses jointe à l'expédition et une copie doit être adressée à la DGAC de l'aéroport de départ / d'arrivée.
This authorization has to be attached to the dangerous goods declaration joined to the shipment and a copy must be sent to the local French CAA of the departure / arrival airport.

Cette autorisation est valable dans l'espace aérien sous juridiction française.
This authorization is only valid in the French airspace.

Cette autorisation ne dispense pas l'exploitant d'obtenir les autres autorisations éventuellement requises, notamment en matière de circulation aérienne, de stationnement, de survol, de dosage, de sûreté, d'exportation et/ou d'importation de munitions et/ou matériels de guerre, et de droit de trafic.
This authorization does not exempt the operator to obtain, as necessary, any additional requested authorizations regarding Air Traffic Services, aircraft parking/overflight, customs, security, export/import of war equipment and/or weapons, and traffic rights.

2	Nom de l'Expéditeur / <i>Shipper name</i> :				Adresse / <i>Address</i> :				Tél. : <input type="text"/>
									Fax : <input type="text"/>
3	Nom du destinataire / <i>Consignee name</i> :				Adresse / <i>Address</i> :				Tél. : <input type="text"/>
									Fax : <input type="text"/>
4	Appellations UN / <i>UN proper shipping name</i> :				Appellations commerciales / <i>Commercial name</i> :				
	⊙	<input type="text"/>	<input type="text"/>	<input type="text"/>	⊙	<input type="text"/>	<input type="text"/>	<input type="text"/>	
	⊕	<input type="text"/>	<input type="text"/>	<input type="text"/>	⊕	<input type="text"/>	<input type="text"/>	<input type="text"/>	
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	⊗	<input type="text"/>	<input type="text"/>	<input type="text"/>	⊗	<input type="text"/>	<input type="text"/>	<input type="text"/>	
5	Nombres UN / <i>UN number</i>	Classe / <i>Class Division / Div.</i>	Groupe d'emballage / <i>Packing group</i>	Instruction d'emb. / <i>Pack. Instr.</i>	Nombre de colis / <i>Number of packages</i>	Masse nette par colis / <i>Net mass per package (kg)</i>	Masse brute par colis / <i>Gross mass per package (kg)</i>	Masse explosible nette par colis / <i>Net explosive mass per package (kg)</i>	
	⊙	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
	⊕	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
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6	Organisme(s) responsable(s) des essais sur les emballages / <i>Organisation in charge of packaging performance test</i>	N° du (des) Certificat(s) d'approbation d'emballage / <i>Packaging authorisation number</i>
	⊙ <input type="text"/>	⊙ <input type="text"/>
	⊕ <input type="text"/>	⊕ <input type="text"/>
	⊗ <input type="text"/>	⊗ <input type="text"/>
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	⊖ <input type="text"/>	⊖ <input type="text"/>
	⊗ <input type="text"/>	⊗ <input type="text"/>
7	Consignes spéciales de manutention et de chargement (séparation, gerbage ...) : <i>Special handling and loading instructions (separation, stacking ...)</i>	
8	Je soussigné, certifie que les renseignements fournis sont exacts, et joins à la demande toute justification nécessaire. <i>I undertake, that information provided are accurate, and I supply any necessary documents</i> Nom et qualité du signataire / <i>Name and quality of signatory</i> : _____ Date : <input type="text"/> _____ Signature : _____	
9	Organisme(s) assurant la manutention en France : <i>Handling performed in France by</i> _____	
10	Nom et qualité du signataire : <i>Name and quality of signatory</i>	Date : <input type="text"/>
	<input type="text"/>	Signature et cachet de l'entreprise : <i>Signature and company stamp</i>

Document à remplir par l'expéditeur (cases 2 à 5) et par l'exploitant (cases 1, 9 et 10) et à transmettre à :
To be completed by the shipper (boxes 2 to 5) and by the operator (boxes 1, 9 and 10) and sent to:
DGAC/DSAC/NO/OA 50 rue Henry Farman 75720 PARIS CEDEX 15 ☎ +33 1 58 09 45 09 ✉ +33 1 58 09 45 52
Courriel / e-mail : dsac-dangerous-goods-bf@aviation-civile.gouv.fr

Thank you for your attention



www.eu-sea-app.org

easa.europa.eu/connect



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