



Workshop on Dangerous goods

01 – Introduction about dangerous goods



European Union Aviation Safety Agency

EU-ASEAN Sustainable Connectivity Package Aviation Partnership Project
(EU-ASEAN SCOPE APP)

This project is funded by the European Union and implemented by
the European Union Aviation Safety Agency (EASA)

Your safety is our mission.

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01 – Introduction about dangerous goods

1. Legal basis
2. Application of the dangerous goods regulations
3. Responsibilities

(Training requirements > see dedicated presentation)

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1. **Legal basis**
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01 – Legal basis

Objective of the regulation

To **facilitate transport** while giving a **level of safety** such that dangerous goods can be carried without placing an aircraft or its occupants at hazard, providing all the requirements are fulfilled.

It tries to ensure that should an incident occurs, it cannot lead to an accident.



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The source documentation

Annex 18

ICAO

>> provides fundamentals regarding the transportation of DG by air.

Model Regulation (“orange book”)

United Nations

>> contains recommendations on the transport of DG whatever the means of transport (multimodal).

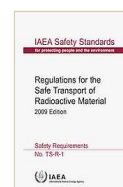
IAEA - TS-R-1

International Atomic Energy Agency

>> related to the transport of radioactive materials.



See presentation 13
for details about SARPs



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The reference documentation (ICAO)

Technical Instructions (Doc 9284)

>> prescribe the detailed requirements applicable to the international civil transport of dangerous goods by air.

Emergency Response Guidance (Doc 9481) - **GUIDANCE**

>> provides procedures in case of an incident involving DG.

Supplement to the TIs (Doc 9284 sup) - **GUIDANCE**

>> dedicated for the National Aviation Authorities.



Published every 2 years (2025-2026)

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Doc 9284 – table of contents



- Part 1 – General (incl. scope, exceptions, training, security, reporting, etc.)
- Part 2 – Classification
- Part 3 – Dangerous goods list, special provisions and limited and excepted quantities
- Part 4 – Packing instructions
- Part 5 – Shipper's responsibilities
- Part 6 – Packaging nomenclature, marking, requirements and tests
- Part 7 – Operator's responsibilities
- Part 8 – Provisions concerning passengers and crew

- Attachment 1 – Lists of proper shipping names
- Attachment 2 – Glossary of terms
- Attachment 3 – Notified variations from the instructions
- Attachment 4 – Index and list of tables and figures

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Doc 9284 supp. – Table of contents



Guidance

- Part S-1. General (additional information for Part 1 of the Technical Instructions)
 - Guidance to States on the transport of dangerous goods by post;
 - Guidance to States on the transport of lithium batteries as cargo;
 - Guidance to States on training for technical personnel involved in the oversight and management of safety of the transport of dangerous goods by air;
 - Etc.
- Part S-3. Dangerous goods list, special provisions and quantity limitations
- Part S-4. Packing instructions
- Part S-5. State's responsibilities with respect to shippers
- Part S-6. Packaging nomenclature, marking, requirements and tests
- Part S-7. State's responsibilities with respect to operators
- Part S-8. Passenger awareness

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Guidance

Section 1. General Information

Incl. Cargo compartment classification, Accessibility of dangerous goods, Emergency response kit, etc.

Section 2. General Considerations

Incl. DG in the passenger cabin, in the underfloor cargo compartments, in cargo a/c, etc.

Section 3. Examples of Dangerous Goods Incidents Procedures

Section 4. Chart of Drills and List of Dangerous Goods with Drill Reference Numbers

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IATA DGR

Most of the operators and their subcontractors use the IATA DGR

Annual publication – current revision 66

Based on Doc 9284 and more user friendly

Used by:

- more than 290 operators (and their subcontractors);
- 126 States;
- almost all the freight forwarders;
- and also a majority of other operators even if they are not IATA members.

The DGR can only be more restrictive than the Doc 9284

Doc 9481 is not implemented

Doc 9284 Supp. is not implemented



The ICAO documentation remains OUR reference

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Applicable regulation in EU

Commission Regulation (EU) No 965/2012 related to air operations (AIR-OPS)



ORO.GEN.110 Operator responsibilities

- (j) The operator shall establish and maintain dangerous goods training programmes for personnel as required by the technical instructions. Such training programmes shall be commensurate (...)

CAT.GEN.MPA.200 Transport of dangerous goods

- (a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda. (...)

NCC.GEN.150 Transport of dangerous goods

NCO.GEN.140 Transport of dangerous goods

SPO.GEN.150 Transport of dangerous goods



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Applicable regulation in EU

Commission Regulation (EU) No 965/2012 related to air operations (AIR-OPS)



SPA.DG.100 Transport of dangerous goods

Regulation (EU) No 379/2014

Except as provided for in Annex IV (Part-CAT), Annex VI (Part-NCC), Annex VII (Part-NCO) and Annex VIII (Part-SPO), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority.



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- (Training requirements > see dedicated presentation)

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02 – Application of the dangerous goods regulations

Definition

Articles or substances which are capable of posing a hazard to health, safety, property or the environment



and which are shown in the list of dangerous goods in the ICAO Instructions, or which are **classified according to these Instructions**.



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02 – Application of the dangerous goods regulations

Except as otherwise provided for in the ICAO Instructions, no person may offer or accept dangerous goods for international civil transport by air...
...unless those goods are properly:

- classified;
- documented;
- certificated;
- described;
- packaged;
- marked;
- labelled;
- and in the condition for shipment.

No person may transport dangerous goods by air unless those goods are:

- accepted;
- handled;
- and transported in accordance with the ICAO Instructions.



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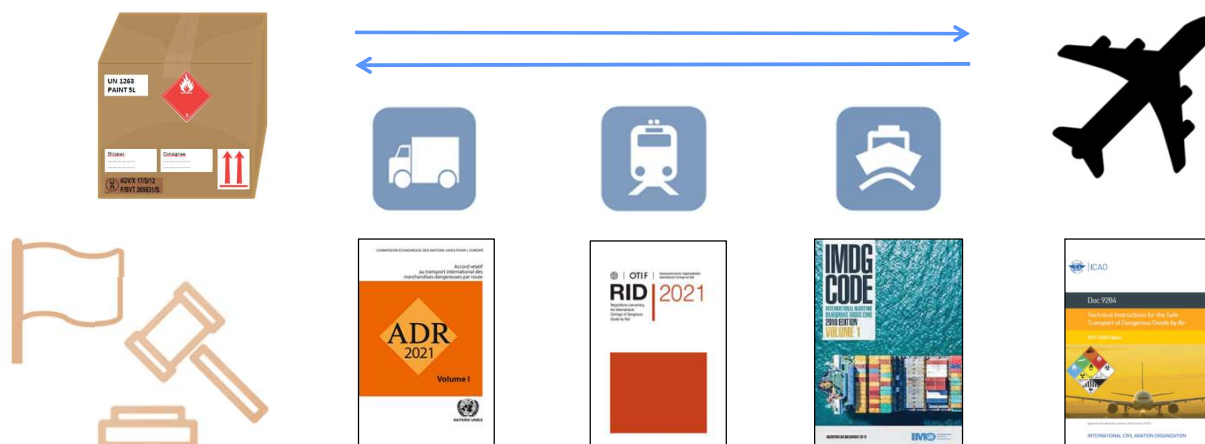
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When dangerous goods intended for air transport are carried by surface transport to or from an aerodrome any other applicable national or modal transport requirements should be met in addition to those that are applicable for the goods when carried by air.



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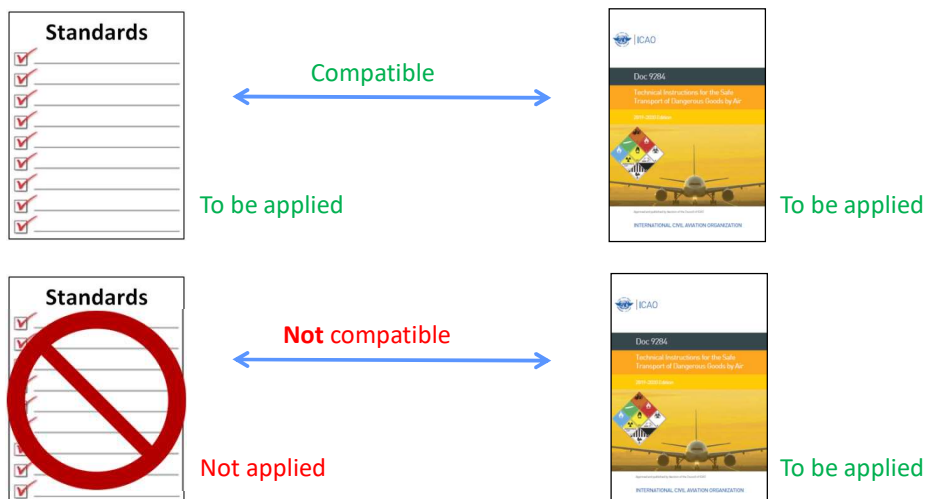
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Requirements of Standards



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- (Training requirements > see dedicated presentation)

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The shipper

Before a shipper offers any package or overpack of dangerous goods for transport by air, that shipper must ensure that:

- the articles or substances are properly identified and not forbidden for transport by air;
- the goods are properly classified, marked and labelled;
- the dangerous goods are packaged in compliance with all the applicable air transport requirements;
- the dangerous goods transport documents have been properly executed and signed;
- and that if an overpack is used, it is in compliance with all the applicable air transport requirements.

>> see dedicated presentation



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Intermediate means of transport

Before the transport of any dangerous goods, by intermediate means of transport it must be ensured that:

- the packaging is not damaged and that, in case an Unit Load Device is used, it is done in accordance with the regulation;
- the document have been checked;
- and that the transport meets the applicable national or modal transport requirements;



Freight forwarders >> see dedicated presentation

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The operator (and its subcontractors)

An operator who accepts DGs is responsible for:

- Acceptance;
- Storage and loading;
- Inspection and decontamination;
- Providing information to pilots, employees and passengers;
- Retention of documents or information
(at least one copy of the appropriate documents for a minimum of three months)

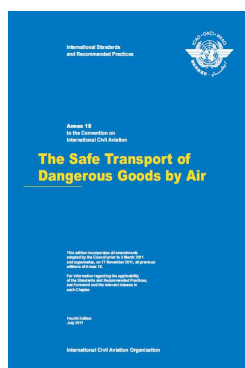
>> see dedicated presentation



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What about CAAs?



2.2 Dangerous Goods Technical Instructions

2.2.1 Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. Each Contracting State 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.

2.3 Domestic civil aircraft operations

Recommendation.—*In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, Contracting States should also take the necessary measures to achieve compliance with the Annex and the Technical Instructions for domestic civil aircraft operations.*

2.7 National authority

Each Contracting State shall designate and specify to ICAO an appropriate authority within its administration to be responsible for ensuring compliance with this Annex.

>> see dedicated presentation

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What about CAAs?... In EU



>> see dedicated presentation



ARO.GEN.300 Oversight

Regulation (EU) 2019/1384

- (a) The competent authority shall verify:
- (1) compliance with the requirements applicable to organisations or type of operations prior to the issue of a certificate, approval or authorisation, as applicable;
 - (2) continued compliance with the applicable requirements of organisations it has certified, specialised operations it has authorised and organisations from which it received a declaration;

ARO.OPS.200 Specific approval procedure

Regulation (EU) 2019/1384

- (a) Upon receiving an application for the issue of a specific approval or changes thereof, the competent authority shall assess the application in accordance with the relevant requirements of Annex V (Part-SPA) and conduct, where relevant, an appropriate inspection of the operator.
- (b) When satisfied that the operator has demonstrated compliance with the applicable requirements, the competent authority shall issue or amend the approval. The approval shall be specified in:
- (1) the operations specifications, as established in [Appendix II](#), for commercial air transport operations; or
 - (2) the list of specific approvals, as established in [Appendix III](#), for non-commercial operations and specialised operations.

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Thank you for your attention



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