



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

**Agenda Item 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel:
5.2: Exemptions**

FINAL REPORT OF THE APPROVALS AND EXEMPTIONS WORKING GROUP

(Presented by D. Raadgers)

SUMMARY

This working paper provides a summary of the discussions of the informal working group on Approvals and Exemptions that took place on 1 and 2 October 2009.

Action by the DGP: The DGP is invited to agree to the amendments proposed in the Appendix to this WP.

1. INTRODUCTION

1.1 An informal working group met on 1 and 2 October, 2009 under the Chairmanship of D. Raadgers to discuss the issue of Exemptions and Approvals issued in accordance with Annex 18 — *The Safe Transport of Dangerous Goods by Air* and the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). The WG based their consideration on WP/57 presented by G.A. Leach and D. Raadgers.

1.2 The group members recognized that the issue of exemptions and approvals is a concern among States. The results of recent Safety Oversight Audits have indicated that a number of States do not have procedures established to review and grant exemptions and approvals. This experience indicates that clarification within Annex 18 and Doc. 9284, as well as guidance to States, is necessary to ensure a safe and consistent application of these provisions. However, many working group members also felt that any new provisions should not impose undue hardship or responsibilities on States that are not equipped to review and issue exemptions and approvals; in particular taking into account the need to prevent delaying the capability of providing humanitarian aid and other emergency relief. It was suggested that further consideration on how States that do not have the resources to review and approve these authorizations could notify ICAO through the audit program and corrective action plans.

1.3 The group decided to focus their consideration on three main points suggested in WP/57:

1. The necessity of introducing a new level of approval, which was suggested to be called an “alleviation”. This new level would apply in those cases when an approval reference did not exist within the Technical Instructions, but the exemption provisions of 1;1.1.2 are not considered to be necessary.
2. Clarification of relevant definitions.
3. Provide guidance to assist States when considering the safety merits and need for reviewing and granting an exemption or approval.
 - a) The group recognized that the granting of an exemption should be on a limited basis, but determined that adding an additional level within the exemption and approval regime might lead to further confusion and could be addressed through other means. The group discussed situations that could be assigned the new “alleviation” provision. It was noted that “alleviation” means different things in different languages and that translation might cause difficulties for some States. Therefore, it was decided that instead of introducing a new provision for alleviation, it was preferable to expand on what could be considered under the existing approval provision. Some common areas were identified to include increases in inner packaging and outer package quantity limits and Part 8 “Provisions concerning passengers and crew”. It was decided that it would be beneficial to introduce an approval reference to these three Sections of the Technical Instructions, which in addition to improving the definitions for exemption and approval might eliminate the need to add an additional level in the exemption and approval regime. It was further recognized that there may be other sections of the Technical Instructions where it might be appropriate to include an approval reference, thereby reducing the necessity to use the exemption authorization.
 - b) The group reviewed the definitions of exemption and approvals in Annex 18 and the Technical Instructions, and drafted proposed amendments. In reviewing the definition for exemption, it was noted that the current use of the wording “relief from” was not appropriate. This provision provides an alternative means of compliance with the safety provisions of the Technical Instructions in cases where the Technical Instructions may not adequately address the situation. Therefore, the group decided to amend the definition to specify that an exemption would represent provisions that provide an equivalent level of safety as those specified in the TECHNICAL INSTRUCTIONS. Many members noted that although the State authority is responsible for evaluating and granting an exemption, it was not the responsibility of the State to prove an “equivalent level of safety”. Rather, it is the responsibility of the applicant to demonstrate the necessary safety level. While considering amendments to the definitions, the group suggested changes to the conditions of A1 and A2, specifically to remove from A2 the authorization to approve the transport on passenger carrying aircraft. Based on this decision, dangerous goods assigned A109 could then be assigned A2 allowing A109 to be deleted. Lastly, to assist in training, the group felt it necessary to clarify how exemptions and approvals apply to shippers within the scope of the Technical Instructions. For example:

- the shipper first applies the detailed provisions of the Technical Instructions; if an approval reference is provided within the sections of the Technical Instructions then the State could grant an approval; and only when the detailed provisions of the Technical Instructions do not apply or there is not an approval reference, then the State may consider granting an exemption.

It was agreed that text should be developed for consideration of the Panel to include this clarification in 1;1.1.2.

- c) The group discussed suggestions to clarify when States should consider granting exemptions and approvals and developed proposed amendments for the Supplement. These proposed amendments include guidance on what States could consider as instances of extreme urgency, when other forms of transport are inappropriate, or when full compliance with the Technical Instructions is contrary to public interest. Additionally, text was developed to provide guidance on what is necessary to determine an equivalent level of safety and data elements that should be included in an application request. The group further identified a need to provide additional guidance in the Supplement such as templates and examples that States could use to provide more consistency, and suggested this work be included in the work programme for the next biennium.
- d) The decision tentatively agreed to at DGP/WG-09 to delete the State of Overflight from consideration as one of the “States concerned” within 1;1.1.2 was deferred to discussion by the Panel since there was a working paper submitted on this issue. Similarly, the requirement to obtain approval from the State of the operator for the approval provision was also deferred to the Panel.
- e) The Appendix to this WP provides the proposed amendments (through strikeout method) for Annex 18, the Technical Instructions, and the Supplement.

APPENDIX

EXEMPTIONS AND APPROVALS

PROPOSED AMENDMENTS TO ANNEX 18, TECHNICAL INSTRUCTIONS, AND THE SUPPLEMENT

AMENDMENTS TO ANNEX 18

CHAPTER 1. DEFINITIONS

Approval. An authorization ~~issued~~ granted by an appropriate national authority for:

- a) the transport of dangerous goods identified in the Technical Instructions as forbidden for transport under normal circumstances but which may be transported with the approval of the State of Origin [and the State of the Operator]; or
- b) other purposes as specified in the Technical Instructions.

Note.— In the absence of a specific reference allowing ~~issue~~ the granting of an approval, the provision of an exemption applies.

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Exemption. An authorization ~~issued~~ granted by an appropriate national authority ~~providing relief from the provisions of this Annex to:~~

- a) permit the transport of dangerous goods identified in the Technical Instructions as forbidden for transport under normal circumstances, unless the provisions of the Technical Instructions indicate they may be transported under an approval ~~issued~~ granted by the [State of Origin [and the State of the Operator];.
- b) provide an alternative means of compliance with the provisions of the Technical Instructions

Technical Instructions: 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.

CHAPTER 2. APPLICABILITY

2.1 General applicability

2.1.1 The Standards and Recommended Practices of this Annex shall be applicable to all international operations of civil aircraft.

2.1.2 In ~~cases~~ instances 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 an exemption from ~~these~~ provisions of the Technical Instructions provided that in such instances an overall level of safety in transport which is at least equivalent to the level of safety provided for in the by these provisions Technical Instructions is achieved. [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.]

Editorial Note.— Notes moved to below new 2.1.3.

~~— 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 4.2 for dangerous goods normally forbidden for which States may grant an exemption.~~

~~— Note 3.— Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.~~

~~— Note 4.— It is not intended that this Annex 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.~~

2.1.3 Where specifically provided for in the Technical Instructions, the States concerned may grant an approval:

a) to transport dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried ~~with~~ under an approval; or

b) for other purposes as specified in the Technical Instructions

provided that in such instances an overall level of safety in transport which is at least equivalent to the level of safety provided for in the Technical Instructions is achieved.

Note 1.— For the purposes of exemptions, “States concerned” are the States of Origin, Operator, Transit, [Overflight] and Destination. 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 42.— For the purposes of approvals, The “States concerned” are the the State[s] of Origin[, and the Operator] transit, overflight and destination of the consignment and the State of the Operator.~~

~~— Note 2.— Refer to 4.2 for dangerous goods normally forbidden for which States may grant an exemption.~~

~~Note 3.— Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.~~

~~Note 4.— It is not intended that this Annex 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.~~

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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 ~~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.~~ 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.

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CHAPTER 4. LIMITATION ON THE TRANSPORT OF DANGEROUS GOODS BY AIR

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4.2 Dangerous goods forbidden for transport by air unless exempted

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval ~~issued~~ granted by the State of Origin:

- a) ~~articles and substances~~ dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- b) infected live animals.

AMENDMENTS TO THE TECHNICAL INSTRUCTIONS

Part 1

GENERAL

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Chapter 1

SCOPE AND APPLICABILITY

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1.1 GENERAL REQUIREMENTS APPLICABLE TO ALL CLASSES EXCEPT CLASS 7

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1.1.2 In ~~cases~~ instances of extreme urgency, or when other forms of transport are inappropriate, or full compliance with the prescribed requirements is contrary to public interest, the States concerned may grant an ~~exemptions~~ from the provisions of the Instructions provided that in such ~~cases instances every effort is made to achieve~~ an overall level of safety in transport, which is at least equivalent to the level of safety provided ~~by for in~~ these Instructions is achieved. For the purposes of exemptions, The "States concerned" are the States of Origin, Operator, transit[, overflight] and destination ~~of the consignment, and the State of the Operator~~. [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.— Refer to 1;2.1 for dangerous goods forbidden for transport by air under any circumstance.

~~— Note 2.— Unless otherwise provided for, exemptions may be granted to permit the carriage of dangerous goods that are identified in columns 10 and 11 or 12 and 13 of the Dangerous Goods List (Table 3-1) as being forbidden. Exemptions may also concern other parts of the Technical Instructions.~~

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Chapter 2

LIMITATION OF DANGEROUS GOODS ON AIRCRAFT

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2.1 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNDER ANY CIRCUMSTANCE

Any article or substance which, as presented for transport, is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or dangerous emission of toxic, corrosive or flammable gases or vapours under conditions normally encountered in transport must not be carried on aircraft under any circumstance.

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Chapter 3

GENERAL INFORMATION

3.1 DEFINITIONS

Exemption. An authorization ~~issued-granted~~ by an appropriate national authority ~~providing relief from the provisions of these Instructions to:~~

- ~~a) permit the transport of dangerous goods identified in these Instructions as forbidden for transport under normal circumstances, unless the provisions of these Instructions indicate they may be transported under an approval issued granted by the [State of Origin] and the State of the Operator];~~
- ~~b) provide an alternative means of compliance with the provisions of these Instructions.~~

Note.— The requirements for exemptions are given in 1;1.1.2.

Approval. An authorization ~~issued-granted~~ by the appropriate national authority for:

- a) transport of those entries listed in Table 3-1 as forbidden on passenger and/or cargo aircraft to which Special Provision A1, ~~or A2-or-A109~~ has been assigned in column 7; or
- b) other purposes as specified in these Instructions.

[Note.— Unless otherwise indicated, approval is only required from the State of Origin.]

Part 2

CLASSIFICATION OF DANGEROUS GOODS

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Chapter 6

CLASS 6 — TOXIC AND INFECTIOUS SUBSTANCES

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6.3 DIVISION 6.2 — INFECTIOUS SUBSTANCES

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6.3.6 Infected live animals

6.3.6.1 A live animal that has been intentionally infected and is known or suspected to contain an infectious substance must not be transported by air unless the infectious substance contained cannot be consigned by any other means. Infected live animals may only be transported under terms and conditions ~~approved~~ of an approval granted by the appropriate national authority.

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Part 3

**DANGEROUS GOODS LIST,
SPECIAL PROVISIONS AND
LIMITED AND EXCEPTED QUANTITIES**

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Chapter 2

**ARRANGEMENT OF THE
DANGEROUS GOODS LIST (TABLE 3-1)**

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Column 11 “Passenger aircraft — Maximum net quantity per package” — this column shows the maximum net quantity (mass or volume) of the article or substance allowed in each package for transport on a passenger aircraft. The mass quoted is the net mass unless otherwise indicated by a letter “G”. Where a maximum net quantity appears beside a packing instruction prefixed by the letter “Y”, this indicates it is the maximum net quantity permitted in a packaging containing limited quantities of dangerous goods. The maximum quantity per package may be further limited by the type of packaging used. The maximum net quantities indicated may be exceeded only as permitted in the Supplement to these Instructions in S-3, Chapter 2 with the approval of the State of Origin and the State of the Operator.

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Column 13 “Cargo aircraft — Maximum net quantity per package” — this gives information similar to that in column 11, but for articles or substances which may be transported on a cargo aircraft only. The mass quoted is the net mass unless otherwise indicated by a letter “G”. The maximum quantity per package may be further limited by the type of packaging used. The maximum net quantities indicated do not apply to transport in portable tanks, as permitted in the Supplement to these Instructions, Part S-4, Chapter 12, with the approval of the appropriate authority of the State of Origin. The maximum net quantities indicated may be exceeded only as permitted in the Supplement to these Instructions in S-3, Chapter 2 with the approval of the State of Origin and the State of the Operator.

A1 This ~~commodity article or substance~~ may be transported on passenger aircraft, only with the prior approval of the appropriate authority of the State of Origin and the State of the Operator under the written conditions established by that authority. The conditions must include the quantity limitations and packing requirements and these must comply with S-3;1.2.2 of the Supplement. A copy of the document of approval, showing the quantity limitations and packing requirements, must accompany the consignment. The commodity may be carried on cargo aircraft in accordance with columns 12 and 13 of Table 3-1. When States, other than the State of Origin, have notified ICAO that they require prior approval of shipments made under this special provision, approval must also be obtained from these States, as appropriate.

A2 This ~~commodity article or substance~~ may be transported on ~~passenger aircraft and on~~ cargo aircraft, only with the prior approval of the appropriate authority of the State of Origin and the State of the Operator under the written conditions established by the authority.

Where States, other than the State of Origin, have notified ICAO that they require prior approval of shipments made under this special provision, approval must also be obtained from the States of transit, overflight and destination and of the State of the Operator, as appropriate.

In each case the conditions must include the quantity limitations and packing requirements and these must comply with S-3;1.2.3 of the Supplement. A copy of the document(s) of approval, showing the quantity limitations and the packing and labelling requirements, must accompany the consignment.

A109 ~~This commodity may be transported on cargo aircraft, only with the prior approval of the appropriate authority of~~

the State of Origin under the written conditions established by that authority. The conditions must include the quantity limitations and packing requirements and these must comply with S 3;1.2.4 of the Supplement. A copy of the document of approval, showing the quantity limitations and packing requirements, must accompany the consignment.

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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
Charges, shaped without detonator	0059	1.1D				A109A2			Forbidden		Forbidden	
Cord, detonating, flexible	0065	1.1D				A109A2			Forbidden		Forbidden	
Fracturing devices, explosive, without detonator for oil wells	0099	1.1D				A109A2			Forbidden		Forbidden	

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Part 4**PACKING INSTRUCTIONS****Chapter 42****CLASS 2 — CASESGENERAL**

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2.3 The packing instruction numbers are prominently displayed on the outer edge of each page for easy reference. Each instruction shows, where applicable, the acceptable single and combination packagings. For combination packagings, tables show the acceptable outer packagings and associated inner packagings with the maximum net quantity permitted in each inner packaging. The maximum quantity per inner packaging may be further limited by the maximum quantity per package specified in Table 3-1. Where provisions for particular articles or substances apply, tables show the inner packagings with associated quantity limitations and single packagings which are acceptable for the individual commodities (identified by their UN Number). The maximum net quantity per inner packaging may be exceeded only as permitted in the Supplement to these Instructions in S-4, with the approval of the State of Origin[and the State of the Operator]. If a commodity is identified in the table applicable to inner packagings of combination packagings but not in the table applicable to single packagings, it means that the particular commodity is not permitted in single packagings. Where appropriate, particular packing requirements are also indicated for each commodity; these requirements are detailed at the end of that packing instruction. Particular packing requirements apply to both inner packagings of combination packagings and single packagings as appropriate.

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Part 5
SHIPPER'S RESPONSIBILITIES

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Chapter 4
DOCUMENTATION

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4.1 DANGEROUS GOODS TRANSPORT INFORMATION

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4.1.5 Information required in addition to the dangerous goods description

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4.1.5.8 Additional requirements

4.1.5.8.1 The dangerous goods transport document must also contain:

- a) the packing instruction applied and, when applicable, reference to Special Provision A1, ~~or A2~~ ~~or A109~~, except for radioactive material;
- b) a statement indicating that the shipment is within the limitations prescribed for either passenger and cargo aircraft or cargo-only aircraft, as appropriate;

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4.3 ADDITIONAL DOCUMENTATION FOR OTHER THAN RADIOACTIVE MATERIAL

4.3.1 When dangerous goods are shipped as authorized by Special Provision A1, ~~or A2~~ ~~or A109~~, they must be accompanied by a copy of the document(s) of approval, showing the quantity limitations, the packing requirements and, in the case of A2, the labelling requirements.

**AMENDMENTS TO THE SUPPLEMENT TO THE TECHNICAL INSTRUCTIONS FOR THE
SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (DOC 9284SU)**

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Part S-1

GENERAL

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Chapter 1

SCOPE AND APPLICABILITY

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1.1 GENERAL INFORMATION TO BE PROVIDED TO A STATE FOR THE PROCESSING OF EXEMPTIONS

1.1.1 Part 1;1.1.2 of the Technical Instructions provides for States to grant exemptions to enable the transport by air of dangerous goods which may not be permitted in normal circumstances or in conditions which are different to those prescribed in the Instructions. Such exemptions may only be granted in instances of extreme urgency, when other forms of transport are inappropriate or when full compliance with the Technical Instructions is contrary to the public interest. The following is offered as guidance to States to determine whether these criteria have been met:

a) *Extreme urgency.* In deciding whether the transport is urgent, States should consider why it is important for a consignment to reach its destination quickly or why it has been necessary to make an application at short notice. Dangerous goods may need to be transported because of:

1) humanitarian relief;

2) environmental relief;

3) pestilence;

4) national or international security;

5) saving of life (e.g. rescue);

6) limited availability at destination.

Applications based on commercial reasons only should not be viewed as urgent and carriage by other forms of transport should also be considered.

b) *When other forms of transport are inappropriate.* Whilst carriage by other forms of transport may be possible, States should ~~conduct~~ evaluate a risk analysis which should include consideration of:

1) *Length of journey.* Transport by other forms may result in an unrealistic journey time and could affect the viability of the dangerous goods;

2) *Infrastructure.* The availability of other forms of transport may be limited;

3) *Security.* The comprehensive security provisions of the air mode may reduce the possibility of unlawful interference, ~~(e.g. theft, etc.);~~

4) *Routeing.* 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;

5) 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.

c) When full compliance with the Technical Instructions is contrary to the public interest, for example:

f 1) medical applications;

2) new technologies;

3) enhancements in safety;

1.1.2 When a State is approached for an exemption it is suggested that, if it is appropriate, at least the following information should be supplied before consideration is given to granting an exemption:

- a) the reason why it is essential the article or substance must be carried by air;
- b) a statement why the applicant believes the proposal (including any safety control measures specified by the applicant) will achieve a level of safety equivalent to that provided by these Instructions;
- c) proposed proper shipping name, classification and UN number with full supporting technical data;
- d) the proposed packaging;
- e) quantity to be carried;
- f) any special handling required and any special emergency response information;
- g) name and address of ~~consignor~~ shipper and consignee; ~~and~~
- h) the airports of departure, transit and destination and the proposed dates of transport ~~and routing~~; and
- i) details of the operator including aircraft type, flight numbers etc.

1.1.3 When granting an exemption, an overall level of safety in transport which is at least equivalent to the level of safety provided by the Technical Instructions must be achieved. In determining an equivalent level of safety the following should be considered:

- a) A review of the applicable regulatory provisions. This includes an identification of the specific provisions which will not be met, thus requiring determination that an equivalent level of safety ~~determination~~ has been achieved;
- b) A review of any potential increased risk to safety or property that may result from deviating from the provisions in question and identification of the measures considered necessary or appropriate to address that risk. This should include substantiation with applicable analysis or evaluation demonstrating that the proposed additional measures will achieve a level of safety that is at least equal to that required by the ~~regulation~~ Technical Instructions;
- c) A thorough review and risk assessment to identify and evaluate potential risks in transport. This may include a risk analysis addressing failure modes and effects, a systems safety evaluation, and an explanation of the measures imposed to ensure each risk factor has been evaluated to provide an appropriate level of safety;
- d) When appropriate, risk mitigation factors and a safety analysis may be based on analogy to requirements in place for technologies posing similar risks in order to ensure safety and regulatory consistency.

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1.2 GENERAL RECOMMENDATIONS TO BE CONSIDERED WHEN ISSUING EXEMPTIONS

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1.2.3 The responsibility for obtaining the above exemption(ε) may rest with a State or with the operator or with the shipper, depending on States' national procedures. Generally, the applicant for an exemption should be the party for whom the responsibilities are most relevant e.g. when an exemption is granted for dangerous goods which are forbidden under normal circumstances, it may be most appropriate for the shipper to apply. However, the exemption must address all affected parties. Irrespective of who is responsible, the operator must be in possession of confirmation that all the required exemptions have been obtained prior to accepting the goods for shipment.

Note.— Usually an exemption should cover a single occasion, but it may be necessary to ~~issue~~grant exemptions to cover multiple occasions and/or multiple shippers.

1.2.4 An exemption must not be granted for ~~if any dangerous goods~~article or substance is indicated as forbidden under any circumstance, as described in 1.2.1 ~~it cannot be carried under an exemption.~~ Where dangerous goods are forbidden on both passenger and cargo aircraft consideration should ordinarily only be given to carriage on cargo aircraft. Transport on a passenger aircraft should only be considered in exceptional circumstances.

1.2.5 Where an exemption or approval is required from more than one State, it is usually most appropriate for the State of eOrigin to grant the initial exemption because they may have greater awareness of the shipper and the terms and conditions under which the dangerous goods will be shipped. However there may be circumstances where another State concerned might be better placed to grant the initial exemption.

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Part S-3

DANGEROUS GOODS LIST AND LIMITED QUANTITIES EXCEPTIONS

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Chapter 1

GENERAL

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1.1 SUPPLEMENTARY DANGEROUS GOODS LIST

1.1.1 Certain dangerous goods, which are normally forbidden, may be specifically authorized for air transport by approval of the appropriate national authority; these are identified in Table 3-1 of the Technical Instructions by Special Provision A1, ~~or A2-or-A109~~ appearing in column 7. Such dangerous goods are also listed in Table S-3-1, together with additional information for use with appropriate national authority approvals.

1.1.2 Other dangerous goods shown as forbidden in columns 10 to 13 of Table 3-1, but without Special Provision A1, ~~or A2-or-A109~~, can only be transported under exemption as provided for in Part 1;1.1.2 of the Technical Instructions. Such dangerous goods are listed in Table S-3-1, together with any additional information that is available, to assist in the ~~issuing~~granting of an exemption. The absence of complete information in that Table, apart from the word "Forbidden" appearing in the same column(s) as in Table 3-1, does not preclude the ~~issue~~granting of an exemption by all the States concerned; in such case, the conditions of the exemption are to be developed by the appropriate national authority based on the principle that the level of safety in transport should be equivalent to the level of safety provided by the Technical Instructions. Where an entry in Table S-3-1 has a number in parenthesis after the word "Forbidden", this refers to a Packing Instruction which contains the method of packing that should be specified when ~~issuing~~granting an exemption.

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1.2 QUANTITY LIMITATIONS AND PACKING REQUIREMENTS

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1.2.3 In the case of Special Provision A2, dangerous goods may be transported on ~~passenger and~~ cargo aircraft with the prior approval of the appropriate authority of the State of Origin provided that the quantity per package does not exceed the quantity shown in Table S-3-1 and the packing is in accordance with the packing instruction indicated by Table S-3-1. The detailed requirements of the packing instruction are given in Part S-4, unless they already appear in the Technical Instructions. The consignment must be accompanied by a copy of the document(s) of approval showing the quantity limitations and packing and labelling requirements.

~~1.2.4 In the case of Special Provision 109, dangerous goods may be transported on cargo aircraft with the prior approval of the appropriate authority of the State of Origin provided that the quantity per package does not exceed the quantity shown in Table S-3-1 and the packing is in accordance with the packing instruction indicated by Table S-3-1. The detailed requirements of the packing instruction are given in Part S-4, unless they already appear in the Technical Instructions. The consignment must be accompanied by a copy of the document(s) of approval showing the quantity limitations and packing and labelling requirements.~~

— END —