
IRELAND

SAFETY REGULATION DIVISION
IRISH AVIATION AUTHORITY
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AERONAUTICAL NOTICE

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CARRIAGE OF DANGEROUS GOODS BY AIR

1. The Irish Aviation Authority (hereinafter referred to as “the Authority”), in pursuance of Article 7 of the Air Navigation (Carriage of Munitions of War, Weapons and Dangerous Goods) Order, 1973, (S.I. No. 224 of 1973) as amended and as adapted by section 75 of the Irish Aviation Authority Act, 1993 (No.29 of 1993) hereby directs that materials or goods classified as “dangerous” shall be carried in an aircraft, to which this Direction applies, only in accordance with current ICAO Standards and Recommended Practices as established by Annex 18 (current edition) to the Chicago Convention on International Civil Aviation and the Technical Instructions for the Safe Transport of Dangerous Goods by Air. (current edition) (herein after defined as the “Technical Instructions”).
2. The goods which are listed and classified as Dangerous Goods in the ICAO Publication “Technical Instructions for the Safe Transport of Dangerous Goods by Air” (Doc 9284-AN/905), and its Supplements, approved, issued and amended in accordance with the procedure established by the ICAO Council, and which are effective for the time being, may be carried, subject to paragraph 4 below, in an aircraft on condition that the requirements and procedures contained in those Instructions are complied with, and provided that the operator of the aircraft has been authorised to carry Dangerous Goods by the Authority of the state of the operator.
3. This Direction shall apply to any person who offers a package or overpack containing dangerous goods for transport by air and to any aircraft registered in the State, wherever it may be, or registered elsewhere while in or over the State or operated by an operator certificated by the Authority.
4. **Limitation on the Transport of dangerous Goods by Air.**
 - 4.1 The transport of dangerous goods by air is forbidden except as established in Annex 18 and the detailed specifications and procedures provided in the Technical Instructions.
 - 4.2 The dangerous goods described hereunder shall be forbidden on an aircraft unless exempted by the Authority or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the state of origin of the flight.
 - a) articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
 - b) infected live animals.
 - 4.3 The transport of articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport under any circumstances shall not be carried on any aircraft.

5. Shippers Responsibilities

- 5.1 A shipper of dangerous goods shall comply with the requirements of Annex 18 Chapter 7, and the associated Technical Instructions.
Before a person offers any package or overpack of dangerous goods 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 the Annex and the Technical Instructions.
- 5.2 Unless otherwise provided for in the Technical Instructions, a person who offers dangerous goods for transport by air shall complete, sign and provide to the operator of the aircraft a dangerous goods transport document, which shall contain the information required by those Instructions.
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 name and that they are classified, packed, marked, labelled and in a proper condition for transport by air in accordance with the Technical Instructions.

6. Operators Responsibilities

- 6.1 The holder of an air operator certificate (AOC) issued by the Irish Aviation Authority shall include in the Operations Manual and the Maintenance Control Manual (required by the Irish Aviation Authority (Operations) Order, 2002, S.I. No.437 of 2002 as amended), in each case, a section relating to the relevant procedures for flight and ground crew in respect of the stowage and carriage of dangerous goods by air and a section dealing with the procedures to ensure that consignments received from shippers and ground handling agents are in compliance with the requirements of the Technical Instructions and shall include emergency procedures in accordance with ICAO Emergency Response Guidance (Doc. No. 9481-AN/928) for aircraft incidents involving carriage of dangerous goods.
- 6.2 An aircraft operator shall not accept dangerous goods for transport by air unless and until:
- a) 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
 - b) the package, overpack or freight container containing dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions. (Note. Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions)
- 6.3 An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 6.1 above.
- 6.4 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.
- 6.4.1 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.

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- 6.4.2 A unit load device shall not be loaded on board 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.
- 6.4.3 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 organisation, and thereafter shall ensure the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.
- 6.4.4 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.
- 6.5 Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft except in the circumstances permitted by the provisions of the Technical Instructions.
- 6.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.
- 6.6.2 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.
- 6.7.1 Packages containing dangerous goods which might react dangerously with one 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.
- 6.7.2 Packages of infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.
- 6.7.3 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 of the Technical Instructions.
- 6.8 Where 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 dangerous goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the package.
- For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 6.7.3 are met at all times.
- 6.9 Except as provided for in the Technical Instructions, packages of dangerous goods bearing the label “cargo aircraft only”, shall be loaded in such a manner that a crew member or other authorised person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

7. Provision of Information

- 7.1 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, written information as specified in the Technical Instructions.

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- 7.2 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.
- 7.3 The operator 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.
- 7.4 An operator, a shipper and any other organisations 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 them with instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.
- 7.5 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 the aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.
- 7.6.1 In the event of an aircraft accident, the operator of an aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency personnel responding to the accident about the dangerous goods on board, as shown on the written information to the pilot-in-command.
- 7.6.2 In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods shall, upon request, provide information without delay, to emergency personnel responding to the incident about the dangerous goods on board, as shown on the written information to the pilot-in-command.

8. Establishment of Training Programmes.

- 8.1.1 Initial and recurrent training programmes as required by the Technical Instructions must be established and maintained by or on behalf of:
- a) shippers of dangerous goods, including packers and shippers' agents;
 - b) operators;
 - c) agencies which perform, on behalf of the operator of an aircraft, the act of accepting, handling, loading, unloading, transferring or other processing of cargo;
 - d) agencies located at an aerodrome which perform, on behalf of the operator, the act of processing passengers, covering the dangerous goods element of their responsibilities;
 - e) agencies other than operators involved in the processing of cargo; and
 - f) agencies engaged in the security screening of passengers and their baggage, covering the dangerous goods element of their responsibilities.
- to ensure they can meet the requirements of Article 7 of the Air Navigation (Carriage of Munitions of War, Weapons and Dangerous Goods) Order, 1973 (S.I. No. 224 of 1973)
- 8.1.2 Dangerous goods programmes required by 8.1.1 must be submitted to the Authority for review and approval.
- 8.2.1 Personnel shall receive training in the requirements commensurate with their responsibilities. Such training shall include:
- a) general familiarisation training.
 - b) Function specific training; and
 - c) Safety training

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- 8.2.2 Training shall be provided or verified upon employment of a person in a position involving the transport of dangerous goods by air. Recurrent training shall take place within 24 months of previous training to ensure knowledge is current.
- 8.2.3 A test to verify understanding must be undertaken, following the training and a certificate issued confirming that the test has been completed satisfactorily.
- 8.2.4 A record of training shall be maintained which must include:
- a) the individual's name;
 - b) the most recent training completion data;
 - c) a description, copy or reference to the training materials used to meet the training requirements;
 - d) the name, address and the approval reference of the organisation providing the training;
 - e) a copy of the certification issued when the individual was trained, which shows that a test was completed satisfactorily.
- The records of training shall be made available upon request to the IAA.
- 8.2.5 The minimum training requirements for training curricula relating to the transport of dangerous goods by air with which various categories of personnel must comply are contained in the Technical Instructions. (Table 1-4)
9. Where dangerous goods are transported on or are intended for transport on an aircraft, the operator, or an agent acting on behalf of the operator, shall report any incident involving such materials to the Authority including the discovery of undeclared or misdeclared consignments.
10. This revision cancels Notice No. 0.1, Issue 13.

E. Brennan
Chief Executive

APPENDIX TO AERONAUTICAL NOTICE NO. 01 ISSUE 14

NOTICE TO SHIPPERS AND THEIR AGENTS

CARRIAGE OF DANGEROUS GOODS BY AIR

1. The transport of dangerous goods by air is forbidden except as permitted in accordance with Annex 18 to the Convention on International Civil Aviation.
2. The Irish Aviation Authority has accordingly directed, in pursuance of Article 7 of the Air Navigation (Carriage of Munitions of War, Weapons and Dangerous Goods) Order 1973 (S.I. No. 224 of 1973), that consignments of goods which contain materials which are listed and classified as dangerous goods in the International Civil Aviation Organisation (ICAO) publication; “Technical Instructions for the Safe Transport of Dangerous Goods by Air (DOC 9284-AN/905)” and its supplement (latest revision) may be carried in an aircraft on condition that they are not forbidden for carriage under the requirements contained in those instructions and provided that the requirements and procedures contained in that publication are complied with.
3. Shippers of Dangerous Goods and their shipping agents are required to comply with the above Technical Instructions (Shippers Responsibilities) when presenting Dangerous Goods for shipment by air, and must ensure the appropriate initial and recurrent training of personnel employed for the preparation of such consignments as required by Part 1 of ICAO Technical Instruction DOC 9284-AN/905 (latest revision).
4. Where dangerous goods are transported on, or are intended for transport on an aircraft, the operator, or an agent acting on behalf of the operator, shall report any incident involving such materials to the Authority including the discovery of undeclared or misdeclared consignments.
5. Shippers or shipping agents are further advised of the limitations in relation to dangerous materials when presented for shipping as Air Mail. ICAO Technical Instruction DOC 9284 AN/905 Chapter 2 para 2.4 refers.
6. Dangerous goods training programmes are contained in ICAO Doc.9375 AN/91 3 book 1 to 4 (latest revision).