

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

**Implementing Standards**

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

**Title: Compliance to Annex 18 – The Safe Transport of Dangerous Goods  
by Air and Annex 6 - Part I – Chapter 14 - Dangerous Goods**

**IS Reference Code. :** IS-18-all  
IS-6-(i)-14

**Date of Issue:** 15.11.2022

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 which is hereinafter referred to as the CA Act, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the Purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.


Accordingly, I, being the Director General of Civil Aviation do hereby issue the Implementing Standards on Compliance to Annex 18 - The Safe Transport of Dangerous Goods by Air and Annex 6 - Part I - Chapter 14 - Dangerous Goods as mentioned in the Attachment hereto (Ref: IS-18-all & IS-6-(i)-14), elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices on 'Transport of Dangerous Goods' contained in ICAO Annex 18 & Annex 6 - Part I - Chapter 14.

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate and any person/organizations holding a permit issued by DGCA, Sri Lanka to packing, labelling, marking, handling, shipping or transporting dangerous goods by air into, out of, over or within Sri Lanka. And shall come in to force with effect from 20<sup>th</sup> September, 2022 and remain in force unless revised/revoked.

This Implementing Standard will replace the Implementing Standard IS 009, 2<sup>nd</sup> edition, Rev. 01, issued on 30<sup>th</sup> April 2019.

Attention is also drawn to Section 103 of the Civil Aviation Act, which states inter alia that failure to comply with Implementing Standard is an offence. Further, if any standard stipulated in this Implementing Standard is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the Director General of Civil Aviation under Section 102 of the Civil Aviation Act No. 14 of 2010.

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Sri Lanka.

  
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Director General of Civil Aviation and  
Chief Executive Officer

Enclosure: Attachment No. IS-18-all & IS-6-(i)-14-Att-01

## PREAMBLE

### 1. Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO) and incorporated in the Amendment No. 12 to Annex 18 and Amendment 44 to Annex 6 - Part I.
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.
- 1.4. Status of ICAO Annex components in the Implementing Standard  
Some of the components in an ICAO Annex are as follows and they have the status as indicated:
  - 1.4.1. **Standard:** Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
  - 1.4.2. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmentally responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible.

- 1.4.3. **Appendices:** Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council. Enforcement action on such matters will be as in the case of Standards or Recommended Practices.
- 1.4.4. **Definitions:** A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- 1.4.5. **Tables and Figures:** add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

## IMPLEMENTING STANDARDS

### **IS-009 : Compliance to Annex 18 – The Safe Transport of Dangerous Goods by Air and Annex 6 - Part I – Chapter 14 - Dangerous Goods**

#### **1. General:**

- 1.1 Requirements contained in this document are based on the Amendment 12 of ICAO Annex 18 and Amendment 44 of ICAO Annex 6- Part I, Chapter 14.
- 1.2 This document supersedes the Implementing Standards (IS) - 009 2<sup>nd</sup> Edition Rev 01 issued by the DGCA and IS - 009 2<sup>nd</sup> Edition Rev 00 shall be treated as null and void.
- 1.3 Holders of permits issued by the Director General of Civil Aviation (DGCA) to handle/carry of Dangerous Goods into, out of, over or within Sri Lanka shall comply with the requirements published in this Implementing Standard (IS) and are hereby instructed to forward to the DGCA a “Declaration of Conformance” which indicates the degree of compliance with each item detailed in the Implementing Standard (IS).
- 1.4 This IS may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

#### **2. Applicable Legal Provisions relating to the issue of the Implementing Standards**

- a) Amendment 12 of ICAO Annex 18 “The Safe Transport of Dangerous Goods by Air” and amendments 44 of ICAO Annex 6 - Part I, Chapter 14
- b) Section 78 of the Civil Aviation Act No.14 of 2010
- c) Article 35 of the Schedule to Civil Aviation Act No. 14 of 2010
- d) Article 37 of the Schedule to Civil Aviation Act No. 14 of 2010
- e) Air Navigation Regulation No.128 & 129

#### **3. Reference Documents**

- Doc 9284 - Technical Instructions for the Safe Transport of Dangerous Goods  
Doc 9481 - Emergency Response Guidance for aircraft incidents involving Dangerous Goods  
SLCAP 4400 - Manual on Transport of Dangerous Goods

#### **4. Applicability**

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate and any person/organizations holding a permit issued by DGCA, Sri Lanka to packing, labelling, marking, handling, shipping or transporting dangerous goods by air into, out of, over or within Sri Lanka.



**LIST OF EFFECTIVE PAGES**

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## **1. DEFINITIONS**

### **1.1 Approval**

An authorization granted by the DGCA for;

- a) The transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- b) Other purposes as provided for in the Technical Instructions.
- c) In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.

### **1.2 Cargo aircraft**

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

### **1.3 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.

### **1.4 Crew member**

A person assigned by an operator to duty on an aircraft during a flight duty period.

### **1.5 Dangerous goods**

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 Technical Instructions or which are classified according to those Instructions.

### **1.6 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 or environmental damage.

### **1.7 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 or environmental 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.

### **1.8 Designated postal operator**

Any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

## **1.9 Exception**

A provision in this document which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

## **1.10 Exemption**

An authorization, other than an approval, granted by the DGCA providing relief from the provisions of the Technical Instructions.

## **1.11 Flight crew member**

A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

## **1.12 Operator**

A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

## **1.13 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. A unit load device is not included in this definition.

## **1.14 Package**

The complete product of the packing operation consisting of the packaging and its contents prepared for transport.

## **1.15 Packaging**

Receptacles and any other components or materials necessary for the receptacle to perform its containment function. For radioactive material, see Part 2, paragraph 7.2 of the Technical Instructions.

## **1.16 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.

## **1.17 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.

## **1.18 Safety management system (SMS)**

A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

## **1.19 Serious injury**

An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
  - b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
  - c) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage;
- or

- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

### **1.20 State of Destination**

The State in the territory of which the consignment is finally to be unloaded from an aircraft.

### **1.21 State of Origin**

The State in the territory of which the consignment is first to be loaded on an aircraft.

### **1.22 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.

### **1.23 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.

### **1.24 UN number**

The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

### **1.25 Unit load device**

Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo. An overpack is not included in this definition.

### **1.26 All entities**

All entities include the following;

- a) shippers of dangerous goods, including packers and persons or organizations undertaking the responsibilities of the shipper;
- b) operators;
- c) ground handling agencies which perform, on behalf of the operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo or mail;
- d) ground handling agencies located at an airport which perform, on behalf of the operator, the act of processing passengers;
- e) agencies, not located at an airport, which perform, on behalf of the operator, the act of checking in passengers;
- f) freight forwarders;
- g) agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail; and
- h) designated postal operators

## **2. APPLICABILITY**

### **2.1 General applicability**

- 2.1.1** The requirements contained in this document shall be applicable for all entities who are packing, labelling, marking, handling, shipping or transporting dangerous goods by air into, out of, over or within Sri Lanka airspace. Any persons / organizations who handles, offers for carriage or transport dangerous goods by air shall comply with the requirements contained in this document, and shall hold a permit issued in that respect by the Director General of Civil Aviation. The requirements that handling and transporting agencies are required to satisfy in order to obtain the permit stipulated in SLCAP 4400 – Manual on Transport of Dangerous Goods published by the DGCA.
- 2.1.2** Where specifically provided for in the Technical Instructions, the DGCA 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 the Technical Instructions is achieved.
- 2.1.3** In 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 DGCA may grant exemptions from these provisions of the Technical Instructions 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 for in the Technical Instructions.
- 2.1.4** In the case of an overflight, if none of the criteria for granting an exemption are relevant, DGCA may grant an exemption based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.
- 2.1.4.1** For the purpose of approvals, “State Concerned” are the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.
- 2.1.4.2** For the purpose of exemptions, “State Concerned” are the States of Origin, Operator, Transit, Overflight and Destination.
- 2.1.4.3** Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions.
- 2.1.4.4** Refer paragraph 4.3 below for dangerous goods forbidden for transport by air under any circumstances
- 2.1.4.5** It is not intended that this document 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.

### **2.2 Dangerous Goods Technical Instructions**

- 2.2.1** Transport of Dangerous Goods by air shall be performed in compliance with the detailed provisions contained in the current edition of Technical Instructions for the

Safe Transport of Dangerous Goods by air (Doc.9284), published by the International Civil Aviation Organization.

**2.2.2** If DGCA is convinced that any requirement contained in the Technical Instructions and or any amendments thereto cannot be implemented in Sri Lanka, the DGCA will notify the ICAO about such situations accordingly and differences would be published in the Sri Lanka Aeronautical Publications (AIP).

**2.2.3** Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented by DGCA, the DGCA will, nevertheless, allow the movements of dangerous goods in Sri Lanka which are consigned from another Contracting State in accordance with that amendment, provided carriage of goods comply in total with the revised requirements.

### **2.3 Domestic civil aircraft operations**

The Standards and Recommended Practices set forth in this Implementing Standard shall be applied to all Domestic Air Operators holding Air Operator Certificates issued by DGCA.

Domestic civil aircraft operators shall also comply with the requirements contained in this document and SLCAP 4400 .

### **2.4 Exceptions**

**2.4.1** 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 IS.

**2.4.2** Where articles and substances intended as replacements for those described in paragraph 2.4.1 or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this IS except as permitted in the Technical Instructions.

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

### **2.5 Notification of variations from the Technical Instructions**

**2.5.1** Where DGCA determines that Sri Lanka has to adopt different provisions from those specified in the Technical Instructions, due to exceptional or unavoidable reasons, the DGCA will with the approval of Minister notify ICAO promptly of such State variations for publication in the Technical Instructions. Operators who handle/transport Dangerous Goods into, out of, over or within Sri Lanka shall comply with the requirements published as State Variations in the Technical Instructions and / or published in terms of an IS.

**2.5.2** An operator who adopts more restrictive requirements than those specified in the Technical Instructions shall notify ICAO through the office of the DGCA of such variations for publication in the Technical Instructions.

## **2.6 Surface transport**

Dangerous goods intended for air transport, and prepared & transported in accordance with the ICAO Technical Instructions does not require to satisfy additional requirements for surface transport to or from aerodromes.

## **2.7 National authority**

The DGCA is the authority responsible for the implementation and enforcement of the provisions contained in Annex 18 “Safe Transport of Dangerous Goods by air” and Annex 6 Part I Chapter 14 “Dangerous Goods” in Sri Lanka.

## **3. CLASSIFICATION**

The classification of an article or substance of Dangerous Goods shall be in accordance with the provisions of the Technical Instructions.

The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential hazards 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.

## **4. LIMITATION ON THE TRANSPORT OF DANGEROUS GOODS BY AIR**

### **4.1 Dangerous goods permitted for transport by air**

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

### **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 DGCA under the provisions of paragraph 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

- 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 Dangerous goods forbidden for transport by air under any circumstances**

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. Infectious substances including diagnostic specimen and biological products, shall not be carried in the international mail either into or out of Sri Lanka.

## **5. OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO**

Operators with a specific approval to transport dangerous goods shall have:

- a) Established a dangerous goods training programme that meets the requirements in the paragraph 13 of this IS, SLCAP 4400 and Technical Instructions, Part 1, Chapter 4, Table 1-4. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) Established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements stipulated in this IS and the Technical Instructions to enable operator personnel to:
  - 1) Identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;
  - 2) Report to the DGCA and the relevant National Authority of the State of the Operator:
    - i) Occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and
    - ii) Dangerous goods accidents and incidents;
  - 3) Report to the DGCA and the relevant National Authority of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried;
    - i) When not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7, Chapter 2; and
    - ii) Without information been provided to the pilot-in-command;
  - 4) Accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and
  - 5) Provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

Article 35 of the Convention refers to certain classes of cargo restrictions



## **6. OPERATORS WITH NO SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO**

Operators not approved to transport dangerous goods shall have:

- a) Established a dangerous goods training programme that meets the requirements in paragraph 13 of this IS the applicable requirements of the Technical Instructions, Part 1, Chapter 4. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) Established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements contained in this IS and the Technical Instructions to allow operator personnel to:
  - 1) Identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and
  - 2) Report to DGCA and the relevant State of the Operator:
    - i) Occasions when undeclared dangerous goods are discovered in cargo or mail; and
    - ii) Dangerous goods accidents and incidents.

## **7. PACKING**

### **7.1 General requirements**

Dangerous goods shall be packed in accordance with the provisions in this section and as provided for in the Technical Instructions.

### **7.2 Packagings**

- 7.2.1** 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.
- 7.2.2** 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.
- 7.2.3** Packagings shall meet the material and construction specifications in the Technical Instructions.
- 7.2.4** Packagings shall be tested in accordance with the provisions of the Technical Instructions.
- 7.2.5** 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.
- 7.2.6** Inner packagings shall be as 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.

**7.2.7** 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.

**7.2.8** 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.

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

## **8. LABELLING AND MARKING**

### **8.1 Labels**

**8.1.1** 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.

### **8.2 Markings**

**8.2.1** 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.

**8.2.2** Specification markings on packagings: Unless otherwise 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.

### **8.3 Languages to be used for markings**

**8.3.1** In addition to the languages required by the State of Origin, English shall be used for the markings related to dangerous goods.

## **9. SHIPPER'S RESPONSIBILITIES**

### **9.1 General requirements**

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

- a) the articles or substances are not forbidden for transport by air
- b) the goods are properly classified, marked and labelled and otherwise in a condition for transport as required by this IS
- c) the dangerous goods are packed in compliance with all the applicable air transport requirements including:
  - inner packaging and the maximum quantity per package limits;
  - appropriate types of packaging according to the packing instructions;
  - other applicable requirements indicated in the packing instructions including:
    - single packagings may be forbidden;

- only inner and outer packagings indicated in the packing instructions are permitted;
  - inner packaging may need to be packed in intermediate packagings; and
  - certain dangerous goods must be transported in packagings meeting a higher performance level.
  - appropriate closure procedures for inner and outer packagings;
  - the compatibility requirements such as those in the particular packing requirements of the packing instructions
  - the absorbent material requirements in the packing instructions when applicable; and
  - the pressure differential requirement
- d) the dangerous goods transport document has been properly executed and the declaration signed;
- e) the overpack does not contain packages of dangerous goods which require segregation according to Table 7-1 in ICAO TI;
- f) when an overpack is used, packages must be secured within the overpack;
- g) the dangerous goods are not included in any freight container/unit load device except as specified in ICAO TI;
- h) before a package or overpack is reused, all inappropriate dangerous goods labels and marks are removed or completely obliterated;
- i) each package contained within an overpack is properly packed, marked, labelled and is free of any indication that its integrity has been compromised and in all respects is properly prepared as required in this IS.
- j) packages and overpacks containing dangerous goods are offered to the operator separately from cargo which is not subject to ICAO TI.

## **9.2 Dangerous goods transport document**

**9.2.1** 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.

**9.2.2** 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.

**9.2.3** On shipments into, out of or transiting through Sri Lanka, a 24-hour emergency response telephone number of a person who has all the information on the contents in the package including access, country and city code, shall be provided on the Shipper's declaration.

## **9.3 Languages to be used**

In addition to the languages, which may be required by the State of Origin, English shall be used for the dangerous goods transport document.

## **10. OPERATOR'S RESPONSIBILITIES**

Regulation published in the Gazette No. 1882/49 - Friday, October 03, 2014 "Safety Management Regulation" includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).

The carriage of dangerous goods by air shall be included in the scope of the operator's safety management system (SMS).

The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's operational approval and limitations with regard to the transport of dangerous goods.

### **10.1 Acceptance for transport**

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

- a) 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
- b) 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.

**10.1.2** Refer Paragraph 15 concerning the reporting of dangerous goods accidents and incidents.

**10.1.3** Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.

### **10.2 Acceptance checklist**

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of paragraph 10.1.

### **10.3 Loading and stowage**

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.

### **10.4 Inspection for damage or leakage**

**10.4.1** 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.

**10.4.2** 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.

**10.4.3** 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.

**10.4.4** 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.

## **10.5 Loading restrictions in passenger cabin or on flight deck**

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.

## **10.6 Removal of contamination**

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

**10.6.2** 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.

## **10.7 Separation and segregation**

**10.7.1** 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.

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

**10.7.3** 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.

## **10.8 Securing of dangerous goods cargo loads**

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 paragraph 10.7.3 are met at all times.

## **10.9 Loading on cargo aircraft**

Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.

## 10.10 Company Materials

COMAT that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).

## 11. DESIGNATED POSTAL OPERATORS

Staff of designated postal operators shall be trained commensurate with their responsibilities. The subject matter with which their various categories of staff should be familiar is indicated in Table 1-4 in ICAO TI.

### 11.1 Dangerous goods by mail

The procedures of designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be approved by the Director General of Civil Aviation where the mail is accepted.

**11.1.1** In accordance with the Universal Postal Union (UPU) Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.

**11.1.2** The Universal Postal Union has established procedures to control the introduction of dangerous goods into air transport through the postal services (see the UPU Parcel Post Regulations and Letter Post Regulations).

**11.1.3** Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 3).

**Note: Dangerous Goods by mail is not accepted in Sri Lanka**

## 12. PROVISION OF INFORMATION

The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions

### 12.1 Information to pilot-in-command

**12.1.1** 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.

**12.1.2** The operator of an aircraft in which dangerous goods are to be carried shall ensure that written Emergency Response Procedures for aircraft incidents involving Dangerous Goods (Doc.9481) or any other document that conforms to Doc. 9481 are available on board for the use of the Pilot-in-Command.

### 12.2 Information and instructions to flight crew members

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.

### **12.3 Information to passengers**

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 checked baggage or carry-on articles.

### **12.4 Information to other persons**

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.

### **12.5 Information from pilot-in-command to aerodrome authorities**

**12.5.1** 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.

**12.5.2** The operator shall have procedures for retaining the notification to captain (NOTOC) on the ground and readily accessible to the aerodromes of last departure and next scheduled arrival for each of its flights on which dangerous goods are carried.

### **12.6 Information in the event of an aircraft accident or incident**

**12.6.1** In the event of:

- a) an aircraft accident; or
- b) a 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, about the dangerous goods on board, to the following persons as shown on the written information to the pilot-in-command.

- i. emergency personnel responding to the accident or serious incident.
- ii. respective aeronautical authority of the State of the Operator.
- iii. respective aeronautical authority of the State in which the accident or serious Incident occurred.

**12.6.2** 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, about the dangerous goods on board, to the following persons as shown on the written information to the pilot-in-command.

- a) emergency personnel responding to the incident.
- b) respective national authority of the State in which the incident occurred,

The terms “accident”, “serious incident” and “incident” are as defined in Act No.14 of 2010.

## **13. ESTABLISHMENT OF TRAINING PROGRAMMES**

### **13.1 Establishment of training programmes**

Initial and recurrent dangerous goods training programmes shall be established and maintained in accordance with the Technical Instructions.

### **13.2 Approval of training programmes**

**13.2.1** Dangerous goods training programmes for operators approved to transport dangerous goods shall be approved by the Director General of Civil Aviation in compliance with SLCAP 4400, Chapter 4.

Dangerous goods training programmes are required for all operators regardless of whether or not they are approved to transport dangerous goods.

**13.2.2** Dangerous goods training programmes for designated postal operators shall be approved by the Director General of Civil Aviation where the mail is accepted by the designated postal operator.

**13.2.3** Dangerous goods training programmes required for entities other than operators should be approved as determined by the DGCA.

Refer 11.2 for dangerous goods by mail.

Refer Implementing Standard 013 paragraph 2.2 for surveillance of operations by a foreign operator.

## **14. COMPLIANCE**

### **14.1 Inspection systems**

In pursuant to section 10 of the Gazette No. 1882/49 - Friday, October 03, 2014, The Director General shall establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport of dangerous goods with a view to achieving compliance with those regulations.

It is envisaged that these procedures would include provisions for:

- a) inspecting dangerous goods consignments prepared, offered, accepted or transported by the entities referred to in 1.26
- b) inspecting the practices of the entities referred to in 14.1; and
- c) investigating alleged violations (see 14.3).

Guidance on dangerous goods inspections and enforcement may be found in the Supplement to the Technical Instructions (Part S-5, Chapter 1 and Part S-7, Chapters 5 and 6).

### **14.2 Cooperation between States**

Appropriate measures will be taken in order to 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.

### **14.3 Penalties**

**14.3.1** Measures will be taken as it may deem appropriate in accordance with the Section 78 (4), Civil Aviation Act No. 14 of 2010 to achieve compliance with dangerous goods regulations including the prescription of appropriate penalties for violations.

**14.3.2** Appropriate action may be taken 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.DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING**

15.1 With the aim of preventing the recurrence of dangerous goods accidents and incidents, DGCA will establish procedures for investigating and compiling information concerning such accidents and incidents which occur in the territory of Sri Lanka 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.

15.2 With the aim of preventing the recurrence of dangerous goods accidents and incidents, the DGCA may establish procedures for investigating and compiling information concerning such accidents and incidents, which occur in its territory other than those, described in paragraph 15.1. Reports on such accidents and incidents should be made in accordance with the detailed provisions of the Technical Instructions.

15.3 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, a report shall be made as per the requirements stipulated in SLCAP 4400. DGCA will investigate and compile information concerning such occurrences which occur in territory of Sri Lanka and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances will be made in accordance with the detailed provisions of the Technical Instructions.

15.4 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, DGCA will investigate and compile information concerning such occurrences which occur in its territory other than those described in paragraph 15.3. Reports on such instances should be made in accordance with the detailed provisions of the Technical Instructions.

## **16.DANGEROUS GOODS SECURITY PROVISIONS**

- 16.1 Passengers, shippers, operators and other individuals engaged in the transport of dangerous goods by air shall comply with the applicable provisions in the National Civil Aviation Security Programme (NCASP) established by the DGCA to mitigate theft or misuse of dangerous goods that may endanger persons, property or the environment.
- 16.2 Handling Agent shall ensure that the shippers and the other individuals engaged in Transport of Dangerous goods shall comply with the provisions in 16.1