

**Democratic Socialist Republic of Sri Lanka**



Civil Aviation Authority of Sri Lanka

**Implementing Standards**

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

**Title: Compliance to Annex-6-Part (I) – Chapter 14- Dangerous Goods**

**Reference No. :** 6-(I)-14 **S.N. :** SLCAIS 057 **Date:** 16<sup>th</sup> January 2017

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010, 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 of the provisions of the Civil Aviation Act, any regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the Act.

Accordingly, I, being the Director General of Civil Aviation do hereby issue the Implementing Standards on Compliance to Annex-6-Part (I) – Chapter 14- Dangerous Goods as mentioned in this Implementing Standard (**Reference No: 6-(I)-14**), elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices on Annex-6 “Aircraft Operations” particular and the other generic provisions on the same matter contained in Air Navigation Regulations of 1955.

Attention is also drawn to section 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

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## Implementing Standards

### **Title: Compliance to Annex-6-Part (I) – Chapter 14- Dangerous Goods**

#### **GENERAL:**

- i. Requirements contained in this document are based on the 10<sup>th</sup> Edition of ICAO Annex 6 (Part 1) – “Operation of Aircraft” Chapter 14 – Dangerous Goods.
- ii. Holders of Air Operator Certificate issued by the DGCA for commercial air transportation shall comply with the requirements published in this document 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 document.
- iii. This document may be amended from time to time and the amendments will be reflected with the vertical line on the right side of the text.

#### **Applicability**

This Implementing Standard shall be applicable to every person holding an Air Operator Certificate issued by Director General of Civil Aviation and his employees engaged in flight operations and shall come in to force with immediate effect and remain in force unless revoked.

*Note 1. — Operator responsibilities for the transport of dangerous goods are contained in Chapters 8, 9 and 10 of Directive on Annex 18. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator’s responsibilities and requirements for incident and accident reporting.*

*Note 2. — 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.*

*Note 3. — 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).*

#### **1. Operators with no operational approval to transport dangerous goods as cargo**

Operators not approved to transport dangerous goods shall have:

- a) Established a dangerous goods training programme that meets the requirements of Directive on Annex 18, the applicable requirements of the Technical Instructions, Part 1, Chapter 4, and the requirements of the State’s regulations, as appropriate. 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 of Directive on Annex 18, the Technical Instructions and the State’s regulations to allow operator personnel to:

- 1) Identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and
- 2) Report to the appropriate authorities of the State of the Operator and the State in which it occurred any:
  - i) Occasions when undeclared dangerous goods are discovered in cargo or mail; and
  - ii) Dangerous goods accidents and incidents.

## 2. Operators transporting dangerous goods as cargo

Operators approved to transport dangerous goods shall have:

- a) Establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, Table 1-4, and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) Establishes dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Directive on Annex 18, the Technical Instructions and the State's regulations to enable operator personnel to:
  - 1) Identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;
  - 2) Report to the appropriate authorities of the State of the Operator and the State in which it occurred any:
    - 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 appropriate authorities 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 having 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.

*Note.* — *Article 35 of the Convention refers to certain classes of cargo restrictions.*

**3. Provision of information**

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.

**4. Domestic commercial air transport operations**

The International Standards and Recommended Practices set forth in this Implementing Standard shall be applied to all Air Operator Certificate holders in the case of domestic commercial air transport operations as well.

*Note.* — *Directive on Annex 18 contains a similar provision in this regard.*