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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 adapted by section 75 of the Irish Aviation Authority Act, 1993 (No.29 of 1993) as amended, 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 of 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, subject to paragraph 4 below, be carried in an aircraft on condition that the requirements and procedures contained in those Instructions are complied with and provided the operator of that aircraft has been authorised to carry Dangerous Goods by the Authority of the state of the operator.
3. This Direction shall apply to a person who offers a package or overpack containing dangerous goods for transport by air and to an aircraft registered in the State, wherever it may be, or registered elsewhere, while in or over the State or where it is operated by an operator certificated by the Authority.
4. For definitions in relation to the carriage of dangerous goods by air refer to Annex 18 chapter 1 (a copy of this chapter is available on the Authority website). (See www.iaa.ie)

5. Limitation on the Transport of dangerous Goods by Air.

- 5.1 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.
- 5.2 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.

- 5.3 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 an aircraft.
- 5.4 In accordance with the Universal Postal Union Convention, dangerous goods defined in the Technical Instructions with some minor exceptions, are not permitted in mail. ICAO Technical Instruction DOC 9284 AN/905 Part 1 Chapter 2 para 2.3 refers.

See the An Post website for further details. (www.anpost.ie)

Before An Post as the designated postal operator can introduce the acceptance of lithium batteries as identified in ICAO Technical Instructions section 2.3.2 d) and e) they must have received specific approval from the Irish Aviation Authority.

6. Shippers' Responsibilities

- 6.1 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.

- 6.2 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.

7. Operators' Responsibilities

- 7.1 The holder of an air operator certificate (AOC) issued by the Irish Aviation Authority shall include in the Operations and Maintenance Control Manual required by the EC regulation 965/2012, 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 procedures for

dealing with emergencies that meet the guidance contained in ICAO Emergency Response Guidance (Doc. No. 9481 An/928 as amended).

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 persons or organisations 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;
 - 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 their baggage,
 - h) Staff of designated postal operators involved in accepting mail containing dangerous goods
 - i) Staff of designated postal operators involved in processing mail (other than dangerous goods)
 - j) Staff of designated postal operators involved in the handling, storage and loading of mail; and

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 8.1.1b, h, i and j must be submitted to the Authority for review and approval.

Note: Operators are responsible for ensuring that the training programmes in use by agencies listed at c, d and e above are acceptable and that they meet the minimum training requirements of the Technical Instructions.

8.1.3 Extension of Dangerous Goods training certificates due to the COVID-19 outbreak for staff other than those to subject to Commission Regulation (EU) 965/2012, as amended.

A once-off general extension of a maximum of six months for recurrent dangerous goods training for staff in organisations not subject to Commission Regulation (EU) 965/2012 may be granted by organisations making use of face-to-face training, when no other form of training is available, subject to the following conditions:

Organisations should ensure that the employee has;

- a) been performing dangerous goods functions commensurate with their responsibilities in the previous 3 months, and
- b) been made aware of the relevant changes of the provisions of the Technical Instructions which are necessary to perform their function since the last initial or recurrent training took place.
- c) ensure that the employee remains competent to perform the function(s).

Organisations must retain a record of all extensions granted to employees and inform the Authority use of any extension granted.

Organisations should enrol their employees in the training to renew their certificates at the first available opportunity as soon as the normal revalidation facilities are available or after the conditions for this extension have ended.

This provision does not apply to initial training.

Note: This extension can be applied to certificates expiring before 30th September 2021 where face-to-face training is not be possible.

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

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 month;
- 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) evidence which shows that a test was completed satisfactorily.

The records of training shall be made available upon request to the IAA.

The minimum training requirements for training curricula relating to dangerous goods transport with which various categories of personnel must comply and the qualification requirements for instructors of such courses are contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Part 1 Chapter 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.

This Aeronautical Notice replaces Aeronautical Notice No. O.1 at Issue 24 which should be discarded.

**Aviation Regulator
Irish Aviation Authority**