

*TRANSLATION*



**CIVIL AVIATION AUTHORITY  
REPUBLIC OF MOLDOVA**

**Technical  
Requirements**

**CT-TABP**

**Transport of dangerous goods by air**

Edition 02/May 2020



Республика Молдова  
**ОРГАН ГРАЖДАНСКОЙ АВИАЦИИ**

**ПРИКАЗ № 19**  
от 27-05-2020

**об утверждении издания 02  
технических требований «Перевозка  
опасных грузов по воздуху» (СТ-ТАВР)**

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На основании подпункта b) пункта 1) части (3) статьи 7 и подпункта j) пункта 5) части (3) статьи 7 Авиационного кодекса Республики Молдова № 301/2017 г. и подпункта b) части 1) пункта 10 Положения об организации и функционировании Органа гражданской авиации, утвержденного Постановлением Правительства № 133/2019 г., для выполнения обязанностей, возлагаемых на Орган гражданской авиации в качестве административного органа по сертификации, постоянного надзора и контроля в области гражданской авиации, для обеспечения соответствия Стандартам и Рекомендуемой практике (SARPS) приложения 18 «Безопасная перевозка опасных грузов по воздуху» к Конвенции о международной гражданской авиации (Чикаго, 1944 г.) ПРИКАЗЫВАЮ:

1. Утвердить издание 02 технических требований «Перевозка опасных грузов по воздуху» (СТ-ТАВР), согласно приложению к настоящему приказу.

2. Органу гражданской авиации представить приложение к настоящему приказу всем заинтересованным лицам на официальной странице в сети Интернет [www.caa.md](http://www.caa.md) в разделе «Законодательная база/технические требования».

3. С даты вступления в силу настоящего приказа, издание 01 технических требований «Перевозка опасных грузов по воздуху» (СТ-ТАВР), утвержденное приказом №06/GEN от 9.02.2016 г., опубликованным в Официальном мониторе Республики Молдова №44-48/357 от 26.02.2016 г., считать утратившим силу.

4. Настоящий приказ вступает в силу от даты опубликования в Официальном мониторе Республики Молдова.

**ДИРЕКТОР**

**Евгений КОШТЕЙ**

**№ 19/GEN. Кишинэу, 27 мая 2020 г.**

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## PAGES CONTROL LIST

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**METHOD OF AMENDMENT**

1. Modifications to the current Technical requirements (**CT**) shall be done only through amendments.
2. The amendment is approved by the Order of the CAA Director.
3. After approval and publication of the amendment in the Official journal of the Republic of Moldova, each owner of the current CT shall insert the new pages and exclude the modified pages.
4. Shall be issued a new edition of CT in case the overall volume of changes constitutes more than 30% of the entire document.

## LIST OF AMENDMENTS

No.	Edition nr. / amendment nr.	Date of approval of the edition / approval, order nr.	Date to enter into force	Name of the authority/name of the person who included the amendment	Signature
1	Edition 02	Order no.19/GEN 27.05.2020	05.06.2020		

**GENERAL PROVISIONS**

The present technical requirements are developed in accordance with the provisions of Annex 18 to the Convention on International Civil Aviation Organization “The safe transport of dangerous goods by air” signed in Chicago, 7<sup>th</sup> of December 1944 and in accordance with the specifications of the ICAO Doc 9284 “Technical Instructions for the Safe Transport of Dangerous Goods by Air”, including the last amendment.



## CHAPTER 1 DEFINITIONS

When the following terms are used in this document, they have the following meanings:

**Authorisation** An authorisation granted by the Civil Aviation Authority (hereafter CAA) 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 Authorisation; or
- b. other purposes as provided for in the Technical Instructions.

*Note. In the absence of a specific reference in the Technical Instructions allowing the granting of an Authorisation, an exemption may be sought.*

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

**Civil Aviation Authority (CAA)** Administrative, certification, oversight and control authority in the field of civil aviation.

**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.

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

**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.

**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.

**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.

**Designated postal operator** Any governmental or non-governmental entity officially designated by the Republic of Moldova, as a member of the Universal Postal Union (UPU) to operate postal services and to fulfill the related obligations arising from the acts of the UPU Convention.

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

**Exemption** A document, other than an Authorisation granted by the CAA providing relief from the provisions of the Technical Instructions.

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

**Incompatible** A term, applicable to dangerous goods, when mixing, it might occur dangerous emission of heat or gas, or might develop corrosive substances.

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

**Over pack** 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.

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

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

**Packaging.** Receptacles and any other components or materials necessary for the receptacle to perform its containment function.

*Note.* For radioactive material, see Part 2, paragraph 7.2 of the Technical Instructions.

**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 the CAA or a person accompanying a consignment or other cargo.

**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.

**Safety management system (SMS)** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

**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.

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

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

**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.

**Technical Instructions (TI)** 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.

**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 Labeling of Chemicals to identify an article or substance or a particular group of articles or substances.

**Unit load device** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

*Note. An over pack is not included in this definition.*

## CHAPTER 2 APPLICABILITY

### 2.1 General applicability

2.1.1 The provisions of this document shall be applicable to:

- a. all operators of the Republic of Moldova
- b. all those involved in handling and training regarding the transportation of dangerous goods (handling organisations and agencies of the Republic of Moldova acting on the behalf of the operators).

2.1.2 Where specifically provided for in the Technical Instructions, the CAA may grant an Authorisation 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. The form of the application for approval to transport dangerous goods by air operators of airplanes/helicopters registered in the Republic of Moldova is established in Annex 1 to the present document.

2.1.3 In instances:

- a. of extreme urgency; or
- b. when other forms of transport are inappropriate; or
- c. when full compliance with the prescribed requirements is contrary to the public interest,

CAA may grant an exemption from the provisions of the Technical Instructions provided that in such instances 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. The form of the application for granting of an exemption from the provisions of the Technical instructions for transport of dangerous goods in special circumstances is established in Annex 2 to the present document.

2.1.4 In case the Republic of Moldova is the State of Over flight, 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. For the purpose of Authorisations, "States concerned" is the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.*

*Note 2. For the purpose of exemptions, "States concerned" are the States of Origin, Operator, Transit, Over flight and Destination.*

*Note 3. Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, 1.2 and 1.3).*

*Note 4. Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.*

*Note 5. It is not intended that the present 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.*

- 2.1.5 The operators/ground handling agents having an Authorisation for transport/handling of dangerous goods granted by the CAA or other competent organization and operating on/from the territory of the Republic of Moldova shall send, within 24 hours before starting the operations but not later than 3 hours, on the e-mail of the Flight Operations Division ([operations@caa.gov.md](mailto:operations@caa.gov.md)) a notification on transport of dangerous goods with the subject "Dangerous goods".
- 2.1.6 The operators having an Authorisation for transport of dangerous goods granted by the CAA and operating beyond the territory of the Republic of Moldova shall send, within 24 hours before starting the operations, on the e-mail of the Flight Operations Division ([operations@caa.gov.md](mailto:operations@caa.gov.md)) a notification on transport of dangerous goods with the subject "Dangerous goods".
- 2.1.7 The notification shall contain the following information:
- date;
  - flight number;
  - shipping name;
  - UN number;
  - class and category;
  - packing group;
  - quantity and type of package;
  - airdrome intended for unload of the goods;

## 2.2 Dangerous Goods Technical Instructions

- 2.2.1 All operators performing transport of dangerous goods by air, shippers and other organizations engaged in transport of dangerous goods by air, shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. Also, shall be taken 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.
- 2.2.2 The CAA shall inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.
- 2.2.3 Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented, the CAA of the Republic of Moldova shall, nevertheless, facilitate the movement of dangerous goods in its territory which are consigned from another Contracting State in accordance with that amendment, providing the goods comply in total with the revised requirements.

## 2.3 Domestic civil aircraft operations

In the interests of safety and of minimizing interruptions to transport of dangerous goods, shall be taken the necessary measures to achieve compliance with the provisions of the present document and of the Technical Instructions for domestic civil aircraft operations.

## 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 the present document.
- 2.4.2 Where articles and substances intended as replacements for those described in 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 the present document 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 the present document to the extent specified in the Technical Instructions.

## 2.5 Notification of variations from the Technical Instructions

- 2.5.1 Where the CAA adopts different provisions from those specified in the Technical Instructions, the CAA shall notify ICAO promptly of such variations for publication in the Technical Instructions.
- 2.5.2 The CAA shall notify a difference to the provisions of 2.2.1 under Article 38 of the Convention only if they are unable to accept the binding nature of the Technical Instructions. Where the CAA has adopted different provisions from those specified in the Technical Instructions, the CAA shall notify on it only under the provisions of 2.5.
- 2.5.3 The CAA shall take the necessary measures to ensure that when an operator adopts more restrictive requirements than those specified in the Technical Instructions, the notification of such operator variations is made to ICAO for publication in the Technical Instructions.

## 2.6 Surface transport

- 2.6.1 The CAA shall perform, on the territory of the Republic of Moldova, oversight of the ground handling organizations to comply to the requirements for acceptance of the dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.
- 2.6.2 The ground handling organizations performing acceptance of dangerous goods on the territory of the Republic of Moldova shall send, not later than 2 hours before performance of acceptance, on the e-mail of the Flight Operations Division ([operations@caa.gov.md](mailto:operations@caa.gov.md)) a notification with the subject "Dangerous goods".
- 2.6.3 The notification shall contain the following information:
- date;
  - flight number;
  - copy of the declaration of the shipper or the UN number, depending on the concrete load.
- 2.6.4 Ground handling organizations shall include the procedure on notification of dangerous goods acceptance in the operations manual.

## 2.7 National authority

- 2.7.1 The CAA is the appropriate authority in the Republic of Moldova responsible for ensuring compliance with the provisions of the present document and the ICAO is being informed on this.
- 2.7.2 According to the Law no.36/2016, the National regulatory agency for electronic communications and information technologies is the regulating body in the field of postal communications, supervising postal services of dangerous goods for transportation by air.
- 2.7.3 According to the Government decision no.434/2015 on safe transport of radioactive materials, the National agency for regulation of nuclear and radiological activities is the competent and authorized entity responsible for issuance of authorizations and approvals for transport of radioactive materials.

**CHAPTER 3 CLASSIFICATION**

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

*Note. 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.*



**CHAPTER 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 the present document 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 States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an Authorisation granted by the State of Origin:

- a. dangerous goods 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.

## CHAPTER 5 PACKING

### 5.1 General requirements

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

### 5.2 Packaging

- 5.2.1 Packaging 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.
- 5.2.2 Packaging 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.
- 5.2.3 Packaging shall meet the material and construction specifications in the Technical Instructions.
- 5.2.4 Packaging shall be tested in accordance with the provisions of the Technical Instructions.
- 5.2.5 Packaging for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.
- 5.2.6 Inner packaging shall be so 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 packaging.
- 5.2.7 No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.
- 5.2.8 If, because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- 5.2.9 No harmful quantity of a dangerous substance shall adhere to the outside of packages.

## CHAPTER 6 LABELLING AND MARKING

### 6.1 Labels

Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be labeled with the appropriate labels and in accordance with the provisions set forth in those Instructions.

### 6.2 Markings

6.2.1 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.

6.2.2 *Specification markings on packaging.* Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in the Instructions shall be so marked in accordance with the appropriate provisions of the Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in the Instructions.

### 6.3 Languages to be used for markings

6.3.1 Marking related to dangerous goods shall be performed in English language.

6.3.2 Marking related to dangerous goods, the Republic of Moldova being the State of origin, shall be performed in English language.

## **CHAPTER 7 SHIPPER'S RESPONSIBILITIES**

### **7.1 General requirements**

Before a shipper offers any package or over pack of dangerous goods for transport by air, the shipper shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labeled and accompanied by a properly executed dangerous goods transport document, as specified in the present document and in the Technical Instructions.

### **7.2 Training of the staff (TI 5; 1.4)**

Before a consignment of dangerous goods is offered for air transport, all persons involved in its preparation should have received training to enable them to carry out their responsibilities, as detailed in part 1 of Technical Instructions and chapter 10 to this document.

### **7.3 Dangerous goods transport document**

7.3.1 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 the Instructions.

7.3.2 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, labeled, and in proper condition for transport by air in accordance with the relevant regulations.

### **7.4 Languages to be used**

The dangerous goods transport document shall be completed in English language.

## CHAPTER 8 OPERATOR'S RESPONSIBILITIES

*Note 1. Annex 19, ICAO, includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).*

*Note 2. The carriage of dangerous goods is included in the scope of the operator's safety management system (SMS).*

### 8.1 Acceptance for transport

- 8.1.1. Before signing any contractual agreements on transport of dangerous goods, the operators shall perform an audit of the dangerous goods shipper, its agents or organizations carrying out acceptance, packaging, processing, upload, unload, transfer of the cargo for transport by air on the behalf of the operators.
- 8.1.2. During the audit shall be considered the following:
- a) classification, packaging and labelling of the dangerous goods and execution of transport documents is properly done;
  - b) the shipper is using checklists confirming that cargo handling is done according Technical Instructions;
  - c) the personnel involved in acceptance, packaging, processing upload, unload transfer of the dangerous goods for transport by air is done according to Technical Instructions.
- 8.1.3. The operators shall assure that during the validity period of the contractual agreements, the dangerous goods shipper, its agents or organizations carrying out acceptance, packaging, processing, upload, unload, transfer of the cargo for transport by air on the behalf of the operators observe take into consideration the conditions specified under 8.1.2 and insert appropriate changes in their operational documents.
- 8.1.4. The operators shall notify the CAA ([operations@caa.gov.md](mailto:operations@caa.gov.md)) on the date of the audit and keep the data related to the audit (copies of the checklists) for a period not less than 12 months from the date it was performed and present it to the aviation inspector during the regular within issuance/prolongation frame of the Authorisation for transport of dangerous goods and/or continued surveillance.
- 8.1.5. 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, over pack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.

*Note 1. See Chapter 12 concerning the reporting of dangerous goods accidents and incidents.*

*Note 2. Special provisions related to the acceptance of over packs are contained in the Technical Instructions.*

- c. unless is sure that the dangerous goods shipper, its agents or organizations carrying out acceptance, packaging, processing, upload, unload, transfer of the cargo, passengers processing in other places than airdromes, undergo training according to Technical Instructions.

*Note 1. Operators of the Republic of Moldova shall maintain the data related to the personnel training (copies of the certificates) for a period not less than 12 months and present them to the aviation inspector during the regular within issuance/prolongation frame of the Authorisation for transport of dangerous goods and/or continued surveillance.*

*Note 2. Such requirements shall be inserted in the Operational manual of the operator.*

## **8.2 Acceptance checklist**

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 8.1.5.

## **8.3 Loading and stowage**

Packages and over packs 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.

## **8.4 Inspection for damage or leakage**

- 8.4.1 Packages and over packs 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, over packs or freight containers shall not be loaded on an aircraft.
- 8.4.2 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.
- 8.4.3 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.
- 8.4.4 Packages or over packs 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.

## **8.5 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.

## **8.6 Removal of contamination**

- 8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.
- 8.6.2 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.

## **8.7 Separation and segregation**

- 8.7.1 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.
- 8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.
- 8.7.3 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.

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

When dangerous goods subject to the provisions contained in the present document 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 8.7.3 are met at all times.

## **8.9 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.

## **8.10 Passenger check-in procedures (TI 7; 5.2)**

Operators' check-in staff shall be adequately trained (according to TI 1; 4) to assist them in identifying and detecting dangerous goods carried by passengers other than as permitted according to TI 8; 1.1.2.

## **CHAPTER 9 PROVISION OF INFORMATION**

### **9.1 Information to pilot-in-command**

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 (both airplane and helicopter) with written information as specified in the Technical Instructions (7; 4.1.1 (a), (b)).

### **9.2 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.

### **9.3 Information to passengers (TI 7; 5.1)**

9.3.1 Operators and handling organizations shall inform passengers as to the dangerous goods which they are forbidden from transporting abroad the aircraft. The notification system shall be described in their operations manual and/or other appropriate manuals.

9.3.2 The CAA performs oversight of the operator related to the information it provides to the passengers, in such a manner that the 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.

### **9.4 Information to other persons**

9.4.1 Operators, shippers or other organizations engaged in the transport of dangerous goods by air shall provide such information to their staff 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.

9.4.2 An operator or operator's handling agent must ensure that notices giving information about the transport of dangerous goods are sufficient in number, prominently displayed and provided at a visible location(s) at the cargo acceptance points to alert shippers / agents about any dangerous goods that may be contained in their cargo consignment(s). These notices must include visual examples of dangerous goods, including batteries (ICAO TI 7; 4.8).

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

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.



## 9.6 Information in the event of an aircraft accident or incident

### 9.6.1 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, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. The operator shall provide this information to the aircraft accident and incident investigation authority of the Republic of Moldova within 72 hours, including the CAA and the appropriate competent authority of the state in which the accident or serious incident occurred.

9.6.2 In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provides information without delay to emergency services responding to the incident and to the appropriate authority of the state in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command. Within 72 hours, the operator shall provide such information to the aircraft accident and incident investigation authority of the Republic of Moldova, including the CAA.

*Note. The terms “accident”, “serious incident” and “incident” are as defined in Annex 13, ICAO.*

## CHAPTER 10 TRAINING PROGRAMS

### 10.1 Establishment of training programs

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

### 10.2 Approval of training programs

10.2.1 Initial and recurrent dangerous goods training programs shall be approved by the CAA (PIAC-TABP).

10.2.1.1 The form of the application for approval of the dangerous goods training programs is established in Annex 4 to the present document.

10.2.1.2 The form of the application for approval of the dangerous goods training programs for operators not carrying dangerous goods as cargo or mail is established in Annex 3 to the present document.

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

10.2.2 Dangerous goods training programs provided for shippers, shippers agents and agencies involved on behalf of operators for accepting, handling, storage, loading, handling of passengers, screening of passengers and crew and their baggage, packers, should also be approved in accordance with CAA acting procedures.

*Note: Security staffs are required to be trained irrespective of whether the operator on which passengers or cargo are to be transported carries dangerous goods as cargo (TI 1; 4.2).*

10.2.3 Dangerous goods training programs for designated postal operators shall be approved by the National regulatory agency for electronic communications and information technologies.

*Note 1. See 11.4 for dangerous goods by mail.*

*Note 2. See 4.2.2 of Annex 6 Part I for surveillance of operations by a foreign operator.*

## CHAPTER 11 COMPLIANCE

### 11.1 Inspection systems

The CAA 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.

*Note 1. These procedures shall include provisions for:*

- *inspecting dangerous goods consignments prepared, offered, accepted or transported by the entities referred to in 11.1;*
- *inspecting the practices of the entities referred to in 11.1; and*
- *investigating alleged violations (see 11.3).*

*Note 2. 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) and in PIAC-TABP.*

### 11.2 Cooperation between States

11.2.1 The CAA shall 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.

11.2.2 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.

### 11.3 Penalties

11.3.1 The Contravention code of the Republic of Moldova establishes appropriate penalties for violations of regulations of transport of dangerous goods on board of the aircraft.

11.3.2 The CAA shall take appropriate action to achieve compliance with its dangerous goods regulations, including suspension or cancellation of the Authorisation to perform such operations, 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, if such is the Republic of Moldova.

### 11.4 Dangerous goods by mail

11.4.1 The procedures of designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be approved by the National regulatory agency for electronic communications and information technologies.

11.4.2 The operators of the Republic of Moldova shall not be permitted to transport dangerous goods by mail if the staff of the postal operators, the representative of the postal operator or organizations performing on the behalf of the operators the acceptance, upload, unload or processing of the mail, haven't undergo training according to the requirements of the Technical Instructions.

- 11.4.3 Before accepting the mail containing dangerous goods for transport, the operators of the Republic of Moldova shall check if the staff of the postal operators, the representative of the postal operator or organizations performing on the behalf of the operators the acceptance, upload, unload or processing of the mail, underwent training according to the requirements of the Technical Instructions.
- 11.4.4 The operators of the Republic of Moldova shall keep the data on training of the staff mentioned in 11.4.3 (copies of the certificates) for no less than 12 months and present them to the aviation inspector during the regular inspection within the issuance/prolongation frame of the Authorisation for transport of dangerous goods by air and continued surveillance.
- 11.4.5 The operators shall include the appropriate changes in their documents.

*Note 1. In accordance with the provisions of the International Postal Union (UPU) transport of dangerous goods by air through mail is not permitted, except the circumstances established in the Technical Instructions.*

*Note 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).*

*Note 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).*

**CHAPTER 12 DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING**

- 12.1 With the aim of preventing the recurrence of dangerous goods accidents and incidents, the competent authority for aircraft accident and incident investigation shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur on the territory of the Republic of Moldova 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. Copies of such reports shall be also presented to the CAA.
- 12.2 With the aim of preventing the recurrence of dangerous goods accidents and incidents, the competent authority for aircraft accident and incident investigation shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur on the territory of the Republic of Moldova other than those described in 12.1. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions.
- 12.3 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, each Contracting State shall establish procedures for investigating and compiling information concerning such occurrences which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions. Copies of such reports shall be also presented to the CAA.
- 12.4 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, the CAA shall establish procedures for investigating and compiling information concerning such occurrences which occur on the territory of the Republic of Moldova other than those described in 12.3. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.
- 12.5 Entities other than operators who are in possession of dangerous goods at the time a dangerous goods accident or incident occurs or at the time a dangerous goods incident is discovered to have occurred should follow the reporting requirements of Technical Instructions Part 7; 4.4. Entities other than operators who discover undeclared dangerous goods should follow the reporting requirements of Technical Instruction Part 7; 4.5. These entities may include, but are not limited to, freight forwarders, customs authorities and security screening providers.

## CHAPTER 13 DANGEROUS GOODS SECURITY PROVISIONS

Operators, shippers and other organizations engaged in the transport of dangerous goods by air shall establish dangerous goods security measures, applicable to shippers, operators and other individuals, to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures should be commensurate with security provisions specified in other Annexes and the Technical Instructions.

### 13.1 Dangerous Goods Security Training (TI 1; 5.2)

The training specified in the Technical Instructions 1; 4.2 should include elements of security awareness.

### 13.2 Security plans (TI 1; 5.4)

Operators, shippers and others (including infrastructure managers) engaged in the transport of high consequence dangerous goods (TI 1; 5.3.1) should adopt, implement and comply with the security plan, which should include:

- a. specific allocation of responsibilities for security to competent and qualified persons with appropriate authority to carry out their responsibilities;
- b. records of dangerous goods or types of dangerous goods transported;
- c. review of current operations and assessment of vulnerabilities, including inter-modal transfer, temporary transit storage, handling, and distribution, as appropriate;
- d. clear statement of measures including training policies (including response to higher threat conditions, new employee / employment verifications, etc.), operating practices (e.g. access to dangerous goods in temporary storage proximity to vulnerable infrastructure, etc.), equipment and resources that are to be used to reduce security risks;
- e. effective and up-to-date procedures for reporting and dealing with security threats, breaches of security or security incidents;
- f. procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
- g. measures to ensure the security of transport information contained in the plan; and
- h. measures to ensure that the security of the distribution of transport documentation is limited as far as possible. (Such measures must not preclude provision of the transport documentation required by Technical Instruction part 5, chapter 4).

*Note. Operators, shippers and others with responsibilities for the safe and secure transport of dangerous goods should cooperate with each other and with appropriate authorities to exchange threat information, apply appropriate security measures and respond to security incidents.*

**Application for Approval to transport dangerous goods by air operators of airplanes /  
helicopters registered in the Republic of Moldova**

<b>1. FULL NAME OF OPERATOR</b> _____	
<b>2. NAME, ADDRESS &amp; CONTACT NUMBER OF PERSON IN MOLDOVA WITH RESPONSIBILITY FOR TRANSPORT OF DANGEROUS GOODS BY AIR</b> _____ _____	
<b>3. APPLICATION INFORMATION:</b>  INITIAL <input type="checkbox"/> RENEWAL <input type="checkbox"/>	
<b>4. ACCEPTANCE PROCEDURES:</b> <b>4.1</b> Does the operator conduct own acceptance checks? YES <input type="checkbox"/> NO <input type="checkbox"/> <b>4.2</b> If "No", give name, address & contact number of acceptance agent: _____ <b>4.3</b> Does the operator conduct any acceptance checks for any other operator? YES <input type="checkbox"/> NO <input type="checkbox"/> <b>4.4</b> If "Yes", give names of operators: _____	
<b>5. DANGEROUS GOODS OPERATIONS:</b> <b>5.1</b> Classes / Division of dangerous goods CLASS 1 <input type="checkbox"/> CLASS 2 <input type="checkbox"/> DIVISION 6.1 <input type="checkbox"/> DIVISION 1. <input type="checkbox"/> DIVISION 2.3 <input type="checkbox"/> DIVISION 6.2 <input type="checkbox"/> DIVISION 1.2 <input type="checkbox"/> CLASS 3 <input type="checkbox"/> CLASS 7 <input type="checkbox"/> DIVISION 1.3 <input type="checkbox"/> CLASS 4 <input type="checkbox"/> CLASS 8 <input type="checkbox"/> DIVISION 1.4 <input type="checkbox"/> DIVISION 4.1 <input type="checkbox"/> CLASS 9 <input type="checkbox"/> DIVISION 1.5 <input type="checkbox"/> CLASS 5 <input type="checkbox"/> <b>5.2</b> Types of operations: <input type="checkbox"/> AIRPLANE <input type="checkbox"/> MEDICAL EVACUATION OPERATIONS <input type="checkbox"/> HELICOPTER <input type="checkbox"/> CHARTER OPERATIONS <input type="checkbox"/> PASSENGER & CARGO <input type="checkbox"/> SCHEDULED PASSENGER & CARGO OPERATIONS <input type="checkbox"/> CARGO AIRCRAFT ONLY	
<b>6. LOADING. UNLOADING. STORING.</b> <b>6.1</b> Are the aircraft loaded by the staff of the operator? YES <input type="checkbox"/> NO <input type="checkbox"/> <b>6.2</b> If "No", specify agent's name, address & contact number _____ <b>6.3</b> Does the operator employ handling staff for cargo or passenger handling? PASSENGERS YES <input type="checkbox"/> NO <input type="checkbox"/> NA <input type="checkbox"/> CARGO YES <input type="checkbox"/> NO <input type="checkbox"/> NA <input type="checkbox"/> <b>6.4</b> If you answered "No" to any part of question 6.3 provide details of organization that handles passengers and/or cargo on behalf of the operator.	
<b>STAFF CATEGORY</b>	<b>NAME OF ORGANIZATION</b>
CARGO HANDLING	
PASSENGER HANDLING	

**7. PROVISION OF INFORMATION:**

7.1 Is written information provided to the pilot in command by the operator?

YES

NO

7.2 If "No", specify who provides this information (name, address & contact number)

**8. TRAINING**

8.1 Does the operator conduct its own dangerous goods training for staff, employed by the operator?

YES

NO

8.2 If "No", provide name of organization that conducts the dangerous training on behalf of the operator

8.3 Are (is) the dangerous goods training program(s) for staff employed by the operator approved by the CAA RM?

If "yes", enclose copies of certificates.

YES

NO

8.4 Are (is) the dangerous goods training program(s) of the agent approved by the CAA RM?

If "yes", enclose copies of certificates?

YES

NO

8.5 Name, address & contact number of person within the operator with responsibility for the training of Moldavian based staff:

**9. DANGEROUS GOODS MANUAL AS PART OF OPERATIONAL MANUAL****10. DECLARATION AND SIGNATURE**

The information given in this application is true & correct to the best of my knowledge & belief

NAME: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

**11. NATIONAL APPROVAL**

11.1 Application form completed in full

YES  NO

11.2 A copy of the approval dangerous goods training program

YES  NO

11.3 A copy of the approval dangerous goods manual

YES  NO

NAME: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_



## Annex 2

**Application for Approval or Exemption to  
Transport Dangerous Goods under special circumstances**

**Note** - This form applies to requests to carry dangerous goods where they do not comply with the normal requirements of the Technical Instructions. If there is insufficient space to list all items, they can be listed on a separate sheet. Application should be made at least 10 days before the date of the flight on which the dangerous goods are to be carried and should be submitted to the Civil Aviation Authority RM.

**Instruction:**

The form once completed should be returned to the Civil Aviation Authority RM.  
Failure to complete this form in full may result in a delay in processing the application.  
The issuing of this form does not in itself constitute an authorization to carry dangerous goods.

**1. APPLICANT DETAILS**

Operator name	
Telephone number	
E-mail	

**2. OPERATIONAL DETAILS**

Flight number(s)		Date of flight	
Airport of Departure		Airport of Destination	
Shipper / Consignee		AWB number	

**3. DETAILS OF THE DANGEROUS GOODS**

<i>UN NUMBER</i>	<i>PROPER SHIPPING NAME</i>	<i>CLASS / DIVISION AND COMPATIBILITY GROUP</i>	<i>PACKING INSTRUCTION</i>	<i>NUMBER OF PACKAGE</i>	<i>TYPE OF PACKAGE</i>	<i>NET QUANTITY (TOTAL)</i>	<i>GROSS WEIGHT (TOTAL)</i>



**Application for approval of  
dangerous goods training programs  
for operators not carrying dangerous goods as cargo or mail**

**INSTRUCTION:**

1. The form once completed should be returned to the CAA RM
1.           2. Failure to complete this form in full may result in a delay in processing the application
2.           3. The issuing of this form does not in itself constitute an approval of the training program

NAME OF OPERATOR _____	DATE SUBMITTED _____
TITLE OF TRAINING PROGRAM _____	
<b>TYPE OF SUBMISSION</b> <input type="checkbox"/> INITIAL SUBMISSION <input type="checkbox"/> AMENDMENT	<b>PRIOR APPROVAL NUMBER (IF APPLICABLE)</b> _____
<b>TYPE OF PROGRAM</b> <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INITIAL AND RECURRENT <input type="checkbox"/> OTHER (SPECIFY)	<b>HOW THE TRAINING IS TO BE DELIVERED</b> <input type="checkbox"/> CLASSROOM DELIVERY <input type="checkbox"/> HOME STUDY <input type="checkbox"/> COMPUTER BASED TRAINING (CBT) <input type="checkbox"/> OTHER (SPECIFY)

**CATEGORY OF PERSONNEL WHO WILL USE THE TRAINING PROGRAM  
(OPERATORS NOT CARRYING DANGEROUS GOODS)**

- 13 Operator's and ground handling agent's staff accepting cargo or mail (other than dangerous goods)
- 14 Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo or mail (other than dangerous goods) and baggage
- 15 Passenger-handling staff
- 16 Flight crew members, loadmasters, load planners and flight operations officers / flight dispatchers
- 17 Crew members (other than flight crew members)

**PLEASE ENSURE THAT:**

- Every page is identified with a page number, a date and a revision number.
- There is here is a list of effective pages
- All the applicable training references are inscribed on the "training program reference" column of the form.  
If the topic is not applicable "n/a" should be inscribed.
- All student handouts exams, answer sheet, correctors and marking details are included.
- The passing grade is mentioned.
- A copy of all audio-visual (transparencies, PowerPoint & movies) is included.
- If the program is a computer based training (CBT), submit either the scenario or a copy of the computer program.
- If the program is a home study, submit the form use by the trainee to attest that he / she have completed the training.
- Provide login and password for CAA inspector.

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	13	14	15	16	17	Training program (page or section)	FDG
<b>GENERAL PHILOSOPHY</b>							
General applicability	X	X	X	X	X		
Definition of dangerous goods	X	X	X	X	X		
State and operator variations	X	X	X	X	X		
Unit of measurements	X	X	X	X	X		
<b>LIMITATION OF DANGEROUS GOODS ON AIRCRAFT</b>							
Dangerous goods forbidden for transport by air under any circumstances	X	X	X	X	X		
Exceptions for dangerous goods of the operator	X	X	X	X	X		
Dangerous goods in airmail	X	X	X	X	X		
Dangerous goods in excepted quantities	X	X	X	X	X		
Dangerous goods in limited quantities	X	X	X	X	X		
<b>LABELING AND MARKING</b>							
Package markings	X	X	X	X	X		
Labeling	X	X	X	X	X		
Over packs	X	X	X	X	X		
Handling labels	X	X	X	X	X		
<b>DANGEROUS GOODS TRANSPORT DOCUMENT AND OTHER RELEVANT DOCUMENTATION</b>							
Dangerous goods transport document	X						
Certification	X						
Infectious substances	X						
Air waybill information	X						
Additional documentation for other than radioactive material	X						
<b>RECOGNITION OF UNDECLARED DANGEROUS GOODS</b>							
Provision to aid recognition of undeclared dangerous goods	X	X	X	X	X		
<b>PROVISIONS FOR PASSENGERS AND CREW</b>							
Information to passengers	X	X	X	X	X		
Passenger check-in procedures	X	X	X	X	X		
List of general descriptions to aid recognition of undeclared dangerous goods	X	X	X	X	X		
Dangerous goods carried by passengers or crew	X	X	X	X	X		
<b>EMERGENCY PROCEDURES</b>							
Definition of dangerous goods accident and incident	X	X	X	X	X		
Reporting of dangerous goods accidents and incidents	X	X	X	X	X		
Reporting of undeclared or misdeclared dangerous goods	X	X	X	X	X		
Emergency response information	X	X	X	X	X		

**NOTE:** The dangerous goods activities of the operator and individual employee(s) will dictate the amount of information needed in the training curriculum and the duration of the training program



## Annex 4

### Application for approval of dangerous goods training programs

**INSTRUCTION:**

1. The form once completed should be returned to the CAA RM
2. Failure to complete this form in full may result in a delay in processing the application
3. The issuing of this form does not in itself constitute an approval of the training program

<b>APPLICANTS NAME</b> _____	<b>DATE SUBMITTED</b> _____
<b>TITLE OF TRAINING PROGRAM</b> _____	
<b>TYPE OF SUBMISSION</b> <input type="checkbox"/> INITIAL SUBMISSION <input type="checkbox"/> AMENDMENT	<b>PRIOR APPROVAL NUMBER (IF APPLICABLE)</b> _____
<b>TYPE OF PROGRAM</b> <input type="checkbox"/> INITIAL <input type="checkbox"/> RECURRENT <input type="checkbox"/> INITIAL AND RECURRENT <input type="checkbox"/> OTHER (SPECIFY)	<b>HOW THE TRAINING IS TO BE DELIVERED</b> <input type="checkbox"/> CLASSROOM DELIVERY <input type="checkbox"/> HOME STUDY <input type="checkbox"/> COMPUTER BASED TRAINING (CBT) <input type="checkbox"/> OTHER (SPECIFY)

**CATEGORY OF PERSONNEL WHO WILL USE THE TRAINING PROGRAM**

- 01 Shippers and persons undertaking the responsibilities of shippers
- 02 Packers
- 03 Staff of freight forwarders involved in processing dangerous goods
- 04 Staff of freight forwarders involved in processing cargo, mail or stores (other than dangerous goods)
- 05 Staff of freight forwarders involved in the handling, storage and loading of cargo or mail
- 06 Operator's and ground handling agent's staff accepting dangerous goods
- 07 Operator's and ground handling agent's staff accepting cargo or mail (other than dangerous goods)
- 08 Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo or mail and baggage
- 09 Passenger handling staff
- 10 Flight crew members, loadmasters, load planners and flight operations officer / flight dispatchers
- 11 Crew members (other than flight crew members)
- 12 Security staff who are involved with the screening of passengers and crew and their baggage and cargo or mail, e.g. security screeners, their supervisors and staff involved in implementing security procedures

**CATEGORY OF PERSONNEL WHO WILL USE THE TRAINING PROGRAM  
(staff of designated postal operators)**

- A - Staff of designated postal operators involved in accepting mail containing dangerous goods
- B - Staff of designated postal operators involved in processing mail (other than dangerous goods)
- C - Staff of designated postal operators involved in the handling, storage and loading of mail

**PLEASE ENSURE THAT:**

- Every page is identified with a page number, a date and a revision number.
- There is here is a list of effective pages
- All the applicable training references are inscribed on the "training program reference" column of the form.  
If the topic is not applicable "n/a" should be inscribed.
- All student handouts exams, answer sheet, correctors and marking details are included.
- The passing grade is mentioned.
- A copy of all audio-visual (transparencies, PowerPoint & movies) is included.
- If the program is a computer based training (CBT), submit either the scenario or a copy of the computer program.
- If the program is a home study, submit the form use by the trainee to attest that he / she have completed the training.
- Provide login and password for CAA inspector.

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	1	2	3	4 (B)	5 (C)	6 (A)	7	8	9	10	11	12	Training program (page or section)	FDG
<b>GENERAL PHILOSOPHY</b>														
General applicability	X	X	X	X	X	X	X	X	X	X	X	X		
Definition of dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X		
State and operator variations	X	X	X	X	X	X	X	X	X	X	X	X		
Unit of measurements	X	X	X	X	X	X	X	X	X	X	X	X		
<b>LIMITATION</b>														
Dangerous goods forbidden for transport by air under any circumstances	X		X	X	X	X	X	X	X	X	X	X		
Exceptions for dangerous goods of the operator	X		X	X	X	X	X	X	X	X	X	X		
Dangerous goods in airmail	X		X	X	X	X	X	X	X	X	X	X		
Dangerous goods in excepted quantities	X		X	X	X	X	X	X	X	X	X	X		
Dangerous goods in limited quantities	X		X	X	X	X	X	X	X	X	X	X		
<b>GENERAL REQUIREMENTS FOR SHIPPERS</b>														
General	X		X			X								
General provision for class 7	X		X			X								
Information to employees	X		X			X								
Training	X		X			X								
Salvage packaging	X		X			X								
Empty packaging	X		X			X								
Mixed packing	X		X			X								
<b>CLASSIFICATION</b>														
Classes and divisions	X	X	X			X						X		
Complete list of classes, divisions and definitions	X	X	X			X						X		
Packing groups	X	X	X			X						X		
Un numbers and proper shipping name	X	X	X			X						X		
Classification of substances and articles with multiple hazards	X	X	X			X						X		
Transport of samples	X	X	X			X						X		
Mixtures and solution containing one or more dangerous substances	X	X	X			X						X		
Forbidden dangerous goods entries in the dangerous goods list	X	X	X			X						X		
Special provision entries in the dangerous goods list	X	X	X			X						X		
Quantity limitations for types of aircraft	X	X	X			X						X		
Dangerous goods in limited quantities	X	X	X			X						X		
<b>LIST OF DANGEROUS GOODS</b>														
Arrangement of the dangerous goods list	X	X	X			X				X				
Method of using the dangerous goods list for articles or substances specifically listed by name	X	X	X			X				X				



Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	1	2	3	4 (B)	5 (C)	6 (A)	7	8	9	10	11	12	Training program (page or section)	FDG
<b>PACKING REQUIREMENTS</b>														
General packing requirements	X	X	X			X								
Types of packaging	X	X	X			X								
Marking of packaging other than inner packaging	X	X	X			X								
Different substances packed together	X	X	X			X								
Over packs	X	X	X			X								
Packing instructions	X	X	X			X								
Use of the packing instructions in conjunction with the dangerous goods list	X	X	X			X								
<b>LABELING AND MARKING</b>														
Package markings	X	X	X	X	X	X	X	X	X	X	X	X		
Labeling	X	X	X	X	X	X	X	X	X	X	X	X		
Over packs	X	X	X	X	X	X	X	X	X	X	X	X		
Handling labels	X	X	X	X	X	X	X	X	X	X	X	X		
<b>DANGEROUS GOODS TRANSPORT DOCUMENT AND OTHER RELEVANT DOCUMENTATION</b>														
Dangerous goods transport document	X		X	X		X	X							
Certification	X		X	X		X	X							
Infectious substances	X		X	X		X	X							
Air waybill information	X		X	X		X	X							
Additional documentation for other than radioactive material	X		X	X		X	X							
<b>ACCEPTANCES PROCEDURES</b>														
General inspection requirements before acceptance						X								
Inspection for documentation, retention of document, marking, labeling, no leakage and integrity is not compromised						X								
Special responsibilities - infectious substances						X								
Acceptance checklist						X								
Cargo acceptance procedures						X								
Undeliverable consignments of radioactive material						X								
<b>RECOGNITION OF UNDECLARED DANGEROUS GOODS</b>														
Provision to aid recognition of undeclared dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X		
<b>STORAGE AND LOADING PROCEDURES</b>														
Loading restrictions on the flight deck and on passenger aircraft					X	X		X		X				
Loading of incompatible dangerous goods and segregation					X	X		X		X				
Loading of packages containing liquid dangerous goods					X	X		X		X				
Loading and securing of dangerous goods					X	X		X		X				
Damaged packages of dangerous goods					X	X		X		X				
Replacement of labels					X	X		X		X				
Identification of unit load devices containing dangerous goods					X	X		X		X				
Stowage of toxic and infectious substances					X	X		X		X				
Handling and loading of radioactive material					X	X		X		X				
Loading of magnetized materials					X	X		X		X				
Loading of dry ice					X	X		X		X				
Loading of expandable polystyrene beads					X	X		X		X				
Handling of self-reactive substances and organic peroxides					X	X		X		X				
Inspection for damage or leakage					X	X		X		X				
Damaged or leaking packages of radioactive material contaminated packaging					X	X		X		X				

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	1	2	3	4 (B)	5 (C)	6 (A)	7	8	9	10	11	12	Training program (page or section)	FDG
<b>PILOT'S NOTIFICATION</b>														
Information to pilot-in-command						X		X		X				
Information by pilot-in-command in case of in-flight emergency						X		X		X				
Information by operator in case of an aircraft accident or incident (when dangerous goods are on board)						X		X		X				
<b>PROVISIONS FOR PASSENGERS AND CREW</b>														
Information to passengers	X	X	X	X	X	X	X	X	X	X	X	X		
Passenger check-in procedures	X	X	X	X	X	X	X	X	X	X	X	X		
List of general descriptions to aid recognition of undeclared dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X		
Dangerous goods carried by passengers or crew	X	X	X	X	X	X	X	X	X	X	X	X		
<b>EMERGENCY PROCEDURES</b>														
Definition of dangerous goods accident and incident	X	X	X	X	X	X	X	X	X	X	X	X		
Reporting of dangerous goods accidents and incidents	X	X	X	X	X	X	X	X	X	X	X	X		
Reporting of undeclared or misdeclared dangerous goods	X	X	X	X	X	X	X	X	X	X	X	X		
Emergency response information	X	X	X	X	X	X	X	X	X	X	X	X		

**NOTE:** THE DANGEROUS GOODS ACTIVITIES OF THE OPERATOR AND INDIVIDUAL EMPLOYEE(S) WILL DICTATE THE AMOUNT OF INFORMATION NEEDED IN THE TRAINING CURRICULUM AND THE DURATION OF THE TRAINING PROGRAM

**THE INFORMATION GIVEN IN THIS APPLICATION FORM IS  
CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF**

APPLICANT'S NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

SIGNATURE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

<b>FINDINGS / CONCLUSION</b>	
SIGNATURE _____	DATE _____