

**BELIZE**

**DEPARTMENT OF**

**CIVIL AVIATION**



**BELIZE CIVIL AVIATION REGULATIONS**

**THE SAFE TRANSPORT OF DANGEROUS**

**GOODS BY AIR**

**BCAR-18**

Issue: 2  
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Date: 22/06/2009

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**BELIZE CIVIL AVIATION REGULATIONS  
THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR**

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**ISSUE AND REVISION SYSTEM**

**THE REVISIONS TO THIS REGULATION WILL BE INDICATED BY A VERTICAL BAR ON THE LEFT SIDE, IN FRONT OF THE LINE, SECTION OR FIGURE THAT HAS BEEN AFFECTED. AN ISSUE WILL BE THE REPLACEMENT OF THE COMPLETE DOCUMENT.**

**THESE SHOULD BE WRITTEN DOWN ON THE ISSUE AND REVISION RECORD, INDICATING THE RESPECTIVE NUMBER, EFFECTIVENESS DATE AND INSERTION DATE.**

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**PREAMBLE**

The initial edition of the BCAR-18 was issued on the 1st June, 2003 containing regulatory standards on the safe transport of dangerous goods via air based on compliance with ICAO Annex 18, third edition, amendment 6 of the 1<sup>st</sup> November, 2001.

The first edition was issued on the 22<sup>nd</sup> June, 2009, containing regulatory standards on the safe transport of dangerous goods via air based on compliance with ICAO Annex 18, third edition, amendment 09 of the 20<sup>th</sup> November, 2008.

The dispositions of this BCAR-18 regulate the international transport of dangerous goods via air. The general dispositions of this BCAR-18 are complemented by detailed specifications contained in the Technical Instructions for the Safe Transport of Dangerous Goods via air ICAO Doc. 9284.

Based on the recommendations of the Committee of Experts of the United Nations on the transport of dangerous goods and on the regulation for the safe transport of radioactive materials of the Atomic Energy International Organization

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**SECTION 1 – REQUIREMENTS**

**1 GENERAL**

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**SECTION I REQUIREMENTS**

**BELIZE CIVIL AVIATION REGULATIONS**

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**(BCAR 18)**

**SUBPART A GENERAL**

**BCAR 18.01 Applicability**

The following regulations shall apply to all domestic and international flights by civil aircraft, domestic and international public transport companies and ground support entities from to and across Belizean territory.

**BCAR 18.05 Transport requirements**

a) Except as otherwise provided for in these BCAR-18 and in accordance with the Technical Instructions or Dangerous Goods Regulations, no person shall offer or accept dangerous goods for air transport unless:

- 1) Those goods are properly classified, documented, certificated, described, packaged, marked, labeled and in the condition for shipment required.
- 2) If a person performs a function required by these BCAR on behalf of the person who offers the dangerous goods for transport by air or on behalf of the operator, that person must perform that function.
- 3) No person shall transport dangerous goods by air unless those goods are accepted, handled and transported in accordance with the Technical Instructions or Dangerous Goods Regulations
- 4) No person shall label, mark, certify or offer a packaging as

meeting the requirements of these Regulations unless that packaging is manufactured, fabricated, marked, maintained, reconditioned or repaired.

5) No person shall carry dangerous goods or cause dangerous goods to be carried aboard an aircraft in either checked or carry-on baggage or on his person, unless permitted on the Dangerous Goods Regulations.

**BCAR 18.10 Effectivity and exemptions.**

- a) This BCAR-18 becomes mandatory after 30 (thirty) working days effective its approval or official publication.
- b) The BDCA shall in exceptional circumstances grant an exemption once it is in compliance with all requirements (or enumerate parts of the BCAR or requirements to those who can be granted exemptions) specified in the present BCAR, if it is considered that an acceptable level of security is maintained once an agreement is made with and adjusted to the established conditions in the dispositions that demand its concession.

**BCAR 18.15 Technical Instructions for the handling of Dangerous Goods**

- a) The necessary measures shall be taken to achieve compliance with the detailed provisions contained in the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc, 9284) approved and amended in accordance with the procedure established.
- b) The means by which the BDCA takes as necessary to reach its compliance of this Regulation are detailed in the Technical Instructions for the Safe Transport of Dangerous Goods by Air



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(ICAO Document 9284) and consequently will be denominated as Technical Instructions. The approved Dangerous Goods Regulations, published and amended annually by the International Air Transport Association, IATA, is accepted by the BDCA as means of compliance of ICAO Doc 9284 and will be denominated as Dangerous Goods Regulations.

**BCAR 18.20 Exceptions**

a) Articles and substances which shall otherwise be classified 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 or Dangerous Goods Regulations, shall be excepted from the provisions of this regulation.

b) Where articles and substances intended as replacements for those described above are carried on an aircraft, they shall be transported in accordance with the provisions of this regulation except as permitted in the Technical Instructions or Dangerous Goods Regulations..

c) Except for information provided to operator employees, the provisions of the Technical Instructions or Dangerous Goods Regulations do not apply to dangerous goods carried on an aircraft where the dangerous goods are:

1) placed on board with the approval of the operator to provide medical aid to a patient during flight providing:

i) gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;

ii) equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte;

2) to provide veterinary aid or a humane killer for an animal during flight;

3) for dropping during flight in connection with agricultural, horticultural, forestry or pollution control activities;

4) to provide aid in connection with search and rescue operations during flight;

5) vehicles carried in aircraft designed or modified for vehicle ferry operations if all of the following requirements are met:

i) authorization has been issued by the CA concerned, and such authorities have prescribed specific terms and conditions for the particular operator's operation;

ii) vehicles are secured in an upright position;

iii) fuel tanks are so filled as to prevent spillage of fuel during loading, unloading and transit;

iv) and adequate ventilation rates are maintained in the aircraft compartment in which the vehicles are carried.

6) dangerous goods that are required for the propulsion of the means of transport or the operation of its specialized equipment during transport or that are required in accordance with the operating



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- regulations.
- d) Provision shall be made to stow and secure dangerous goods transported during take-off and landing and at all other times when deemed necessary by the pilot-in-command.
- e) The dangerous goods shall be under the control of trained personnel during the time when they are in use on the aircraft.
- f) Dangerous goods shall be carried on a flight made by the same aircraft before or after a flight for the purposes identified above, when it is impracticable to load or unload the dangerous goods immediately before or after the flight, subject to the following conditions:
- 1) the dangerous goods must be capable of withstanding the normal conditions of air transport;
  - 2) the dangerous goods must be appropriately identified (e.g. by marking or labelling);
  - 3) the dangerous goods may only be carried with the approval of the operator;
  - 4) the dangerous goods must be inspected for damage or leakage prior to loading;
  - 5) loading must be supervised by the operator;
  - 6) the dangerous goods must be stowed and secured in the aircraft in a manner that will prevent any movement in flight which would change their orientation;
  - 7) the pilot-in-command must be notified of the dangerous goods loaded onboard the aircraft and their loading location. In the event of a crew change, this information must be passed to the next crew;
- 8) all personnel must be trained commensurate with their responsibilities;
- g) Articles and substances intended for the personal use of passengers and crew members shall be excepted from the provisions of this regulation to the extent specified in the Technical Instructions or Dangerous Goods Regulations

**BCAR 18.25 Surface Transport**

- (a) Dangerous Goods intended for air transport and prepared in accordance with the Technical Instructions or Dangerous Goods Regulations shall be able to be accepted for surface transport to or from aerodromes.
- (b) These transports shall be authorized by the Competent Authority.

**BCAR 18.30 Power to inspect**

- a) Each holder of an approval shall ensure that any person authorized by the BDCA is allowed to board an aircraft, on an aerodrome or on a place where an aircraft has taken off or landed, unless in the opinion of the aircraft commander, the safety of the aeroplane would thereby be endangered.
- b) Each holder of an approval shall ensure that any person authorized by the BDCA shall have access to any documentation relating to the aircraft operations. The holder of an approval shall be responsible for ensuring that, if requested to do so by an authorized person, documentation is produced within a reasonable period of time.



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**BCAR 18.35 Notification of variations  
from the aircraft operator**

When an operator adopts differences or more restrictive requirements than those specified in the Technical Instructions or Dangerous Goods Regulations, the notification of such operator variations is made to BDCA for publication in the Technical Instructions. The operator shall have the responsibility of making such notifications to any entity that requires it.

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**SUBPART B DEFINITIONS**

**BCAR 18.40 Definitions**

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

**Acceptance check list.** Means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.

**Accident attributed to dangerous goods:** Any occurrence attributable to the transport of dangerous goods and related to it, that incurs deadly or grave results to any person or damages to property.

**Annex 18.** Means Annex 18 to the Convention on International Civil Aviation – The Safe Transport of Dangerous Goods by Air,

**Competent Authority:** Civil Aviation Authority and/or Organism/s or person/s designated that possess the necessary competencies delegated through corresponding legal dispositions.

**Classification of articles or substances as Dangerous Goods.** Means the classification of articles or substances as Dangerous Goods shall be in accordance with the provisions of the Technical Instructions and Dangerous Goods Regulations. The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions and Dangerous Goods Regulations. These classes identify the potential risks 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.

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

or property.

**Consignment.** One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, received 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 risk 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 and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

**Dangerous goods incident.** An occurrence, other than a dangerous incident, associated with and related to the transport of dangerous by air, not necessarily occurring on board an aircraft, which results in injury to a person, property 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.

**Dangerous Goods Regulations of IATA.** Equivalent Document to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc. 9284-AN/905)

**Exception.** A provision in this regulation which excludes a specific item of dangerous



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goods from the requirements normally applicable to that item.

**Exemption.** An authorization issued by an appropriate national authority providing relief from the provisions of this regulation, the Technical Instructions and Dangerous Goods Regulations.

**Flammable.** Note. - The word flammable has the same meaning as inflammable in the English language.

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

**Incompatible.** Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

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

**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.

**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 and to ensure compliance with the packing requirements of this regulation.

**Packing.** The art and operation by which articles or substances are enveloped in wrappings and/or enclosed in packaging or otherwise secured.

**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.

**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.

**Proper shipping name.** The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.

**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 7 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 hemorrhaged, 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 percent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

**State of Origin.** The State in the territory of which the cargo was first 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



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business, the operator's permanent residence.

The State in which the operator has his principal place of business or, if he has no such place of business, his permanent residence.

**Technical Instructions.** Means the Technical Instructions for the Safe Transport of Dangerous Goods by Air approved and published by decision of the Council of the International Civil Aviation Organization under Annex 18 of the Convention.

**UN number.** The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of 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.

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**BCAR 18.45 Acronyms.**

**CA:** Competent Authority

**BDCA:** Belize Department Civil Aviation.

**ICAO:** International Civil Aviation Organization

**IATA:** International Air Transport Association

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**SUBPART C CLASSIFYING DANGEROUS GOODS**

**BCAR 18.50 Classifications**

- a) The classification of an article or substance shall be in accordance with the provisions of the Technical Instructions and Dangerous Goods Regulations.
- b) These classes identify the potential risks associated with the transport of dangerous goods by air and are those required by the Department of Civil Aviation.
- c) Some hazard classes are further subdivided into hazard divisions due to the wide scope of the class. The nine hazard classes and their divisions are listed below:

1) Class 1: Explosives

- i) Division 1.1: Substances and articles which have a mass explosion hazard.
- ii) Division 1.2: Substances and articles which have a projection hazard but not a mass explosion hazard.
- iii) Division 1.3: Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.
- iv) Division 1.4: Substances and articles which present no significant hazard.
- v) Division 1.5: Very insensitive substances which have a mass explosion hazard.

vi) Division 1.6: Extremely insensitive articles which do not have a mass explosion hazard.

2) Class 2: Gases.

- i) Division 2.1: Flammable gases.
- ii) Division 2.2: Non-flammable, non-toxic gases.
- iii) Division 2.3: Toxic gases.

3) Class 3: Flammable liquids.

4) Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases.

- i) Division 4.1: Flammable solids, self-reactive and related substances and desensitized explosives.
- ii) Division 4.2: Substances liable to spontaneous combustion.
- iii) Division 4.3: Substances which, in contact with water, emit flammable gases.

5) Class 5: Oxidizing substances and organic peroxides.

- i) Division 5.1: Oxidizing substances.
- ii) Division 5.2: Organic peroxides.

6) Class 6: Toxic and infectious substances.



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- i) Division 6.1: Toxic substances.
- ii) Division 6.2: Infectious substances.
- 7) Class 7: Radioactive material.
- 8) Class 8: Corrosive substances.
- 9) Class 9: Miscellaneous dangerous substances and articles

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**SUBPART D LIMITATIONS ON THE  
TRANSPORT OF DANGEROUS GOODS  
BY AIR**

**BCAR 18.55 Requirements for  
approval**

a) An aircraft operator which intends to carry or have loaded onto its aircraft any dangerous goods shall hold an approval issued by the BDCA under this BCAR-18.

b) An aircraft operator shall have an approval referred to in BCAR 18.60(a) in writing and subject to conditions as the BDCA thinks fit, if the BDCA is satisfied the operator is competent to carry dangerous goods safely.

c) The BDCA may grant exemption from the requirement to hold an approval referred to in BCAR 18.60(a), subject to any condition he thinks fit.

**BCAR 18.60 General carriage  
requirements.**

a) A person shall not offer or accept Dangerous Goods for carriage by air unless those goods are classified, documented, certificated, described, packaged, marked, and labelled in accordance with the Technical Instructions or Dangerous Goods Regulations, and in the condition for shipment prescribed by the Technical Instructions or Dangerous Goods Regulations.

b) A person shall not carry Dangerous Goods by air unless those goods are accepted, handled, and carried in accordance with the Technical Instructions or Dangerous Goods Regulations.

**BCAR 18.65 Carriage of dangerous  
goods**

a) Except as specified in BCAR 18.70 an aircraft registered in the Belizean Territory or operating in the Belizean Territory shall not carry or have loaded onto it any dangerous goods unless:

1) the operator holds approval or exemption from holding such an approval issued by the BDCA under this BCAR 18, and

2) those goods are carried or loaded in accordance with:

i) any conditions to which the approval or exemption may be subject and

ii) The Technical Instructions or Dangerous Goods Regulations

**BCAR 18.70 Dangerous goods  
permitted for transport by air**

The transport of dangerous goods by air shall be forbidden except as established in this BCAR 18 and the detailed specifications and procedures provided in the in the Technical Instructions or Dangerous Goods Regulations.

**BCAR 18.75 Carriage by passenger or  
crew member**

A person shall not carry Dangerous Goods or cause Dangerous Goods to be carried aboard an aircraft in checked or carry-on baggage, or on their person unless permitted by the Technical Instructions or Dangerous Goods Regulations.

**BCAR 18.80 Offer of goods**

a) Each person who offers an article or substance for carriage by air shall, if the article or substance is not classified as Dangerous Goods, provide the operator with a signed document that:



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| <p>1) accurately describes the article or substance; or</p> <p>2) states that the article or substance is not classified as Dangerous Goods.</p> <p>b) BCAR 18.80(a) shall not apply to:</p> <p>1) postal articles; or</p> <p>2) checked or carry-on baggage.</p> | <p>Operator to meet special requirements;</p> <p>2) aerosols, alcoholic beverages, perfumes, colognes, safety matches and liquefied gas lighters carried aboard an aircraft by the operator for use or sale on the aircraft during the flight or series of flights, but excluding non-refillable gas lighters and those lighters liable to leak when exposed to reduced pressure;</p> <p>3) dry ice intended for use in food and beverage service aboard the aircraft.</p> |
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**BCAR 18.85 Custody of dangerous goods.**

Any Dangerous Goods offered or accepted for carriage by air that are associated with the occurrence or investigation of a Dangerous Goods incident or accident according to Subpart L —Dangerous goods accident and incident reporting

- a) shall be deemed to be in the custody of the BDCA.
- b) With the approval of the BDCA, any authorised person may:
- 1) inspect and open any of those goods specified in BCAR 18.80(a).
- 2) retain samples of the contents for testing and analysis, and for evidential purposes.

**BCAR 18.90 Exceptions for dangerous goods of the operator.**

- a) The provisions of these BCAR 18 do not apply to the following:
- 1) articles and substances which would otherwise be classified as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness requirements and operating regulations or that are authorized by the State of the

**BCAR 18.95 Dangerous goods forbidden for transport by air Unless Exempted.**

- a) The dangerous goods described hereunder shall be forbidden on an aircraft unless the approved manual prescribes that they can be transported with an approval issued by the BDCA:
- 1) articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- 2) infected live animals.

**BCAR 18.100 Dangerous goods forbidden for transport by air under any circumstances.**

- a) Articles and substances that 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.
- b) Any article or substance which, as presented for transport, is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or



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dangerous emission of toxic, corrosive or flammable gases or vapours under conditions normally encountered in transport must not be carried on aircraft under any circumstance

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**SUBPART E PACKING**

**BCAR 18.105 General requirements**

Dangerous goods shall be packed in accordance with the provisions of this Chapter and as provided for in the approved manuals of the transport companies, ground handling, and the manual for the handling of dangerous goods approved by the BDCA.

**BCAR 18.110 Packaging.**

- a) 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.
- b) Packaging shall be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.
- c) Packaging shall meet the material and constructions specifications in the Technical Instructions or Dangerous Goods Regulations.
- d) Packaging shall be tested in accordance with the provisions of the Technical Instructions or Dangerous Goods Regulations.
- e) 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 or Dangerous Goods Regulations.
- f) Inner packaging 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 receptacles.

- g) No receptacle shall be re-used until it has been inspected and found free from corrosion or other damage. Where receptacle is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
- h) 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.
- i) No harmful quantity of dangerous substance shall adhere to the outside of packages.

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**SUBPART F LABELLING AND MARKING**

**BCAR 18.115 Labels**  
(See AMC 18.115)

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

**BCAR 18.120 Markings**

a) Unless otherwise provided for in the Technical Instructions or Dangerous Goods Regulations, 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 Technical Instructions or Dangerous Goods Regulations.

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b) Unless otherwise provided for in the Technical Instructions or Dangerous Goods Regulations, 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 contained in those Instructions.

**BCAR 18.125 Language applicable to markings**

The English language shall be used for the markings related to dangerous goods.

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**SUBPART G SHIPPER'S OR  
OPERATOR'S RESPONSIBILITIES**

**BCAR 18.130 General requirements**

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

**BCAR 18.135 Dangerous goods  
transport document**

(See AMC 18.135)

- a) Unless otherwise provided for in the Technical Instructions or Dangerous Goods Regulations, 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.
- b) The shipper shall ensure that the transport document 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.
- c) The English language shall be used for the transport document related to dangerous goods.

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**SUBPART H OPERATOR'S  
RESPONSIBILITIES**

the transport of a particular article or substance.

**BCAR 18.140 Acceptance for the  
transport of goods**

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.
- 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.

- 2) Is intended to preclude a ground handling agent from carrying out some or all of the functions of an operator. However, such ground handling agents are subject to the operator's responsibilities of this Subpart.

- d) Where a person performs a function required by this paragraph on behalf of the operator, that person shall perform the function in accordance with this Subpart.

**BCAR 18.145 Applicability**

- a) This Subpart describes the responsibilities of operators with regard to the acceptance, handling and loading of Dangerous Goods.
- b) This Subpart especially details the requirements the:

- 1) acceptance, handling, storage, loading, and inspection of Dangerous Goods by operators; and
- 2) provision of information by operators concerning Dangerous Goods.

- c) Nothing in this Subpart

- 1) Should be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from imposing special requirements on

**BCAR 18.150 Acceptance of dangerous  
goods**

- a) An operator shall not accept for carriage by air a package, overpack, or, where permitted by the Technical Instructions or Dangerous Goods Regulations, a unit load device, containing Dangerous Goods, unless:

- 1) it is accompanied by 2 copies of the Dangerous Goods transport document prescribed in subpart G except where the Technical Instructions or Dangerous Goods Regulations state that such a document is not required; and
- 2) the package, overpack, or unit load device has been:

- i) inspected in accordance with BCAR 18.175; and
- ii) marked and labeled in accordance with BCAR 18.115 and BCAR 18.120.



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**BCAR 18.155 Acceptance check list**  
(See AMC 18.155)

- a) Each operator who accepts Dangerous Goods for carriage by air shall:
- 1) use an acceptance check-list to ensure that:
    - i) the requirements in BCAR 18.150 are performed; and
    - ii) the Dangerous Goods transport document meets the requirements in BCAR 18.135 and
  - 2) maintain a record of the results of the acceptance check; and
  - 3) retain the record required in BCAR 18.155a2 for a minimum period of 3 months.

**BCAR 18.160 Aircraft loading restrictions,**

- a) 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 or Dangerous Goods Regulations.
- b) 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. or Dangerous Goods Regulations.

- c) Except as otherwise provided in the Technical Instructions or Dangerous Goods Regulations. packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in such a manner that a crew member or other authorized person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

**BCAR 18.165 Incompatible dangerous goods**

An operator who accepts Dangerous Goods for carriage by air shall not stow packages containing Dangerous Goods which might react dangerously together, next to each other or in a position that would allow interaction between them in the event of leakage.(see annex 1),

**BCAR 18.170 Separation, segregation and securing.**

- a) Each operator who accepts Dangerous Goods for carriage by air shall:
- 1) ensure those Dangerous Goods are loaded, segregated, stowed and secured on an aircraft in accordance with the provisions in annex 1 of this Subpart; and
  - 2) stow radioactive materials separate from persons, live animals, and undeveloped film in accordance with the Technical Instructions or Dangerous Goods Regulations. ; and
  - 3) Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions or Dangerous Goods Regulations.



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4) protect the Dangerous Goods loaded on an aircraft from being damaged; and

5) secure such goods in the aircraft in a manner that will prevent any movement in flight which would change the orientation of the packages.

**BCAR 18.175 Inspection requirements before loading**

a) An operator shall not load:

1) a package or overpack containing Dangerous Goods onto an aircraft or into a unit load device unless it has been:

i) inspected immediately prior to loading; and

ii) found free from evidence of leakage or damage; and where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organisation, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.

2) a unit load device onto an aircraft until the device has been:

i) inspected immediately prior to loading; and

ii) found free of any evidence of leakage from, or damage to, any Dangerous Goods contained within.

**BCAR 18.180 Unloading inspection.**

a) Each operator who carries a package or overpack containing Dangerous Goods by air shall inspect the package or overpack for signs of damage or leakage when unloading from the aircraft or unit load device.

b) 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, the event shall be recorded and appropriate maintenance action taken.

c) 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.

**BCAR 18.185 Removal of damage or leakage.**

a) Where evidence of damage or leakage is found when unloading an aircraft, the operator shall:

1) inspect the area of the aircraft where the Dangerous Goods or unit load device was stowed for damage or contamination; and

2) remove without delay any hazardous contamination.



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**BCAR 18.190 Infectious substances.**

- a) Where any package containing infectious substances loaded on an aircraft appears to be damaged or leaking, the operator shall
- 1) avoid handling the package or keep handling to a minimum; and
  - 2) inspect adjacent packages for contamination and put aside any that may be contaminated; and
  - 3) inform the appropriate public health authority or veterinary authority and provide information on any other countries of transit where any persons may have been exposed to danger; and
  - 4) notify the consignor or the consignee.

**BCAR 18.195 Radioactive contamination.**

- a) Each operator who carries Dangerous Goods by air shall, where radioactive materials have contaminated the aircraft:
- 1) immediately take the aircraft out of service; and
  - 2) not return the aircraft into service until the radiation level at any accessible surface and the remaining contamination does not exceed the values specified in the Technical Instructions or Dangerous Goods Regulations.





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**ANNEX 1 BCAR 18 SUBPART H**

**SEPARATION, SEGREGATION OF DANGEROUS GOODS**

**1 Segregation**

- 1.1 Packages containing dangerous goods which might react dangerously one with another must 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. As a minimum, the segregation scheme shown in this annex must be followed in order to maintain acceptable segregation between packages containing dangerous goods having different hazards. The scheme applies irrespective of whether the hazard is the primary or subsidiary risk.
- 1.2 An “x” at the intersection of a row and column indicates that packages containing these classes of dangerous goods may not be stowed next to or in contact with each other, or in a position which would allow interaction in the event of leakage of the contents. Thus, a package containing Class 3 dangerous goods may not be stowed next to or in contact with a package containing Division 5.1 dangerous goods.

Hazard label	Class or division							
	1	2	3	4.2	4.3	5.1	5.2	8
1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2
2	Note 2	—	—	—	—	—	—	—
3	Note 2	—	—	—	—	x	—	—
4.2	Note 2	—	—	—	—	x	—	—
4.3	Note 2	—	—	—	—	—	—	x
5.1	Note 2	—	x	x	—	—	—	—
5.2	Note 2	—	—	—	—	—	—	—
8	Note 2	—	—	—	x	—	—	—

**Notes:**

- 1.— See 2.2. through 2.5.
- 2.— This class or division must not be stowed together with explosives other than those in Division 1.4, Compatibility Group S.
- 3.— Packages containing dangerous goods with multiple hazards in the class or divisions which require segregation in accordance with this annex need not be segregated from other packages bearing the same UN number.



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**2 Separation of explosive substances and articles**

2.1 Only explosives in Division 1.4, Compatibility Group S, are permitted to be transported on passenger aircraft. Only the following explosives may be transported on a cargo aircraft:

Division 1.3: Compatibility Groups C, G

Division 1.4: Compatibility Groups B, C, D, E, G, S.

2.2 The extent to which explosives may be stowed together in an aircraft is determined by their “compatibility”. Explosives are considered to be compatible if they can be stowed together without significantly increasing either the probability of an accident or, for a given quantity, the magnitude of the effects of such an accident.

2.3 Explosives in Compatibility Group S may be stowed with explosives in all compatibility groups.

2.4 Except as provided for in 2.2.2.5, explosives of different compatibility groups may be stowed together whether or not they belong to the same division.

2.5 Explosives in Division 1.4B and explosives in Division 1.3 must not be stowed together. Division 1.4B and Division 1.3 explosives must be loaded into separate unit load devices and, when stowed aboard the aircraft, the unit load devices must be separated by other cargo with a minimum separation distance of 2 m. When not loaded in a unit load device, Division 1.4B and Division 1.3 explosives must be loaded into different, non-adjacent loading positions and separated by other cargo with a minimum separation distance of 2 m.

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**SUBPART I PROVISION OF  
INFORMATION**

**BCAR 18.200 Information to pilot-in-command.**

- a) 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 or Dangerous Goods Regulations.
- b) Each operator of an aircraft in which Dangerous Goods are to be carried shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with written information concerning those goods in accordance with the Technical Instructions or Dangerous Goods Regulations.
- c) The operator shall ensure that the information in paragraph (a) is:
  - 1) readily available to the pilot-in-command during the flight; and
  - 2) presented on a dedicated form.
- d) Each operator of an aircraft in which Dangerous Goods are being carried that require a Dangerous Goods transport document to be completed shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with information for use in emergency response to accidents and incidents involving the Dangerous Goods being carried.
- e) The operator shall ensure that the information required in BCAR 18.225 is that provided by:
  - 1) ICAO Doc 9481 Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods; or

- 2) any other document which provides similar information concerning the Dangerous Goods being carried.

**BCAR 18.205 Information and instructions to flight crew members.**

The operator shall provide such information in the Operations Manual and Dangerous Goods operator procedures 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.

**BCAR 18.210 Information to passengers.**

- a) Each operator shall inform passengers of the type of goods that they are prohibited from carrying aboard an aircraft.
- b) The information required by paragraph BCAR 18.210a shall be provided by notices sufficient in number and prominently displayed:
  - 1) at each location where the passenger purchase the tickets and
  - 2) at each location where tickets are issued and baggage checked; and
  - 3) in each aircraft boarding and baggage claim area; and
  - 4) with the passenger ticket or e-ticket and
  - 5) any information concerning with the Technical Instructions or Dangerous Goods Regulations.



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**BCAR 18.215 Information to employees.**

- a) Each operator shall provide such information to their employees accepting or not Dangerous Goods
- b) Each operator shall provide such information to their employees and, where applicable, their handling agent which will enable them to carry out their responsibilities with regard to the carriage of Dangerous Goods including:
  - 1) instructions on action to be taken in emergencies arising involving the Dangerous Goods; and
  - 2) such other information as specified in the Technical Instructions or Dangerous Goods Regulations.

**BCAR 18.220 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.

**BCAR 18.225 Information from pilot-in-command to aerodrome authorities.**

If an in-flight emergency occurs the pilot-in-command should inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board. If the situation permits, the information should include the proper shipping names, class, subsidiary risks for which labels are required, the compatibility group in accordance with the classification in the Manual, and the quantity and location aboard the aircraft of the dangerous goods.

**BCAR 18.230 Information in the event of an aircraft accident or incident.**

The operator of an aircraft carrying dangerous goods which is involved in an aircraft accident that, as soon as possible, inform competent authority of the dangerous goods carried, together with their proper shipping names, class, subsidiary risks for which labels are required, the compatibility group in accordance with the classification and the quantity and location on board the aircraft.

**BCAR 18.235 Required information.**

The operator of an aircraft carrying dangerous goods which is involved in an aircraft incident shall provide information without delay to emergency services responding to the incident and to the competent authority in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.

**BCAR 18.240 Information in cargo acceptance areas**

- a) Each operator shall display notices to the public at cargo acceptance areas providing information about the carriage of Dangerous Goods.
- b) The notices in BCAR 18.240(a) shall be:
  - 1) sufficient in number; and
  - 2) displayed prominently.

**BCAR 18.245 Retention of documents**

- a) The operator shall ensure that at least one copy of the documents appropriate to the transport by air of a consignment of dangerous goods is retained on the ground for a minimum period of one year, after the flight on which the dangerous goods were transported.



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- b) As a minimum, the documents which must be retained are:
- 1) The dangerous goods transport documents or Shipper declarations,
  - 2) The completed acceptance checklist
  - 3) The written information to the pilot-in-command.
  - 4) any document which relates to goods which the authorized person has reasonable grounds to suspect may be Dangerous Goods in respect of which the provisions of these Regulations have not been complied with.
- c) Where the documents are kept electronically or in a computer system, they should be capable of being reproduced in a printed manner.

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**SUBPART J ESTABLISHMENT OF  
TRAINING PROGRAMMES**

**BCAR 18.250 Applicability**

- a) Every operator or company shall prepare a dangerous goods training program for their operational and supervisory personnel in accordance with that prescribed in the corresponding manuals.
- b) This Subpart details the requirements BDCA the Dangerous Goods training requirements for:
  - 1) shippers of Dangerous Goods and their agents; and
  - 2) operators; and
  - 3) handling agents who accept Dangerous Goods for carriage by air; and
  - 4) handling agents who not accept Dangerous Goods for carriage by air; and
  - 5) agencies, organisations and persons, other than operators, involved in processing or carrying by air either passengers or cargo; and
  - 6) agencies engaged in the security screening of passengers and their baggage; and
  - 7) agencies, not located at an aerodrome, which perform on behalf of the operator the act of checking in passengers.

**BCAR 18.255 Requirement for  
dangerous goods training.**

- a) Each holder of an air operator certificate issued by an appropriate, competent authority or the certificate holder's handling agent shall ensure that personnel assigned duties involving Dangerous Goods have satisfactorily completed a Dangerous Goods training programme, including recurrent training under BCAR 18.265(d) where applicable, in accordance with annex 1 of this subpart below conducted by the certificate holder where the holder is authorised to provide training for those personnel:
- b) Each person, other than the holder of an air operator certificate or the certificate holder's handling agent, shall ensure that personnel assigned duties involving Dangerous Goods have satisfactorily completed a Dangerous Goods training programme, including recurrent training where applicable, in accordance with annex 1 of this Subpart. Dangerous Goods training programmes shall be acceptable to the BDCA.

**BCAR 18.260 Dangerous goods training  
programmes**

- a) Each Dangerous Goods training programme undertaken by a person shall be commensurate with the duties involving Dangerous Goods assigned to that person and include:
  - 1) general familiarisation training, aimed at providing familiarity with the general provisions; and
  - 2) function-specific training, providing detailed training in the requirements applicable to the function for which the person is responsible; and
  - 3) safety training, covering the hazards presented by Dangerous Goods safe handling and emergency response procedures; and





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- 4) the subject matter applicable to that category of person set out in annex 1 of this Subpart.

extends from the date on which the recurrent training was completed until 24 months from the expiry date of that previous training.

**BCAR 18.265 Training curricula.**

- a) The person(s) or the organization that will conduct training within Belize shall inform the BDCA the time, date and place, the instructor and/or the institution that will conduct the training including where the training will be conducted. The aforementioned information must be submitted to the BDCA at least one month prior to the training.
- b) Personnel shall receive training in the requirements commensurate with their responsibilities. Such training must include:
- 1) general familiarization training — which must be aimed at providing familiarity with the general provisions;
  - 2) function-specific training — which must provide detailed training in the requirements applicable to the function for which that person is responsible; and
  - 3) safety training — which must cover the hazards presented by dangerous goods, safe handling and emergency response procedures.
- c) Training must be provided or verified upon the employment of personnel identified in the categories specified in annex 1 of this Subpart.
- d) Recurrent training must take place within 24 months of previous training to ensure knowledge is current. However, if recurrent training is completed within the final three months of validity of previous training, the period of validity

- e) A test to verify understanding must be undertaken following training. Confirmation that the test has been completed satisfactorily is required. The passing mark shall be seventy percent (70%).
- f) A record of training must be maintained which must include:
- 1) the individual's name;
  - 2) the most recent training completion date;
  - 3) a description, copy or reference to training materials used to meet the training requirements;
  - 4) the name of the instructor providing the training; including his curriculum, when was the last time he conducted training and in which area.
  - 5) the name and address of the organization providing the training; and
  - 6) evidence which shows that a test has been completed satisfactorily.
- g) The records of training must be retained for a minimum period of 36 months from the most recent training completion date and must be made available upon request to the appropriate national authority.
- h) The subject matter relating to dangerous goods transport with which various categories of personnel should be familiar is indicated in annex 1 of this Subpart.



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- i) Staff of operators not carrying dangerous goods as cargo, mail or stores must be trained commensurate with their responsibilities. The subject matter to which their various categories of staff should be familiar with is indicated in annex 2 of this Subpart.

**BCAR 18.270 Personnel records**

- a) Each person to whom this Subpart applies shall retain a record, for every person assigned duties involving Dangerous Goods, for the duration of the person's employment.
- b) The record required to be retained under BCAR 18.265a shall identify for each person:
- 1) the initial training programme and last recurrent training undertaken; and
  - 2) when it was undertaken; and
  - 3) the identity of the person and organisation that conducted the training; and

- 4) the results of assessments of the individual's knowledge and understanding and the competency achieved.

**BCAR 18.275 Instructor qualifications**

- a) The person conducting training in dangerous goods shall have the approval or accepted by the BBDCA.
- b) The instructors of initial and recurrent dangerous goods training programmes must have adequate instructional skills and have successfully completed a dangerous goods training programme in the applicable category, or the contents of Dangerous Goods acceptance staff **in accordance with Annex 1** of Subpart J prior to delivering such a dangerous goods training programme.
- c) Instructors delivering initial and recurrent dangerous goods training programmes must at least every 24 months deliver such courses, or in the absence of this attend recurrent training.



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**ANNEX 1 SUBPART J**

**TRAINING REQUIREMENTS**

**Content of training courses for operators carrying dangerous goods as cargo**

<b>CATEGORY OF PERSONNEL</b>	<b>TRAINING REQUIREMENT</b>
<b>Dangerous Goods acceptance staff</b>	General philosophy, limitation, general requirements for shippers, classification of Dangerous Goods, list of Dangerous Goods, packing requirements, labelling and marking, Dangerous Goods Transport document and other relevant documentation, acceptance procedures, Recognition of undeclared dangerous goods, storage and loading procedures, pilots notification, provisions for passengers and crew; emergency procedures.
<b>Cargo acceptance personnel (other than Dangerous Goods)</b>	General philosophy, limitation, labelling and marking, Dangerous Goods Transport document and other relevant documentation, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.
<b>Personnel engaged in the ground handling storage and loading of Dangerous Good</b>	General philosophy, limitation, labeling and marking, Recognition of undeclared dangerous goods, storage and loading procedures, pilots notification, provisions for passengers and crew; emergency procedures.
<b>Passenger handling personnel and security staff who screen passengers and baggage</b>	General philosophy, limitation, classification of Dangerous Goods, labeling and marking, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.



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<p><b>Flight crew members and load planners</b></p>	<p>General philosophy, limitation, list of Dangerous Goods, labeling and marking, Recognition of undeclared dangerous goods, storage and loading procedures, pilots notification, provisions for passengers and crew; emergency procedures.</p>
<p><b>Crew members other than flight crew members</b></p>	<p>General philosophy, limitation, labeling and marking, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.</p>
<p><b>Packers</b></p>	<p>General philosophy, limitation, general requirements for shippers, classification of Dangerous Goods, list of Dangerous Goods, packing requirements, labeling and marking, Dangerous Goods Transport document and other relevant documentation, acceptance procedures, Recognition of undeclared dangerous goods, storage and loading procedures, pilots notification, provisions for passengers and crew; emergency procedures.</p>
<p><b>Shippers and their agents, freight forwarders involved in processing dangerous goods</b></p>	<p>General philosophy, classification of Dangerous Goods, list of Dangerous Goods, packing requirements, labeling and marking, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.</p>
<p><b>Freight forwarders involved in processing cargo, mail or stores, handling, storage and loading of cargo.</b></p>	<p>General philosophy, limitation, general, labeling and marking, Dangerous Goods Transport document and other relevant documentation, Recognition of undeclared dangerous goods, storage and loading procedures, provisions for passengers and crew; emergency procedures.</p>



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**ANNEX 2 SUBPART J**

**TRAINING REQUIREMENTS**

**Content of training courses for operators not carrying dangerous goods as cargo**

<b>CATEGORY OF PERSONNEL</b>	<b>TRAINING REQUIREMENT</b>
<b>Operator's and ground handling agent's staff accepting cargo, mail or stores (other than dangerous goods)</b>	General philosophy, limitation, general, labeling and marking, Dangerous Goods Transport document and other relevant documentation, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.
<b>Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo, mail or stores, passenger handling staff, Flight crew members and load planners and Crew members (other than flight crew members)</b>	General philosophy, limitation, general, labeling and marking, Recognition of undeclared dangerous goods, provisions for passengers and crew; emergency procedures.



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**SUBPART K COMPLIANCE**

**BCAR 18.280 Inspection systems**

The Operator shall establish inspection, surveillance and enforcement procedures with a view to achieving compliance with the present regulations.

**BCAR 18.285 Dangerous goods by mail**

The international procedures established by the Universal Postal Union for controlling the introduction of dangerous goods into air transport through the postal service shall be applicable and in accordance with the detailed provisions of the Technical Instructions or Dangerous Goods Regulations.

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**SUBPART L DANGEROUS GOODS  
ACCIDENT AND INCIDENT REPORTING**

appropriate to the occurrence within the indicated in annex 1 of this Subpart:

**BCAR 18.290 Dangerous goods  
accident and incident reporting.**

- a) With the aim of preventing the recurrence of dangerous goods accidents and incidents, procedures shall be established for investigating and compiling information concerning such accidents and incidents. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions or Dangerous Goods Regulations.
- b) 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.
- c) The operator within Belizean territory or the operator with Belizean flag carrier who is outside Belizean territory shall report any dangerous goods accident, dangerous goods incident or the finding of undeclared or misdeclared dangerous goods in cargo or passenger's baggage, wherever it occurs, to the BDCA.
- d) Subject to paragraph BCAR 18.285(c), the report required under BCAR 18.285a shall be dispatched in writing, or in such other form as approved by the BDCA, by the quickest available means to the Governor within 72 hours of the occurrence coming to the knowledge of the operator. It shall contain as much of the following information as is
- 1) date of the occurrence; and
  - 2) location of the occurrence, flight number and flight date; and
  - 3) description of the goods and the reference number of the air waybill, pouch, baggage tag and ticket; and
  - 4) proper shipping name (including the technical name, if applicable); and
  - 5) UN/ID number; and
  - 6) class or division in accordance with the Technical Instructions and any subsidiary risk(s); and
  - 7) type of packaging and the packaging specification marking; and
  - 8) quantity of dangerous goods; and
  - 9) name and address of the shipper or passenger; and
  - 10) suspected cause of the occurrence; and
  - 11) action taken; and
  - 12) any other reporting action taken; and
  - 13) name, title, address and contact number of the reporter; and
  - 14) any other relevant details.
- e) If any of the information in BCAR 18.270b is not available at the time the report is made, the operator shall





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dispatch the information to the BDCA in writing, or in such other form as the BDCA may approve, and by the quickest available means within 72 hours of the information coming into his possession.



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**ANNEX 1 SUBPART L**

**Dangerous Goods Occurrence Report.**

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See the Notes on the next page of this form. Those boxes where the heading is in *italics* need only be completed if applicable.

Mark type of occurrence:    Accident                        Incident                        Other Occurrence   

1. Operator:	2. Date of occurrence:	3. Local time of occurrence:	
4. Flight date:	5. Flight no.:		
6. Departure airport:	7. Destination airport:		
8. Aircraft type:	9. Aircraft registration:		
10. Location of occurrence:	11. Origin of the goods:		
12. Description of the occurrence, including details of injury, damage, etc. (if necessary continue on the next page)			
13. Proper shipping name (including the technical name):			14. UN/ID no. (when known):
15. Class/division (when known):	16. Subsidiary risk(s):	17. Packing group	18. Category, (class 7 only)
19. Type of packaging:	20. Packaging specification marking:	21. No. of packages:	22. Quantity (or transport index, if applicable):
23. Reference no. of Air Waybill:			
24. Reference no. of courier pouch, baggage tag, or passenger ticket:			
25. Name and address of shipper, agent, passenger, etc.:			
26. Other relevant information (including suspected cause, any action taken):			
27. Name and title of person making report:		28. Telephone no.:	
29. Company/dept. code, E-mail or InfoMail code		30. Reporter ref.:	
31. Address:		32. Date/Signature:	



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Description of the occurrence (continuation):

**Note:**

1. Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail or baggage.
2. A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage. For this purpose, a serious injury is an injury which is sustained by a person in an accident and which: (a) requires hospitalisation for more than 48 hours, commencing from the time the injury was received; (b) results in a fracture of any bones (except small fractures of fingers, toes, or nose); (c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; (d) involves injury to any internal organ; (e) involves second or third degree burns; or any burns affecting more than 5% of the body surface; or (f) involves verified exposure to infectious substances or injurious radiation. A dangerous goods accident may also be an aircraft accident, in which case the normal procedure for dangerous goods accidents must be followed.
3. A dangerous goods incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property 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 jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.
4. This form may also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo or when baggage contains dangerous goods which passengers are not permitted to take on board aircraft.
5. An initial report should be dispatched within 72 hours of the occurrence, unless exceptional circumstances prevent this. The initial report may be made by any means but a written report should be sent as soon as possible, even if all the information is not available.
6. Completed reports are normally sent to the competent authority.
7. Copies of all relevant documents should be included with the report.
8. Providing it is safe to do so, all dangerous goods, packagings, documents etc. relating to the occurrence must be retained until after the initial report has been made.
9. Requirements and procedures differ from state to state. It is recommended that the local competent authority be contacted in order to clarify the exact procedures to be followed in the event of a dangerous goods incident or accident.

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**SUBPART M DANGEROUS GOODS SECURITY**

**BCAR 18.295 General**

This subpart addresses the security responsibilities of operators, shippers and others involved in the transport of dangerous goods aboard aircraft. It should be noted that Annex 17 provides comprehensive requirements for implementation of security measures by BDCA to prevent unlawful interference with civil aviation or when such interference has been committed. In addition, the Security Manual for Safeguarding Civil Aviation against Acts of Unlawful Interference (Doc 8973 - Restricted) provides procedures and guidance on aspects of aviation security and is intended to assist in the implementation of BDCA security programmes. The requirements in this Subpart are intended to supplement the requirements of Annex 17 and to implement measures to be taken to minimize theft or misuse of dangerous goods that may endanger persons or property. The provisions of this Subpart do not supersede requirements of Annex 17 or the Security Manual.

**BCAR 18.300 General Security Provisions**

- a) All persons engaged in the transport of dangerous goods shall consider security requirements for the dangerous goods commensurate with their responsibilities.
- b) Dangerous goods should only be offered to operators that have been appropriately identified.

**BCAR 18.305 Security Training**

- a) The operator shall include elements of security awareness in their security programmes.

- b) Security awareness training shall address the nature of security risks, recognition of security risks, methods to address and reduce such risks and actions to be taken in the event of a security breach. It should include awareness of security plans (if appropriate) commensurate with the responsibilities of individuals and their role in implementing security plans.
- c) Persons who have received security training in accordance with the requirements of a National Security Plan or other security requirements that fulfill the elements of BCAR 18.305 need not receive additional training.
- d) Such training shall be provided or verified upon employment in a position involving dangerous goods transport. Recurrent training shall take place within 24 months of previous training to ensure knowledge is current.
- e) Records of all security training undertaken should be kept by the employer and made available to the employee if requested.

**BCAR 18.310 Security Plans**

Operators, shippers and others engaged in the transport of high consequence dangerous goods (see BCAR 18.320) shall adopt, implement and comply with a security plan that addresses at least the elements specified in BCAR 18.315

**BCAR 18.315 Elements of a Security Programme**

- a) At the minimum, the security programme should comprise of the following elements:
  - 1) specific allocation of responsibilities for security to competent and qualified persons



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- with appropriate authority to carry out their responsibilities;
- 2) records of dangerous goods or types of dangerous goods transported;
  - 3) review of current operations and assessment of vulnerabilities, including inter-modal transfer, temporary transit storage, handling and distribution as appropriate;
  - 4) 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;
  - 5) effective and up to date procedures for reporting and dealing with security threats, breaches of security or security incidents;
  - 6) procedures for the evaluation and testing of security plans and procedures for periodic review and update of the plans;
  - 7) measures to ensure the security of transport information contained in the plan; and
  - 8) 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 Section 8 of these Regulations).
  - 9) 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.
- BCAR 18.320 List of High Consequence Dangerous Goods**
- a) High consequence dangerous goods are those which have the potential for misuse in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. The following is an indicative list of high consequence dangerous goods:
    - 1) Class 1 Division 1.1 explosives
    - 2) Class 1 Division 1.2 explosives
    - 3) Class 1 Division 1.3 compatibility group C explosives
    - 4) Class 1 Division 1.4 UN Nos. 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456 and 0500
    - 5) Class 1 Division 1.5 explosives
    - 6) Division 2.3 toxic gases (excluding aerosols)
    - 7) Class 3 desensitized explosives
    - 8) Division 4.1 desensitized explosives
    - 9) Division 6.1 substances of Packing Group 1; except when transported under the excepted quantity provisions in 3;5
    - 10) Division 6.2 infectious substances of Category A (UN Nos. 2814 and 2900)



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- 11) Class 7 radioactive materials in quantities greater than 3000 A1 (special form) or 3000 A2, as applicable in Type B and Type C packages.
- b) When national authorities issue exemptions, they should consider all of the provisions in this Section.

**BCAR 18.325 Radioactive Material**

For radioactive material, the provisions of this Subsection are deemed to be complied with when the provisions of the Convention on Physical Protection of Nuclear Material and of IAEA INFCIRC/225 (Rev.4) are applied.

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**SECTION 2 – ACCEPTABLE MEANS OF COMPLIANCE**

1 GENERAL

- 1.1 This Section contains the acceptable means of compliance. These are not considered requirements and are presented for easier interpretation, explanation and/or acceptable methods for compliance that should be agreed upon before their inclusion in the BCAR 18.

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**SECCION 2 ACCEPTABLE MEANS OF COMPLIANCE (AMC)**

**SUBPART F LABELLING AND MARKING**

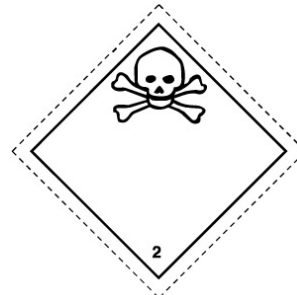
**AMC 18.115 Labels**  
(See BCAR 18.115)

Hazard Labels

Class 1



Class 2





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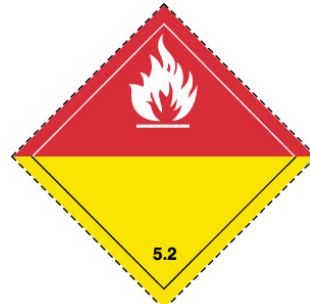
Class 3



Class 4



Class 5

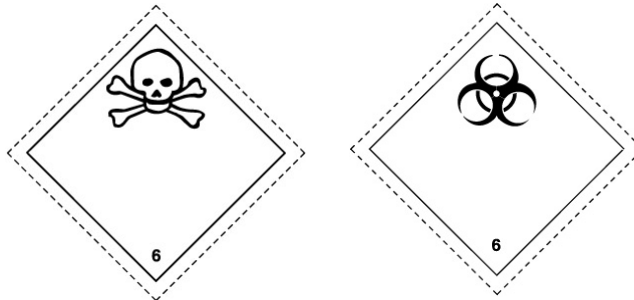




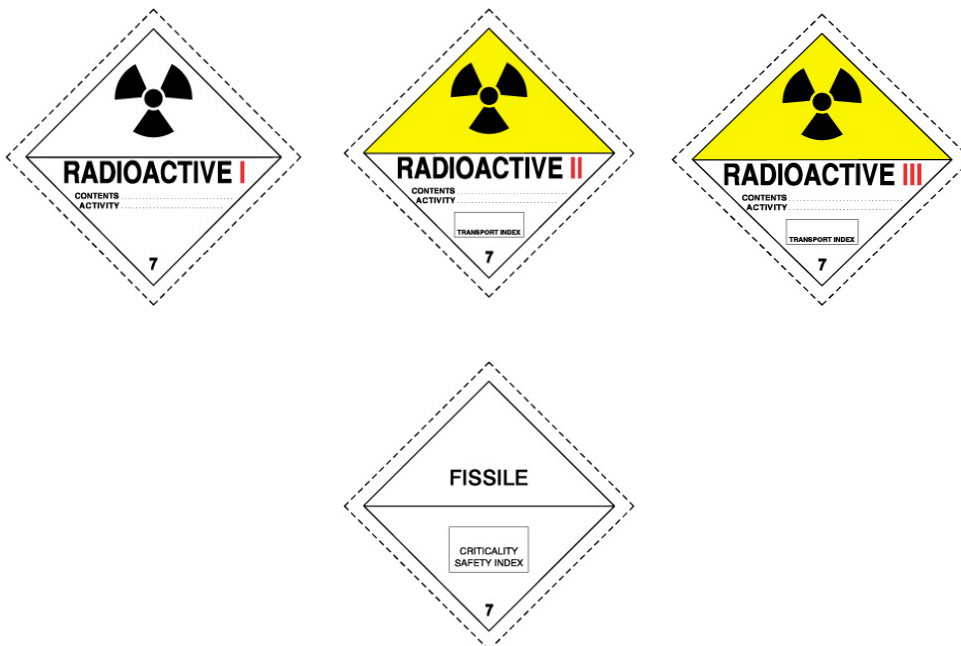
**BELIZE CIVIL AVIATION REGULATIONS  
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Class 6



Class 7





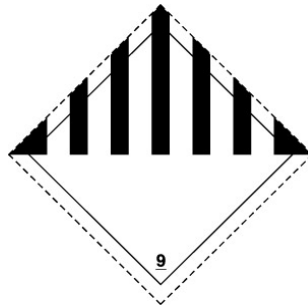
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Class 8



Class 9

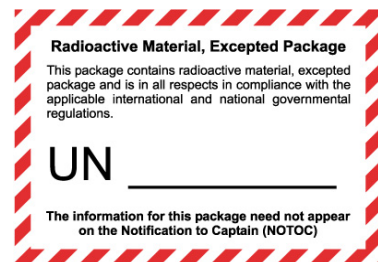
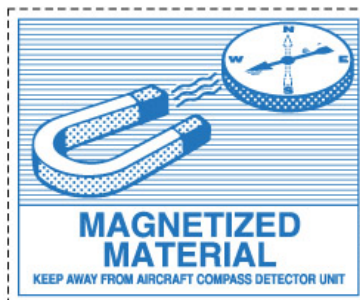
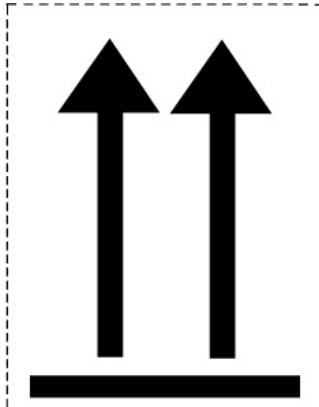
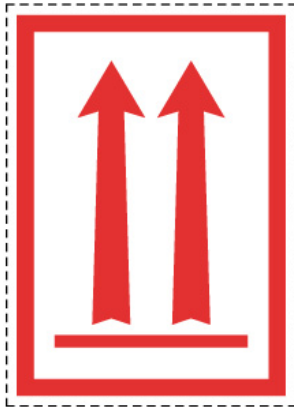




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Handling Labels



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**SUBPART G SHIPPER'S OR OPERATOR'S RESPONSIBILITIES**

**AMC 18.135 Dangerous goods transport document**  
(See BCAR 18.135)

1. Specification for Declaration Form

1.1. Format and Language

1.1.1. The declaration form must be printed in the same format, except as provided hereafter, and show the same wording in English, as one of the specimen declaration forms. Additionally, if required, the wording in English may be supplemented by an accurate printed translation in another language. The spacing of columns and boxes, if any, appearing in the "Nature and Quantity of Dangerous Goods" box and delineated by dotted lines may be changed to accommodate shipper's requirements.

1.1.2. Two specimens are shown on the following pages. The first specimen is designed for computerized completion, the second for manual completion. Both forms may be completed either manually or mechanically.

1.2. Colour

1.2.1. The declaration form may be printed in black and red on white paper, as shown in la figure 2.1 or it may be printed in red only on white paper. The diagonal hatchings printed vertically in the left and right margins must be printed in red.

1.3. Size

1.3.1. The declaration form must be printed either on ISO paper sizes A3 or A4 or on their North American equivalents: •ISO standard sizes are:

- A3: 297 × 420 mm (11¾ × 16½ in);
- A4: 297 × 210 mm (11¾ × 8¼ in);

Or

- Ledger: 11 × 17 in (280 × 430 mm);
- Letter: 11 × 8½ in (280 × 215 mm).



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FIGURE 2.1 A

Shipper's Declaration Specimen Designed for Computerized Completion

SHIPPER'S DECLARATION FOR DANGEROUS GOODS			
Shipper	Air Waybill No. Page of Pages Shipper's Reference Number <i>(optional)</i>		
Consignee	<i>For optional use for Company logo name and address</i>		
<i>Two completed and signed copies of this Declaration must be handed to the operator.</i>			
<b>TRANSPORT DETAILS</b> This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>	Airport of Departure:		
<table border="1"><tr><td>PASSENGER AND CARGO AIRCRAFT</td><td>CARGO AIRCRAFT ONLY</td></tr></table>	PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY	
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY		
Airport of Destination:	<b>WARNING</b> Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.		
	Shipment type: <i>(delete non-applicable)</i> <input type="checkbox"/> NON-RADIOACTIVE <input type="checkbox"/> RADIOACTIVE		
<b>NATURE AND QUANTITY OF DANGEROUS GOODS</b> <i>UN Number or Identification Number, proper shipping name, Class or Division (subsidiary risk), packing group (if required), and all other required information.</i>			
----- Additional Handling Information			
<b>I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.</b>	Name/Title of Signatory Place and Date Signature <i>(see warning above)</i>		



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FIGURE 2.1 B

Shipper's Declaration Specimen Designed for Manual Completion

<b>SHIPPER'S DECLARATION FOR DANGEROUS GOODS</b>						
Shipper			Air Waybill No.			
Consignee			Page      of      Pages Shipper's Reference Number <i>(optional)</i>			
<i>Two completed and signed copies of this Declaration must be handed to the operator.</i>			<i>For optional use for Company logo name and address</i>			
<b>TRANSPORT DETAILS</b>			<b>WARNING</b>			
This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>		Airport of Departure:		Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.		
<input type="checkbox"/> PASSENGER AND CARGO AIRCRAFT	<input type="checkbox"/> CARGO AIRCRAFT ONLY					
Airport of Destination:			Shipment type: <i>(delete non-applicable)</i> <input type="checkbox"/> NON-RADIOACTIVE <input type="checkbox"/> RADIOACTIVE			
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and type of packing	Packing Inst.	Authorization
Additional Handling Information						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory		
				Place and Date		
				Signature <i>(see warning above)</i>		

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**BELIZE CIVIL AVIATION REGULATIONS  
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**SUBPART H SUBPART H OPERATOR'S RESPONSIBILITIES**

**AMC 18.155 Acceptance check**  
(See BCAR 18.155)

1. An operator must not accept for transport aboard an aircraft a package or overpack containing dangerous goods or a freight container containing radioactive material or a unit load device or other type of pallet containing dangerous goods as described in the Technical Instructions or Dangerous Goods Regulations unless the operator has, by use of a checklist, verified the following:
  - 1.1. the documentation or, when provided, the electronic data, complies with the detailed requirements specified in the Technical Instructions or Dangerous Goods Regulations
  - 1.2. the quantity of dangerous goods stated on the dangerous goods transport document is within the limits per package on a passenger or cargo aircraft as appropriate;
  - 1.3. the marking of the package, overpack or freight container accords with the details stated on the accompanying dangerous goods transport document and are clearly visible;
  - 1.4. where required, the letter in the packaging specification marking designating the packing group for which the design type has been successfully tested is appropriate for the dangerous goods contained within. This does not apply to overpacks where the specification marking is not visible;
  - 1.5. proper shipping names, UN numbers, labels, and special handling instructions appearing on the interior package(s) are clearly visible or reproduced on the outside of an overpack;
  - 1.6. the labelling of the package, overpack or freight container is as required by specified in the Technical Instructions or Dangerous Goods Regulations
  - 1.7. the outer packaging of a package is of the type stated on the accompanying dangerous goods transport document and is permitted by the applicable packing instruction;
  - 1.8. the package or overpack does not contain different dangerous goods which require segregation from each other according to annex 1 subpart H.
  - 1.9. the package, overpack, freight container or unit load device is not leaking and there is no indication that its integrity has been compromised;
  - 1.10. an overpack does not contain packages bearing the "Cargo aircraft only" label unless:
    - 1.10.1. the packages are assembled in such a way that clear visibility and easy access to them is possible; or
    - 1.10.2. the packages are not required to be accessible under specified in the Technical Instructions or Dangerous Goods Regulations or
    - 1.10.3. not more than one package is involved;



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Note 1.— Minor discrepancies, such as the omission of dots and commas in the proper shipping name appearing on the transport document or on package markings, or minor variations in hazard labels which do not affect the obvious meaning of the label, are not considered as errors if they do not compromise safety and should not be considered as reason for rejecting a consignment.

Note 2.— Where packages are contained in an overpack or freight container, as permitted by specified in the Technical Instructions or Dangerous Goods Regulations, the checklist should establish the correct marking and labelling of such an overpack or other type of pallet or freight container and not the individual packages contained in them. Where packages are contained in a unit load device, as permitted by specified in the Technical Instructions or Dangerous Goods Regulations the checklist should not require the checking of packages individually for the correct marking and labelling.

Note 3.— An acceptance check is not required for dangerous goods in excepted quantities and radioactive material in excepted packages.



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**2 Samples for acceptance checklist.**

**2.1. Checklists for non-radioactive material.**

**DANGEROUS GOODS CHECKLIST FOR A NON-RADIOACTIVE SHIPMENT**

The recommended checklist appearing on the following pages is intended to verify shipments at origin.

Never accept or refuse a shipment before all items have been checked.

**Is the following information correct for each entry?**

<b>SHIPPERS DECLARATION FOR DANGEROUS GOODS (DGD)</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Two copies in English and in the IATA form.	<input type="checkbox"/>	<input type="checkbox"/>	
2. Full name and address of Shipper and Consignee.	<input type="checkbox"/>	<input type="checkbox"/>	
3. If the Air Waybill number is not shown, enter it.	<input type="checkbox"/>		
4. The number of pages shown.	<input type="checkbox"/>	<input type="checkbox"/>	
5. If full name of Airport or City of Departure or Destination is not shown, enter it.	<input type="checkbox"/>		
6. The non-applicable Aircraft Type deleted.	<input type="checkbox"/>	<input type="checkbox"/>	
7. The word "Radioactive" deleted.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Identification</b>			
8. UN or ID Number, preceded by prefix	<input type="checkbox"/>	<input type="checkbox"/>	
9. Proper Shipping Name and the technical name in brackets for asterisked entries	<input type="checkbox"/>	<input type="checkbox"/>	
10. Class or Division, and for Class 1, the Compatibility Group	<input type="checkbox"/>	<input type="checkbox"/>	
11. Subsidiary Risk, in parentheses, immediately following Class or Division	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Packing Group	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Confirm application of relevant special provisions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Quantity and Type of Packing</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>



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14. Number and Type of Packages	<input type="checkbox"/>	<input type="checkbox"/>	
15. Quantity and unit of measure (net, or gross followed by "G", as applicable) per package	<input type="checkbox"/>	<input type="checkbox"/>	
16. When different dangerous goods are packed in one outer packaging, the following rules are complied with:			
– Compatible according to annex 1, subpart H (note exception for chemical kits/first aid kits.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– UN packages containing Division 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– "All packed in one (type of packaging)"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Calculation of "Q" value must not exceed 1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Overpack			
– Wording "Overpack Used"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Compatible according to annex 1, subpart H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Packing Instructions</b>			
18. Packing Instruction Number.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Authorizations</b>			
19. Wording "Limited Quantity" or "Ltd. Qty." if "Y" packing instruction used.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. The Special Provision Number.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. Indication that governmental authorization is attached, including a copy in English.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Additional approvals for other items under.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Additional Handling Information</b>			
23. The mandatory statement shown for self-reactive and related substances of Division 4.1 and organic peroxides of Division 5.2, or samples thereof and for PBE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Name and Telephone Number of a responsible person for Division 6.2 Infectious	<b>YES</b>	<b>NO</b>	<b>N/A</b>





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Substance shipment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. The air transport statement included.	<input type="checkbox"/>	<input type="checkbox"/>	
26. <b>Name and Title (or Department) of Signatory, Place and Date</b> indicated.	<input type="checkbox"/>	<input type="checkbox"/>	
27. <b>Signature</b> of Shipper.	<input type="checkbox"/>	<input type="checkbox"/>	
28. <b>Amendment</b> or alteration signed by Shipper.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>AIR WAYBILL – HANDLING INFORMATION</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
29. The statement: “Dangerous goods as per attached Shipper’s Declaration” or “Dangerous Goods as per attached DGD”	<input type="checkbox"/>	<input type="checkbox"/>	
30. “Cargo Aircraft Only” or “CAO”, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31. Where non-dangerous goods are included, the number of pieces of dangerous goods shown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>PACKAGE(S) AND OVERPACKS</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
32. Packaging conforms with packing instruction and is free from damage or leakage.	<input type="checkbox"/>	<input type="checkbox"/>	
33. Same number and type of packagings and overpacks delivered as shown on DGD.	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Markings</b>			
34. UN Specification Packaging, marked according			
– Symbol and Specification Code.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– X, Y or Z meets or exceeds Packing Group/Packing Instruction requirements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Gross Weight within limits (Solids or Inner Packagings)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Infectious substance package marking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
35. The UN or ID number(s)	<input type="checkbox"/>	<input type="checkbox"/>	
36. The Proper Shipping Name(s) including technical name where required.	<input type="checkbox"/>	<input type="checkbox"/>	
37. The full name(s) and Address(es) of Shipper and Consignee.	<b>YES</b>	<b>NO</b>	<b>N/A</b>



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	<input type="checkbox"/>	<input type="checkbox"/>	
38. The Net Quantity of Explosives and Gross Weight of the package for Class 1 items.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
39 For consignments of more than one package of Classes 2 to 6 & 8 the net quantity, or gross weight followed by "G", as applicable, marked on the packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
40. Carbon Dioxide, Solid (Dry Ice), the net quantity marked on the packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
41. The Name and Telephone Number of a responsible person for Division 6.2 Infectious Substances shipment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
42. The Special Marking requirements shown for Packing Instruction 202.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
43. Limited Quantity packagings marked: "LIMITED QUANTITY" or "LTD. QTY."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Labelling</b>			
44. The label(s) identifying the Primary risk.	<input type="checkbox"/>	<input type="checkbox"/>	
45. The label(s) identifying the Subsidiary risk next to Primary risk label(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
46. Cargo Aircraft Only label, on the same surface near the Hazard label(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
47. "Orientation" labels, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
48. "Magnetized Material" label, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
49. "Cryogenic Liquid" labels, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
50. "Keep Away From Heat" label, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
51. All above labels correctly affixed and all irrelevant marks and labels removed.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>For Overpacks</b>			
52. Packaging Use markings and hazard and handling labels, as required must be clearly visible or reproduced on the outside of the overpack.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
53. The word "Overpack" marked if all markings and labels are not visible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
54. "Cargo Aircraft Only" restrictions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>GENERAL</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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55. State and Operator variations complied with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
56. Cargo Aircraft Only shipments, a cargo aircraft operates on all sectors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

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Checked by:

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Place: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

**IF ANY BOX IS CHECKED "NO", DO NOT ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER.**



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**2.2. Checklists for radioactive material.**

**DANGEROUS GOODS CHECKLIST FOR A RADIOACTIVE SHIPMENT**

The recommended checklist appearing on the following pages is intended to verify shipments at origin.

Never accept or refuse a shipment before all items have been checked.

Is the following information correct for each entry?

<b>SHIPPERS DECLARATION FOR DANGEROUS GOODS (DGD)</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
1. Two copies in English and in the IATA format.	<input type="checkbox"/>	<input type="checkbox"/>	
2. Full name and address of Shipper and Consignee.	<input type="checkbox"/>	<input type="checkbox"/>	
3. If the Air Waybill number is not shown, enter it.	<input type="checkbox"/>		
4. The number of pages shown.	<input type="checkbox"/>	<input type="checkbox"/>	
5. The non-applicable Aircraft Type deleted.	<input type="checkbox"/>	<input type="checkbox"/>	
6. If full name of Airport or City of Departure or Destination is not shown, enter it.	<input type="checkbox"/>		
7. The word "Non-Radioactive" deleted.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Identification</b>			
8. UN Number, preceded by prefix "UN"	<input type="checkbox"/>	<input type="checkbox"/>	
9. Proper Shipping Name.	<input type="checkbox"/>	<input type="checkbox"/>	
10. Class 7.	<input type="checkbox"/>	<input type="checkbox"/>	
11. Subsidiary Risk, in parentheses, immediately following Class.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Packing Group if required for Subsidiary Risk.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Quantity and Type of Packing</b>			
13. Name or Symbol of Radionuclide(s).	<input type="checkbox"/>	<input type="checkbox"/>	
14. A description of the physical and chemical form if in other form.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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15. "Special Form" (not required for UN 3332 or UN 3333) or low dispersible material.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. The number and type of packages and the activity in becquerel or multiples thereof in each package. For Fissile Material the total weight in grams or kilograms of fissile material may be shown in place of activity.	<input type="checkbox"/>	<input type="checkbox"/>	
17. For different individual radionuclides, the activity of each radionuclide and the words "All packed in one"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Activity within limits for Type A packages, Type B, or Type C (see attached competent authority certificate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Words "Overpack Used" shown on the DGD.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Packing Instructions</b>			
20. Category of package(s) or overpack.	<input type="checkbox"/>	<input type="checkbox"/>	
21. Transport Index and dimensions for Category II and Category III only.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. For Fissile Material the Criticality Safety Index or the words "Fissile Excepted"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Authorizations</b>			
23. Identification marks shown and a copy of the document in English attached to DGD for the following:			
– Special Form approval certificate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Low dispersible material approval certificate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Type B package design approval certificate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Other approval certificates as require.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Additional Handling Information.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
25. The air transport statement included.	<input type="checkbox"/>	<input type="checkbox"/>	
26. Name and Title (or Department) of Signatory, Place and Date indicated.	<input type="checkbox"/>	<input type="checkbox"/>	
27. Signature of Shipper.	<input type="checkbox"/>	<input type="checkbox"/>	
28. Amendment or alteration signed by Shipper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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<b>AIR WAYBILL – HANDLING INFORMATION</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
29. The statement: “Dangerous goods as per attached Shipper’s Declaration” or “Dangerous Goods as per attached DGD”.	<input type="checkbox"/>	<input type="checkbox"/>	
30. Cargo Aircraft Only or CAO, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31. Where non-dangerous goods are included, the number of pieces of dangerous goods shown.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>PACKAGE(S) AND OVERPACKS</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
32. Same number and type of packagings and overpacks delivered as shown on DGD.	<input type="checkbox"/>	<input type="checkbox"/>	
33. Unbroken transportation seal and package in proper condition for carriage.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Markings</b>			
34. Industrial packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
35. Type A packages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36. Type B packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
37. Type C packages.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
38 Packages containing Fissile material.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
39. The UN Number.	<input type="checkbox"/>	<input type="checkbox"/>	
40. The Proper Shipping Name.	<input type="checkbox"/>	<input type="checkbox"/>	
41. The full Name and Address of the Shipper and Consignee.	<input type="checkbox"/>	<input type="checkbox"/>	
42. The permissible gross weight if it exceeds 50 kg.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Labelling</b>			
43. Two correctly completed Radioactive Hazard labels on opposite sides.	<input type="checkbox"/>	<input type="checkbox"/>	
44. Applicable label(s) identifying the Subsidiary risk next to the Radioactive Hazard labels completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
45. Two Cargo Aircraft Only labels, if required, on the same surface near the Hazard labels.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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46. For fissile materials, two correctly completed Criticality Safety Index labels on the same surface as the hazard Labels.	<b>YES</b>	<b>NO</b>	<b>N/A</b>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
47. All labels correctly affixed and irrelevant marks and labels removed.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>For overpacks</b>			
48. Packaging markings as required must be clearly visible or reproduced on the outside of the overpack.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
49. The word "Overpack" marked if all markings are not visible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
50. Hazard labels reflect total for overpack.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
51. Conditions of Overpacks and Freight Containers complied with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>GENERAL</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
52. State and Operator variations complied with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
53. Cargo Aircraft Only shipments, a cargo aircraft operates on all sectors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
54. Packages containing Carbon dioxide solid (dry ice), the marking, labelling and documentary requirements complied with [Packing Instruction 904.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

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Checked by:

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Place: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

**\*IF ANY BOX IS CHECKED "NO", DO NOT ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER.**





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**2.3. Checklists for DRY ICE**

**ACCEPTANCE CHECKLIST FOR DRY ICE (Carbon Dioxide, solid)  
(For use when a Shipper's Declaration for Dangerous Goods is not required)**

A checklist is required for all shipments of dangerous goods to enable proper acceptance checks to be made. The following example checklist is provided to assist shippers and carriers with the acceptance of dry ice when packaged on its own or with non-dangerous goods.

**Is the following information correct for each entry?**

The Air Waybill contains the following information in the "Nature and Quantity of Goods" box	YES	NO	N/A
1. The UN Number "1845", preceded by the prefix "UN"	<input type="checkbox"/>	<input type="checkbox"/>	
2. The words "Carbon dioxide, solid" or "Dry ice"	<input type="checkbox"/>	<input type="checkbox"/>	
3. The Class number "9"	<input type="checkbox"/>	<input type="checkbox"/>	
4. The number of packages of dry ice	<input type="checkbox"/>	<input type="checkbox"/>	
5. The net quantity of dry ice in kilograms	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Note: The packing group "III" and packing instruction "904" are optional.</b>			
<b>Quantity</b>			
6. The quantity of dry ice per package is 200 kg or less.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Packages and Overpacks</b>			
7. The number of packages containing dry ice delivered as shown on the.	<input type="checkbox"/>	<input type="checkbox"/>	
Air Waybill.	<input type="checkbox"/>	<input type="checkbox"/>	
8. Packages are free from damage and in a proper condition for carriage.	<input type="checkbox"/>	<input type="checkbox"/>	
9. The packaging conforms with Packing Instruction 904 and the package is vented to permit the release of gas.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Markings (Only use this section when accepting individual packages containing dry ice)</b>			
10. The words "Carbon dioxide, solid" or "Dry ice"	<input type="checkbox"/>	<input type="checkbox"/>	
11. The UN number "1845" preceded by prefix "UN"	<input type="checkbox"/>	<input type="checkbox"/>	



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	YES	NO	N/A
12. Full name and address of the shipper and consignee.	<input type="checkbox"/>	<input type="checkbox"/>	
13. The net quantity of dry ice within each package.	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Labels</b>			
14. Class 9 label affixed.	<input type="checkbox"/>	<input type="checkbox"/>	
15. Irrelevant marks and labels removed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>State and Operator Variations.</b>			
16. State and operator variations complied with.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

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Checked by:

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Place: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

**\*IF ANY BOX IS CHECKED "NO", DO NOT ACCEPT THE SHIPMENT AND GIVE A DUPLICATE COPY OF THIS COMPLETED FORM TO THE SHIPPER.**