

AW/OPS 1.1.044	 <small>רשות התעופה האזרחית Civil Aviation Authority</small>	Inspector Handbook
Dangerous Goods		Revision 1
		01 MAR 10

## 1. Objective

1.1. This section provides guidance concerning ANR of Israel and DG standards of Israel that comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods By Air, ICAO Doc. 9284(Technical Instructions-TI) .

1.2. Principal inspectors (POI, PMI) should ensure that air agencies/carriers are aware of ANR of Israel and Technical Instructions of ICAO. These regulations apply to the certificate holder's shipment of DG.

1.3. Air agencies/carriers should be made aware that as a DG employer, their compliance with the DG employee training requirements contained in Part1, Chapter 4 of TI, is mandatory. Also, the certificate holders must develop and implement a system that will allow the air agency/carrier to remain current with the regulations that are updated and/or changed.

*NOTE: Operators that choose not to carry DG must have a DG recognition program.*

1.4. Coordination

1.4.1. The POI may be required to act as a coordinator between the operator and the security and DG division (Airworthiness Department). These branch managers may be contacted regarding all aspects of the air transportation of DG.

1.5. This is a common directive for Airworthiness and Operations.

1.5.1. Close coordination between AW and OPS inspectors executing this directive is required.

1.5.2. The OI will be the lead inspector in executing this directive.

1.5.3. Any amendments to this directive must be made to both AW Inspector Handbook and OPS Inspector Handbook.

## 2. General

2.1. Responsibility for Acceptance/Approval, Surveillance and Enforcement of DG Programs

2.1.1. CAAI (Operation and Airworthiness Department) has oversight responsibility for an air carrier's DG program. The Airworthiness Department is the technical expert and must

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evaluate all DG programs. An operator's DG program is contained in its Operations Manual and includes DG training.

## 2.2. Certification Responsibilities

2.2.1. POI has certificate responsibilities for air agencies and for air carriers that use aircraft components or consumable materials that contain DG. POI should ensure that air agencies/carriers include in their manuals, and provide appropriate personnel training on, the following information:

2.2.1.1 Procedures and information to assist personnel (particularly maintenance, shipping, and storage personnel) to identify or recognize aircraft components and consumable materials that contain DG;

2.2.1.2 Procedures and information on how these aircraft components or consumable materials are to be moved, stored, or handled within the facilities of the air agency, air carrier, or other air agency with whom they may be contractors;

2.2.1.3 Procedures and information for determining the proper packaging, marking, labeling, and materials compatibility, including instructions for the safe movement, storage, and handling of aircraft components and consumable materials that contain DG while they are within their facilities including such materials as Chemical Oxygen Generators;

## 3. Reference Material, Forms & Job-Aids

### 3.1. Reference Material

3.1.1. ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air.

These technical instructions amplify the basic provisions of Annex 18 to the Convention on International Civil Aviation, and contain detailed instructions necessary for the safe international transport of dangerous goods by air. These instructions are issued in a 2-year edition on alternate Septembers, becoming effective the following January 1.

## 4. Process

### 4.1. Procedures for Approval of DG Training

4.1.1. When a principal operations inspector (POI) receives proposed or updated DG training from an operator, the POI should forward it to the Airworthiness Department. The

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Airworthiness Department evaluates the contents of the training and consults with the POI when necessary. The operator should coordinate with the Airworthiness Department as necessary to formulate satisfactory DG training. Once the Airworthiness Department is satisfied with the training, the Airworthiness Department will recommend it to the POI in writing for final approval. The POI then approves the implementation of the training. DG training is usually included in the air carrier's DG manual. The initial approval of the training is usually done at the same time as the review and acceptance of the DG parts of the Operations Manual.

#### 4.2. Procedures for Acceptance of DG parts of the Operations Manual

4.2.1. Like other manuals, the DG manual is required ANR.OPS 393, 394 and ANR.OPS 240, 241 and must be accepted by the POI. However, POI must not accept this manual until the Airworthiness Department has evaluated it and recommended it for acceptance. When a POI receives a DG manual for review from an air carrier, the POI should forward it to the Airworthiness Department. The Airworthiness Department will review the contents of the manual and consult with the POI when necessary. The operator should coordinate with the Airworthiness Department as necessary to formulate satisfactory DG manual. Once the Airworthiness Department is satisfied with the manual, the Airworthiness Department will recommend it to the POI in writing for acceptance. Only then may the POI accept the manual.

#### 4.3. DG Information requirements for operators not accepting DG

4.3.1. Operators who do not accept, handle, or store DG must provide procedures and an instruction in the operator's manual as follows:

4.3.1.1 Procedures and instructions so that all personnel responsible for accepting and handling any cargo or packaged materials receive training on the recognition of items classified as DG according to Part 1.Chapter 4.Paragraph 2.7 of TI ICAO.

4.3.1.2 Procedures and instructions so that no packages are accepted by the operator that contains a DG according to Part 7.Chapter 6.Paragraph 1 of TI ICAO.

4.3.1.3 Procedures and instructions to see that all Company Material (COMAT) containing DG will be offered to a different mode of transportation (e.g. ground) and/or an air carrier that is authorized to transport DG.

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4.3.1.4 Procedures and instructions to see that any employee, agent, or contract employee of the air carrier who prepares and/or offers COMAT containing DG for shipment is fully trained as a DG shipper.

#### 4.4. DG Information requirements for operators accepting DG

4.4.1. Operators who transport DG must provide instruction and procedures on the following basic subjects to POI. The following information should be background material for the conducting audit of an operator's DG program. POI must check that the operator understands that the Airworthiness Department of the CAAI must be involved during developing, implementing, or changing his DG program.

#### 4.4.2. Procedures and Instructions on Acceptance of DG for Air Shipment

The operator's instructions should contain the following information:

4.4.2.1 The material must be properly packaged in accordance with the packaging Rules and it must be properly marked, labeled, and documented. The total quantity must be within the quantity limitations and the shipment must be accompanied by the proper shipping papers, according to TI ICAO.

4.4.2.2 The package may not leak or be damaged, and must be an authorized package in accordance with the applicable regulations.

4.4.2.3 The package must either be authorized for carriage in passenger-carrying aircraft or labeled for cargo-only aircraft if it is not acceptable for assenger-carrying aircraft.

4.4.2.4 The material must be identified by the proper shipping name, hazard class or division, identification number, and packing group, when required, in accordance with the International Civil Aviation Organization (ICAO) Technical Instructions.

4.4.2.5 The package must be properly marked and labeled in accordance with the ICAO Technical Instructions.

4.4.2.6 Shipping papers must be reviewed to ensure that all necessary information is entered, including any additional information that may be required because of the commodity shipped, or because the method of transportation is related to air transportation.

#### 4.4.3. Storage of DG

Operators should provide specific guidance on the storage of

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DG. This guidance should include instructions for Class 8 (corrosive), Class 7 (radioactive), and Class 6, Division 6.1 (poisonous) materials as discussed below:

4.4.3.1 The storage of Class 8 (corrosive) materials next to, or in contact with, Class 4, Division 4.2 or 4.3 (flammable) solids or Class 5, Division 5.1 (oxidizing) materials must be prevented. The segregation prescribed Part 7.Chapter 1, TI ICAO must be maintained for all packages containing DG that might react dangerously when stored *in* a position that causes or contributes to leakage.

4.4.3.2 The storage of Class 7 (radioactive) materials labeled yellow II and/or yellow III will not exceed a transport index (TI) of 50 in a single storage location. These materials are stored in an area that is isolated from people and does not permit pedestrian traffic or loitering. The minimum separation distances prescribed in Part 7.Chapter 2.Paragraph 9 of TI ICAO should be maintained between radioactive materials labeled yellow II and yellow III and packages of undeveloped film.

4.4.3.3 Packages bearing a Class 6, Division 6.1 poison label will not be stored in the Same location as foodstuffs, feeds, or any edible materials intended for consumption by either humans or animals.

#### 4.4.4. Loading of DG

The operator should provide specific guidance for loading DG. This guidance should include:

4.4.4.1 Loading of DG in aircraft in accordance with Part 7, Chapter 2 of TI ICAO.

4.4.4.2 Loading and carriage of DG in cargo-only aircraft, when other means of transportation are not available or impracticable, in accordance with Part 7.Chapter 2.Paragraph 4 of TI ICAO.

4.4.4.3 Loading of radioactive materials in aircraft in accordance Part 7.Chapter 2. Paragraph 9 of TI ICAO.

4.4.4.4 A prohibition against loading packages bearing a poison label in the same compartment that holds foodstuffs, feeds, or any edible materials intended for consumption by humans or animals unless both commodities are in separate, closed-unit load devices known as freight containers.

#### 4.4.5. Written Notification to Pilot-In-Command (PIC)

Operators must establish procedures for notifying the PIC

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when DG is carried on board the aircraft in accordance with Part 7.Chapter 4.Paragraph 1 of TI ICAO.

#### 4.4.6. Reporting DG Accidents and Incidents

4.4.6.1 The DG information must include company procedures for reporting DG incidents, in compliance with Part 7.Chapter 4.Paragraph 4 of TI ICAO.

#### 4.4.7. Damage to DG Packages

The operator must develop procedures for handling damaged packages in accordance with Part 7.Chapter 3.Paragraph 1 of TI ICAO, radioactive contamination in accordance with Part 7.Chapter 3. Paragraph 2 of TI ICAO and substances in Class 6, Division 6.2 (infectious substances), as found in Part 7.Chapter 2.Paragraph 8 of TI ICAO. The information should include a list of telephone numbers and addresses of organizations that can provide technical advice on clean-up techniques and precautions to minimize the possibility of injury to employees and the general public.

#### 4.5. Exemptions

4.5.1. When an operator applies for either an initial exemption or the renewal of an exemption for the carriage of certain DG in air commerce, the POI and the principal maintenance inspector (PMI) may need to assist the security and DG division (Airworthiness Department) in reviewing the compliance history of the certificated operator. There are two types of exemptions: an exemption which is valid for 2 years and is obtained through the standard exemption process according to SUPPLEMENT of TI ICAO.

4.5.2. When an emergency exemption should be issued to the shipper he should provide to appropriate authority of the State of Operator hire by him the relevant information about shipment and specific flight. This exemption will be on the name of the operator. The emergency exemption is normally issued exclusively for one-time-only shipments.

## 5. Task Outcomes

### 5.1. Violations, Investigations and Enforcement

5.1.1. When the DG operator inspector or his DG special agents becomes aware of a suspected DG violation, he shall notify the Airworthiness Department (AWD) and the appropriate POI. The AWD and POI will start the process of investigations and enforcement action if considered to be necessary.