

KINGDOM OF BAHRAIN
Ministry of Transportation
and Telecommunications



مملكة البحرين
وزارة المواصلات والاتصالات

CIVIL AVIATION PUBLICATION (CAP)-02 SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

ASSD-CAP-02 (Issue -2, Rev.0, June' 2022)

GUIDANCE MATERIAL

Page intentionally left blank



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 1 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of the present document.

Issue	Date	Reason for Change	Pages Affected
0	7 th July'2010	Initial	All
1	27 th Sept'2017	1 st Amendment	All
2	22 nd June '2022	New Edition	All



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 2 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

COPYRIGHT

This document is a part of the guidance material categorised as Technical Instructions & Guidelines (TIGS) for all entities involved in safe transport of Dangerous Goods by Air within the precincts of the civil aviation industry of Bahrain as per the legislative mandates and regulations of the Kingdom of Bahrain. The document is the property of Bahrain Civil Aviation Affairs and prior permission must be sought before reproducing any part/portion of the document in full or partially.

To request additional information/permission, please contact:

Bahrain Civil Aviation Affairs

Aviation Safety & Security Directorate

Kingdom of Bahrain

P.O. Box 586.

Manama

E-mail: dg.caa@mtt.gov.bh

Visit us: www.mtt.gov.bh



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 3 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

CONTENTS

1. DEFINITIONS	5
2. GENERAL	9
2.1. INTENT	9
2.2. REFERENCES	9
2.3. APPLICABILITY	9
2.4. CARRIAGE OF DANGEROUS GOODS APPROVAL	11
2.5. DANGEROUS GOODS TECHNICAL INSTRUCTIONS	11
3. SPECIAL PROVISIONS, QUANTITY LIMITATIONS AND FORBIDDEN DANGEROUS GOODS	12
3.1. REQUIREMENT	12
3.2. EXEMPTIONS	12
3.3. DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNDER ANY CIRCUMSTANCES	13
4. RESPONSIBILITY OF ENTITIES	13
4.1. RESPONSIBILITY OF BCAA	13
4.2. RESPONSIBILITY OF SHIPPERS	16
4.3. RESPONSIBILITY OF FREIGHT FORWARDERS	17
4.4. APPLICATION TO BECOME FREIGHT FORWARDER	18
4.5. APPROVAL OF FREIGHT FORWARDERS	20
4.6. RESPONSIBILITY OF AIRCRAFT OPERATORS	20
4.7. APPLICATION TO CARRY DANGEROUS GOODS BY AIRCRAFT OPERATORS	22
4.8. APPROVAL OF AIRCRAFT OPERATORS	23
4.9. RESPONSIBILITY OF GROUND HANDLING AGENCY	23
4.10. APPLICATION TO ACT AS GROUND HANDLING AGENCY	25
4.11. APPROVAL OF GROUND HANDLING AGENCY	27
5. PACKING REQUIREMENTS	27
5.1. PACKING	27
5.2. PACKAGING	28
6. MARKING AND LABELLING REQUIREMENTS	30
6.1. MARKINGS	30
6.2. LABELLING	30
6.3. LANGUAGES TO BE USED FOR MARKINGS	31
7. LOADING AND STORAGE	31
7.1. GENERAL	31
7.2. INSPECTION FOR DAMAGE OR LEAKAGE	31
7.4. SEPARATION AND SEGREGATION	33
7.5. SECURING OF DANGEROUS GOODS CARGO LOADS	33



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02 | Page 4 of 65 | Issue: 02 Rev: 0 | Date: 22nd June '2022

8. SPECIFIC REQUIREMENTS	34
8.1. CARRIAGE OF DANGEROUS GOODS: OVERFLYING BAHRAIN FIR	34
8.2. TRANSPORTATION OF ARMS, AMMUNITION, AND ALL CLASSES OF EXPLOSIVES	34
8.3. TRANSPORTATION OF RADIOACTIVE MATERIAL THROUGH BAHRAIN INTERNATIONAL AIRPORT	37
8.4. CHANGES IN FLIGHT ARRANGEMENTS	38
8.5. CHANGES TO CONSIGNMENT	39
8.8. AIRPORT STAKEHOLDERS TO BE INFORMED FOR BLANKET APPROVAL OF AIRCRAFT OPERATORS:	41
9. DANGEROUS GOODS TRANSPORT DOCUMENTS	41
9.1. SHIPPERS DECLARATION	41
10. PROVISION OF INFORMATION	43
10.1. PROVISION OF INFORMATION TO PILOT IN COMMAND	43
10.2. INFORMATION AND INSTRUCTIONS TO FLIGHT CREW MEMBER	43
10.3. INFORMATION TO OTHER ENTITIES	43
10.4. INFORMATION FROM PILOT-IN-COMMAND TO AERODROME AUTHORITIES	43
10.5. INFORMATION IN THE EVENT OF AN AIRCRAFT ACCIDENT OR INCIDENT	44
11. TRAINING	45
11.1. APPLICABLE TO ALL ENTITIES	45
11.2. ACCEPTABLE DGR TRAINING BY BCAA	45
11.4. ACCEPTANCE OF E-LEARNING AND COMPUTER BASED TRAINING (CBT)	46
12. DANGEROUS GOODS SECURITY PROVISIONS	48
12.1. SHIPPERS AND CARGO AGENCIES	48
12.2. AIRLINES AND GHA	48
13. DANGEROUS GOODS REPORTING	48
13.1. WHAT TO REPORT	48
13.2. WHEN TO REPORT	49
13.3. WHOM TO REPORT	49
13.4. HOW TO REPORT	50
14. APPENDICES	52
14.1. APPENDIX A: APPLICATION FOR DG REQUIRING APPROVAL AND/OR EXEMPTION	52
14.2. APPENDIX B: DANGEROUS GOODS OCCURRENCE REPORT	54
14.3. APPENDIX C: INSPECTIONS AND AUDITS FOR RENEWAL	56
14.4. APPENDIX D: DG EMERGENCY RESPONSE CHART	58
14.5. APPENDIX E: DG EMERGENCY RESPONSE GUIDELINES	60
14.6. APPENDIX F: EMERGENCY CONTACTS INVOLVED IN DG INCIDENTS	65



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 5 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

1. DEFINITIONS

The following definitions and or terms which are used in this Civil Aviation Publications, have the following meanings: (Ref: Annex 18)

Approval. An authorization granted by an appropriate national authority for:

- a) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- b) other purposes as provided for in the Technical Instructions.

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

Cargo aircraft. Any aircraft, other than a passenger aircraft, which is carrying goods or property. The aircraft is deemed as such when a person and or persons with duties in respect of a particular shipment on board referred therein under ANTR OPS 1.1152(a)(3), subject to meeting the requirement at ANTR OPS 1.075.

Consignment. One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

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

Dangerous goods. Articles or material that could constitute a danger to health or to safety, property, or the environment, as those indicated in the list of dangerous goods in the Technical Instructions for the Safe Transport of Dangerous Goods by Air, or those articles classified by virtue of such instructions, in accordance with Annex 18 to the Chicago Convention.

Note. – Above definition is as per the Civil Aviation Law issued by virtue of law no.14 of 2013, part I, definitions, article 1.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 6 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

Dangerous goods accident. An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage.

Dangerous goods incident. An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft, or its occupants is also deemed to constitute a dangerous goods incident.

Designated postal operator. Any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

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

Exemption. An authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions.

Note. – Above definition must be read in conjunction with definition of 'Exemptions' described in [ANTR OPS Part I](#).

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

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



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 7 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

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.

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

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

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

Note. — For radioactive material, refer to Part 2, paragraph 7.2 of the Technical Instructions.

Passenger aircraft. An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of 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.

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

Serious injury. An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle, or tendon damage; or



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 8 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

- d) d) involves injury to any internal organ; or
- e) e) involves second or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) f) involves verified exposure to infectious substances or injurious radiation.

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

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

State of the Operator. The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

Technical Instructions. The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

UN number. The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

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

Note. — An overpack is not included in this definition.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 9 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

2. GENERAL

2.1. Intent

This Civil Aviation Publication (CAP) provides information and CAA policy regarding the transport of Dangerous Goods by air and includes applicable requirements, policy, and additional guidance material to assist operators, shippers, freight forwarders and ground handling agents in the safe carriage of dangerous goods.

2.2. References

This CAP should be read in conjunction with the following documents used as reference material.

- a) ANTR VOL II, PART 18, Dangerous Goods, including definitions;
- b) ICAO Doc. 9284-AN/905 Technical Instructions for the Safe Transport of Dangerous Goods by Air;
- c) ICAO Doc. 9284 Supplement, Technical Instructions for the Safe Transport of Dangerous Goods by Air;
- d) IATA Dangerous Goods Regulations (Current edition).

2.3. Applicability

- 2.3.1. The requirements presented in this publication must be applicable to all operations of civil aircraft except for any dedicated aircraft operation involving the spraying or dropping of articles/substances involved in agricultural, horticultural, forestry, pollution, or disaster control.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 10 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

2.3.2. The [ANTR/VOL II-PART 18](#) do not exclusively apply to DG of a particular type specified in the TI or IATA Regulations which are:

- a) articles and equipment required to be carried on an aircraft for the purpose of the good order of the flight in accordance with normal practice whether such articles and equipment are required to be carried or intended to be used on that flight;
- b) solely intended for the use of passengers or crew members or for sale to the passengers or crew members of the aircraft during the flight in question;
- c) to provide veterinary aid or a humane killer for an animal during flight; and
- d) to provide medical aid to a person or persons during flight.

2.3.3. Where articles and substances intended as replacements for those described in (a) and (b) above or which have been removed for replacement are carried on an aircraft, they must be transported in accordance with the provisions of this procedure except as permitted in the Technical Instructions.

2.3.4. The goods specified in sub-paragraphs (c) and (d) above must only be carried if;

- a) they are or may be required for use during the flight;
- b) they are or may be required for use during a subsequent flight by the same aircraft and it will not be practicable to load the goods on the aircraft in the intervening period before the commencement of that subsequent flight; and
- c) they were used or might have been required for use during a previous flight by the same aircraft and it has not been practicable to unload them from the aircraft since that flight.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 11 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

2.4. Carriage of Dangerous Goods Approval

- 2.4.1. A Bahraini operator is authorised by the issuance of the AOC and the Carriage of Dangerous Goods will be stated on the Operations Specifications.
- 2.4.2. The transport of dangerous goods by air may only be conducted by approved operators as established in ANTR OPS1 Part IV and read in conjunction with Subpart-R, using the detailed specifications and procedures provided in the ICAO Technical Instructions.
- 2.4.3. Foreign operators, which are authorised by the State of Registry/Operator for the Carriage of Dangerous Goods, may be approved upon application to the Air Transport Directorate to operate over, into and out of Bahrain. Refer to Bahrain AIP for details.
- 2.4.4. Freight Forwarders and Handling Agents which are involved in the Carriage of Dangerous Goods, are approved by the Air Transport Directorate after audit and recommendation by the Aviation Safety Directorate.

Note: Carriage of explosives, weapons, forbidden goods, radioactive materials require additional authorisation. Refer to Section 2.10 of this document and/or IATA DGR under state variations BHG-02. For all other state variations of Bahrain refer to the relevant paragraph under section 2.8 of IATA DGR.

2.5. Dangerous Goods Technical Instructions

- 2.5.1. All operators, shippers and agents must ensure compliance with the detailed provisions contained in Technical Instructions for the Safe Transport of Dangerous Goods by Air.

Note: Whilst the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air is referred to throughout this publication, the current copy of the IATA Dangerous Goods Regulations may also be utilised.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 12 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

3. SPECIAL PROVISIONS, QUANTITY LIMITATIONS AND FORBIDDEN DANGEROUS GOODS

3.1. Requirement

Article 14 of the Bahrain Civil Aviation Law and ANTR Part VII expressly forbids the transport or overflight of the following items by aircraft except with prior permission from Civil Aviation Affairs and in accordance with the conditions mentioned in the permission:

3.1.1. Articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; such as:

- a) Weapons and munitions.
- b) Poisonous Gases.
- c) Germs.
- d) Explosives, unless required on board the aircraft for its operation, or for signalling.
- e) Radioactive materials, radioisotopes, and similar substances;
- f) Any other prohibited item as determined by the competent authorities.

3.1.2. infected live animals

3.2. Exemptions

3.2.1. Application for permission to transport the above items must be submitted, in writing, to the Director Aviation Safety & Security, Bahrain Civil Aviation Affairs, Ministry of Transportation & Telecommunication, P.O. Box 586, Manama, Kingdom of Bahrain. Email: dg.caa@mtt.gov.bh .



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 13 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

3.2.2. An aircraft operating to/from Bahrain or overflying Bahrain Flight Information Region (FIR) may not carry, or have loaded therein, or suspended thereunder, dangerous goods which, in accordance with the Technical Instructions or IATA DGR, are forbidden for transport by air, without the written exemption issued by the Bahrain Civil Aviation Affairs (BCAA) in accordance with requirements specified in the Technical Instructions or IATA Regulations.

3.2.3. A copy of any written Exemption granted by CAA must accompany the relevant consignment.

Note: Refer to Appendix A for application for exemption.

3.3. Dangerous goods forbidden for transport by air under any circumstances

Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances cannot be carried on any aircraft within the Bahrain FIR.

4. RESPONSIBILITY OF ENTITIES

4.1. Responsibility of BCAA

4.1.1. BCAA is the Competent Authority for oversight of safe transport of Dangerous Goods by Air in the Kingdom of Bahrain and is the regulatory authority for the civil aviation Industry.

4.1.2. BCAA plays a crucial role by not only ensuring safety in matters pertaining to carriage of dangerous goods by air and implementation of the safety parameters, but also by establishing, developing, and maintaining oversight of the industry within the aviation domain.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02	Page 14 of 65	Issue: 02	Rev: 0	Date: 22 nd June'2022
---------------------	---------------	-----------	--------	----------------------------------

- 4.1.3. Lay down rules and regulations based on existing and or upcoming national and international dangerous goods regulations/ procedures based on developments and innovations taking place globally.
- 4.1.4. Ensure safety parameters are constantly met through continuous monitoring and periodic quality control activities, thereby assessing the results post such activities to enhance efficient movement of dangerous goods to, from and through Bahrain.
- 4.1.5. Carries out regulatory control over the carriage of dangerous goods by air by aligning the national mandates with internationally accepted best practices.
- 4.1.6. Plan and conduct surveillance and inspection activities of the air transport of dangerous goods to ensure that shipping, freight forwarding agencies, airport ground handling agencies and airlines registered in Bahrain are in compliance with relevant articles of the Civil Aviation Law No. 14 of 2013, giving rise to ANTR OPS Part-I8 Vol. II and this document.
- 4.1.7. Audit, scrutinise and approve Dangerous Goods training by BCAA Approved Training Organizations, DG Instructor accreditation involved in training for acceptance and handling of dangerous goods by monitoring and reviewing their training standards, syllabi, manuals and programmes, and procedural qualities. Amended
- 4.1.8. Carry out SAFA inspections of foreign aircraft operators in the Kingdom of Bahrain with respect to transport of dangerous goods by air and associated activities by local GHA.
- 4.1.9. Investigating dangerous goods incidents/accidents.
- 4.1.10. Review and recommending updates of safety procedures primarily in sections governing the transport of dangerous goods by air.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 15 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- 4.1.11. Monitor and evaluate safety at the airport pertaining to Dangerous Goods including, but not limited to housekeeping at storage areas of Bahrain International Airport, certified as Aerodrome Operator under CAR-001 of the Kingdom of Bahrain.
- 4.1.12. Participate and contribute to Airport Emergency Plan and exercises.
- 4.1.13. Establish and maintain communication with local and federal government representatives, civil aviation industry officials internationally, including with counterparts in the various national and foreign civil aviation organizations to promote safe air transport and/or exchange of related information.
- 4.1.14. Participate in the investigation of aircraft incidents or accidents, as well as to ascertain DG related involvement.
- 4.1.15. Formulate, consolidate, publish, and promulgate, ANTR OPS Vol. II part 18 and Civil Aviation Publication-02 and amendments thereto.
- 4.1.16. Perform regular and ad-hoc safety inspections and surveillance activities, under the authority of article 23 of Civil Aviation Law no. 14 of 2013 of the Kingdom of Bahrain.
- 4.1.17. Ensure participation in meetings with Ministry of Interior and Civil Defence Directorate representatives, Shippers, Freight Forwarder, Airport, Ground Handling, Airlines and Approved Training organisations.
- 4.1.18. Acting as the authority in determining whether personnel in the aviation industry in Bahrain are competent and qualified to perform their assigned functions by reviewing their qualifications and training programs and records as well as monitoring and auditing their work performance.
- 4.1.19. Provide specialist/technical advice on short notice in response to critical events involving safe transport of DG by and associated areas of expertise.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 16 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

4.2. Responsibility of shippers

- 4.2.1. The shipper is responsible for properly preparing a shipment of dangerous goods for transport by air as the entity is solely responsible with having direct knowledge of what is being shipped.
- 4.2.2. All other parties subsequently involved in the shipment are reliant on information provided by the shipper. Where the shipper does not have staff trained in accordance with the Technical Instructions or IATA Regulations, the freight forwarder duly approved by Bahrain CAA, may act on the shipper's behalf to provide such technical support/advice as may be required to prepare the shipment correctly and safely.
- 4.2.3. Shippers must ensure that its employees or employees of designated freight forwarders preparing, processing, and handling dangerous goods for air transport are trained commensurate with their responsibilities as specified in Section 13 of this publication.
- 4.2.4. Shippers of dangerous goods must process such goods for transport by air utilising the services of only those freight forwarder agencies that have been inspected and certified by CAA as being competent to perform such operations.
- 4.2.5. Before consigning any package of dangerous goods for carriage by air, the shipper and freight forwarder must ensure that:
- a) the goods are correctly identified and classified. When in doubt as to the correct identification of the goods in question, the shipper should refer to the manufacturer to obtain the necessary information – or – should seek the services of a reputable chemical laboratory for substance analysis. The latter also applies as/when a leak or spill occurs in the aircraft cargo hold, on the apron, or elsewhere on the aerodrome, of a substance of unknown and questionable composition;



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02 | Page 17 of 65 | Issue: 02 Rev: 0 | Date: 22nd June'2022

- b) the goods are not of a category whose carriage by air is prohibited by relevant provisions of the Technical Instructions or IATA Regulations;
- c) the goods are packed, marked, and labelled in accordance with the Technical Instructions or IATA Regulations and that the packaging used is in compliance with specifications as stipulated in those documents;
- d) the Special Provisions and the State and Operator variations applied to articles and substances as contained in the List of Dangerous Goods are appropriately administered;
- e) the package is in good condition and appropriate for carriage by air;
- f) the Dangerous Goods Transport Document has been completed and the declaration has been signed by the true shipper of the goods.

4.3. Responsibility of freight forwarders

4.3.1. Before consigning any package of dangerous goods for carriage by air, the freight forwarder must ensure that;

- a) The goods are correctly identified and classified.
- b) the goods are not of a category whose carriage by air is prohibited by relevant provisions of the Technical Instructions or IATA Regulations;
- c) The package is in good and appropriate condition for carriage by air.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 18 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- d) the goods are packed, marked, and labelled in accordance with the Technical Instructions or IATA Dangerous Goods Regulations and that the packaging used is in compliance with those specifications;
- e) the Special Provisions and the State and Operator variations applied to articles and substances as contained in the List of Dangerous Goods are appropriately administered;

4.4. Application to become freight forwarder

4.4.1. Freight Forwarders or cargo agencies accredited to accept, handle, pack and store Dangerous Goods within the Kingdom of Bahrain with a valid CR and 'DG' listed as one of the activities is a freight forwarder for Bahrain Civil Aviation Affairs.

4.4.2. The requirements for the issue of BCAA certificate to operate as listed DG freight forwarder are as follows:

- a) At least two staff members must possess a current DG training certificate (ab- initio or biennial refresher) issued by a CAA approved DG training facility or from an internationally renowned organisation.
- b) Latest/valid Dangerous Goods training certificate of those two staff members (One of whom would be the POC for all matters related to DG), under Category-6, as per Attachment 4 and Part 1 Chapter 4 of the ICAO Technical Instructions for the safe transport of Dangerous Goods by Air giving rise to existing Table 1.5A in App H of IATA DGR.
- c) Relevant portion(s) of the service manual / Operations manual /Standard Operating Procedures (SOP) of the organisation dealing with DG related emergencies.
- d) Agency must be in possession of latest IATA DGR manual.
- e) Adequate Occupational, Health & Safety measures in place.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 19 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- f) Facility must have a valid certificate issued by the Civil Defence Directorate, MOI and be approved for fire, ventilation etc.
- g) Sufficient space for DG within the storage facility commensurate with the business and operational needs.
- h) DG Handlers/porters/deliveryman/drivers must be suitably trained with full awareness about DG.
- i) If the entity involved in packaging, the agency must have adequate stock of type of Hazard and handling labels with sufficient packaging material.
- j) Clearance of any discrepancies noted in a CAA inspection of the agency and absence of any previous offence, which led to the revocation of a certificate.
- k) Above mentioned relevant documents from points (b) to (f) shall be submitted by email to the address below, attaching all the parts and portions of the relevant documents or in full by e-mail. Mails should only be sent to dg.caa@mtf.gov.bh
- l) Payment of bi-annual fee to Air Transport Directorate of the Ministry of Transportation and Telecommunications;
- m) Unless already procured, the agency must obtain or should be in possession of;
 - i. [ANTR Vol. II Part18](#)
 - ii. [Civil Aviation Publication 02](#)
 - iii. IATA Dangerous Goods Regulations (current edition).



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 20 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

4.5. Approval of Freight Forwarders

- 4.5.1. In the case of Freight Forwarders, and on completion of an inspection by the Aviation Safety & Security Directorate (ASSD) Inspector, the successful application is awarded a CAA Licence for Exercising Air Cargo Activities from the Air Transport Directorate. The Licence Number shown on this Certificate must be quoted in the "Additional Handling Information" box of the Airway bill accompanying the consignment.
- 4.5.2. Such agencies will prominently display the CAA Agency Licence Number. The DG training of a minimum of two freight forwarding agency staff members must be current. Acceptance and processing of dangerous goods by a non-certified freight forwarder (either directly or by temporary assignment to an alternative freight forwarder) would be considered a violation of the Bahrain Civil Aviation Law (Article 13, Para 2 & 3) and could subject the violator to applicable penalties.

4.6. Responsibility of aircraft operators

- 4.6.1. The operator must ensure that all relevant documents accompanying the dangerous goods are correctly completed and certified.
- 4.6.2. The operator must ensure that the package, overpack or freight containers containing dangerous goods, is inspected in accordance with the acceptance procedures in the Technical Instructions. Operators are to ensure that an acceptance checklist is available and complied with.
- 4.6.3. Provision of information by the operator to passengers, crew as well as in respect of cargo is addressed in [section 10](#) and must be complied with by the aircraft operator.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 21 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

4.6.4. Bahrain. When applying for a licence, where dangerous goods are involved, you may be required to provide classification documents, such as Material Safety Data Sheets (MSDS), Safety Data Sheets (SDS) and/or documents issued by the Competent Authority Document (CAD – for the carriage of Class 1 Explosives). In addition, personnel dealing with dangerous goods should have training commensurate with their responsibility.

4.6.5. The operator is responsible for the removal of any contamination in the aircraft and the repair of any damage to the aircraft.

4.6.6. Acceptance, method of handling and loading of dangerous goods by the operator, including inspections by the operator for damage, leakage or contamination and the duty of the Pilot -in-Command to inform air traffic services is all addressed in subsequent sections of this document.

4.6.7. The operator must incorporate the following in its Operations Manual:

- a) Introduction of effective Safety Management Systems (SMS) which include dangerous goods as an integral part of such programmes and SMS contributing to effective mitigation of the risks that dangerous goods can pose to health, safety, property, or the environment if not handled safely.
- b) such information as will enable the flight crew to carry out its responsibilities regarding the transport of dangerous goods;
- c) Due mitigating measures to counter mis-declared and/or undeclared
- d) Instructions as to the action to be taken to notify emergency personnel responding in the event of emergencies arising involving dangerous goods.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 22 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

4.7. Application to carry dangerous goods by aircraft operators

4.7.1. An Aircraft Operator notwithstanding registered and operated in the Kingdom of Bahrain or as a foreign aircraft operator having scheduled operations to and from or through Bahrain International Airport must apply for a blanket approval to carry Dangerous Goods on board.

4.7.2. Application to carry Dangerous Goods to/from and through Bahrain is based on submission of the below mentioned documents by the aircraft operators:

- a) A duly filled in [BCAA-Operator carriage of DG form](#) by the accountable manager of the Aircraft operator, responsible for the carriage of DG.
- b) A copy of the Air Operator Certificate (AOC) of the airline, issued by the Competent Authority of the state of registration.
- c) Operations Specification for aircraft types to be used, ex-BAH station.
- d) Latest/valid Dangerous Goods training certificate of at least two staff members in Bahrain (One of whom would be the POC for all matters related to DG with a 24-hour contact number), under Category-6, as per Attachment 4 and Part 1 Chapter 4 of the ICAO Technical Instructions for the safe transport of Dangerous Goods by Air.
- e) Relevant portion(s) of Ground Operations Manual/Emergency Response Manual/Cargo Services Manual etc. as applicable which deals with DG related emergencies.
- f) The form once completed should be returned to the email address below attaching all the parts and portions of the relevant documents or in full by e-mail. Mails should only be sent to dg.caa@mtt.gov.bh.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 23 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

4.7.3. Failure to complete this form in full may result in a delay in processing the application.

4.7.4. The acceptance or receipt of this form by BCAA does not in itself constitute permission or approval to carry Dangerous Goods by air to, from and through Bahrain.

4.8. Approval of aircraft operators

4.8.1. An Operator intending to transport dangerous goods by air must first obtain necessary approvals from the appropriate of host States of registrations and operation authorities.

4.8.2. The general approval for an operator to carry Dangerous Goods by Air is granted to an Operator under the provisions contained in ANTR Part VII and AOC and accompanying Operations Specifications after the operator has met all operational, documental, and training requirements, as described by the AOC Committee of BCAA Aeronautical Licensing Directorate.

4.8.3. ANTR Volume 1, Part III, Chapter requires that the operators and service providers shall have in place an acceptable Safety Management System (SMS) in their operation. Guidance can be derived from [State Safety Programme](#).

4.9. Responsibility of Ground Handling Agency

4.9.1. Services such as check-in and baggage handling are contracted to ground handling agency at Bahrain International Airport by the operating airlines.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 24 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- 4.9.2. Dangerous goods are routinely carried by passengers in their cabin or checked baggage and on their person and international provisions are in place which, when complied with, ensure that they can be carried safely. The GHA must ensure that the above is duly catered for at the time of check-in or acceptance of baggage.
- 4.9.3. Many items which might appear to be harmless in everyday use can pose dangers wherever they are carried on an aircraft and are consequently forbidden for carriage by passengers either in the cabin or in their checked baggage. Aircraft operators shall ensure compliance by GHA through QC activities to ensure 4.9.2 is adhered.
- 4.9.4. The Ground Handling Agency acting on behalf of the operator of an aircraft must ensure that dangerous goods to be transported by air as cargo are;
- 4.9.4.1. Received from BCAA approved freight forwarders and that the accompanying Airway Bill contains the statement "CAA Certified Dangerous Goods Agency Licence No" in the Handling Information Box;
- 4.9.4.2. Identified, packaged, marked, labelled, and documented in accordance with an appropriate acceptance checklist which must be completed in duplicate;
- 4.9.4.3. Ensure that packages are not leaking or damaged so that the contents may escape or become damaged:
- a) Before accepting the package;
- b) Before loading or causing the package to be loaded on board the aircraft or before suspending or causing the package to be suspended beneath the aircraft, as the case may be; and



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 25 of 65

Issue: 02

Rev: 0

Date: 22nd June '2022

c) After unloading by inspecting for signs of damage or contamination on any part of the aircraft, or any sling or other apparatus which has been used to suspend goods beneath the aircraft, in which;

- i. A unit load device containing dangerous goods was stowed;
- or
- ii. Any damaged or leaking package of dangerous goods was loaded.

4.9.5. Unloaded, or cause to be unloaded, any package or dangerous goods which appears to be leaking or damaged on or beneath an aircraft and must ensure that other cargo or baggage loaded on or suspended beneath that aircraft is in a fit state for carriage by air and has not been contaminated.

4.9.6. Ensure that SMS requirements of the air operator are in line with State Safety Programme of the Kingdom of Bahrain, are to be implemented as prescribed therein.

4.9.7. Ground Handling Agency must ensure that acceptance checklist is available and complied with. (Refer 4.9.4.2)

4.9.8. GHA's organisational SMS manual shall cater to the needs of the carriage of the Dangerous Goods by air and shall endeavour to integrate the same in DG acceptance and handling activities at cargo.

4.10. Application to act as Ground Handling Agency

4.10.1. Ground Handling Agency accredited to accept, handle, pack and store Dangerous Goods on behalf of the aircraft operators within the Kingdom of Bahrain with a valid CR and 'DG' listed as one of the activities on the same shall be approved by the Bahrain Civil Aviation Affairs.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 26 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

4.10.2. The requirements for the issue of BCAA certificate to operate as GHA are as follows:

- a) At least two staff members must possess a current DG training certificate (ab- initio or biennial refresher) issued by a CAA approved DG training facility or from an internationally renowned organisation.
- b) Latest/valid Dangerous Goods training certificate of those two staff members (One of whom would be the POC for all matters related to DG), under Category-6, as per Attachment 4 and Part 1 Chapter 4 of the ICAO Technical Instructions for the safe transport of Dangerous Goods by Air giving rise to existing Table 1.5A in App H of IATA DGR.
- c) Relevant portion(s) of the service manual / Operations manual /Standard Operating Procedures (SOP) of the organisation dealing with DG related emergencies.
- d) Adequate Occupational, Health & Safety measures in place.
- e) Facility must have a valid certificate issued by the Civil Defence Directorate, MOI and be approved for fire, ventilation etc.
- f) Sufficient space for DG within the storage facility commensurate with the business and operational needs.
- g) DG Handlers/porters/deliveryman/drivers must be suitably trained with full awareness about DG.
- h) If the entity involved in packaging, the agency must have adequate stock of type of Hazard and handling labels with sufficient packaging material.
- i) Clearance of any discrepancies noted in a CAA inspection of the agency and absence of any previous offence, which led to the revocation of a certificate.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 27 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- j) Above mentioned relevant documents under points (b) and (c) shall be submitted by email to the address below, attaching all the parts and portions of the relevant documents or in full by e-mail. Mails should only be sent to dg.caa@mtt.gov.bh
- k) Payment of bi-annual fee to Air Transport Directorate of the Ministry of Transportation and Telecommunications;
- l) The agency must be fully aware of the developments within the aviation industry and should be in possession of;
- i. Civil Aviation Publication - 02
 - ii. IATA Dangerous Goods Regulations (DGR) (current edition).
 - iii. IATA Infectious Substances Shipping Guidelines (ISSG)
 - iv. Lithium Battery Shipping Guidelines (LBSG) (current edition)

4.11. Approval of ground handling agency

- 4.11.1. Post inspection, a satisfactory report by the ASSD Inspectors, a certificate shall be awarded by BCAA to act as the GHA to handle air cargo activities on behalf of aircraft operators after a licence issued by the Air Transport Directorate of BCAA.
- 4.11.2. The Licence Number shown on this Certificate may be quoted in the "Additional Handling Information" box of the Airway bill accompanying the dangerous goods consignment.

5. PACKING REQUIREMENTS

5.1. Packing

- 5.1.1. The packing itself must be suitable for the contents. Packaging in direct contact with dangerous goods must be resistant to any chemical or other action of such goods.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 28 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- 5.1.2. The Dangerous goods must be packed in accordance with the provisions of Part 4 of the ICAO Technical Instructions, giving way to the applicable Packing Instructions as enshrined in the latest edition of the IATA DGR, as provided therein post identification and classification.
- 5.1.3. Packing of the dangerous goods consignment must ensure that they are securely closed to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity, or pressure and/or by vibration.
- 5.1.4. Inner packaging must be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport.
- 5.1.5. Cushioning and absorbent materials must not react dangerously with the contents of the package.

5.2. Packaging

- 5.2.1. In particular, packaging used for the transport of dangerous goods by air must be from a reliable and/or authorised source/supplier and shall be of good quality and construction
- 5.2.2. Meet the material and construction specifications in the ICAO Technical Instructions.
- 5.2.3. Be tested in accordance with the provisions of the Technical Instructions.
- 5.2.4. Must be capable of withstanding, without leaking, the pressure stated in the Technical Instructions whenever retention of a liquid or gas is a basic function.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 29 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

- 5.2.5. No packaging must be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures must be taken to prevent contamination of subsequent contents.
- 5.2.6. If, because of the nature of their former contents, un-cleaned empty packaging may present a hazard, they must be tightly closed and treated according to the hazard they constitute.
- 5.2.7. No harmful quantity of a dangerous substance must adhere to the outside of packages.
- 5.2.8. If an entity intends to manufacture and or supply/provide Dangerous Goods package in Bharain, the entity must have the following:
- 5.2.8.1. Packaging accreditation certificate and list of the packaging being manufactured or supplied.
 - 5.2.8.2. UN specification packaging certificates and test report for each type of packaging.
 - 5.2.8.3. Valid CR (Commercial Registration) as per the requirements of Air Transport Directorate of the BCAA.
 - 5.2.8.4. Comprehensive Standard Operating Procedures (SOPs) or equivalent Operating Manual which includes the dangerous goods handling and or manufacturing procedures, as applicable.
 - 5.2.8.5. A minimum of two (2) trained staff with a valid training certificate (valid for at least 2 months) equivalent to IATA DGR Category-6 or as per individual Training Needs Analysis, issued by BCAA approved training providers or ICAO or an IATA Training and Development Institute (ITDI) listed in IATA DGR Appendix F.3 to F.6.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 30 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

6. MARKING AND LABELLING REQUIREMENTS

6.1. Markings

- 6.1.1. Unless otherwise provided for in the Technical Instructions, each package of dangerous goods must be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in those Instructions.
- 6.1.2. Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions must be so marked in accordance with the appropriate provisions of those Instructions and no packaging must be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

6.2. Labelling

- 6.2.1. All shipments should have hazard and handling labels, as appropriate on the outer package.
- 6.2.2. All labels must be able to withstand open weather exposure without a substantial reduction of effectiveness.
- 6.2.3. Unless otherwise provided for in the Technical Instructions, each package of dangerous goods must be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions. (Refer to ICAO TI pt.5 chp.3 or section 7 of IATA DGR for examples).
- 6.2.4. For the ease of use, standard IATA labels of 100mm x 100mm (with 5mm border) shall be used for hazard labels. All shipments should have hazard and handling labels, as appropriate on the outer package.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 31 of 65

Issue: 02

Rev: 0

Date: 22nd June '2022

6.3. Languages to be used for markings

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

7. LOADING AND STORAGE

7.1. General

7.1.1. Both the Operator and/or their Ground Handling Agency have a dual responsibility for the correct and safe loading and stowage. Technical Instructions provides those dangerous goods may only be carried in a main deck cargo compartment of a passenger aircraft that meet the certification requirements for Class B or C cargo compartment.

Note: For cargo compartment classification, refer to ICAO document Emergency Response Guidance for aircraft incidents involving dangerous goods (Doc 9481).

7.2. Inspection for Damage or Leakage

7.2.1. A unit load device must not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein. Leaking or damaged packages, overpacks or freight containers must not be loaded on an aircraft.

7.2.2. Where any package or dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator or the ground handling agency acting on behalf of an operator must remove such package from the aircraft or arrange for its removal by an appropriate authority or organisation, and thereafter must ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 32 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

7.3. Radioactive Materials

- 7.3.1. Packages and overpacks containing dangerous goods and freight containers containing radioactive materials must be loaded and stowed on aircraft in accordance with the provisions of ICAO Technical Instructions (Doc 9284).
- 7.3.2. Packages and overpacks containing dangerous goods and freight containers containing radioactive materials must be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device.
- 7.3.3. Packages or overpacks containing dangerous goods and freight containers containing radioactive materials must be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device.
- 7.3.4. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft must be inspected for damage or contamination by the Airport Fire Service & Supreme Council for Environment immediately.
- 7.3.5. An aircraft which has been contaminated by radioactive materials must immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 33 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

7.4. Separation and Segregation

7.4.1. 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. Segregation table as per Technical Instructions 7.1 & 7.2 and S-7-2 of supplement to the Technical Instructions must be adhered to. Refer (9.3A of IATA DGR).

7.4.2. Packages and infectious substances must be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

7.4.3. Packages of radioactive materials must be stowed on an aircraft so that they are separated from persons, live animals, and undeveloped film, in accordance with the provisions in the Technical Instructions.

7.5. Securing of Dangerous Goods Cargo Loads

7.5.1. When dangerous goods are loaded in an aircraft, the operator, or the ground handling agency acting on behalf of an operator, must protect the dangerous goods from being damaged, and must secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages.

7.5.2. For packages containing radioactive materials, the securing must be adequate to ensure that the separation requirements are always met and handled by staff that are trained in handling dangerous goods in accordance with Dangerous Goods Training Programme.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 34 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

7.6. Loading on Cargo Aircraft

7.6.1. Except as otherwise provided in the Technical Instructions, packages of dangerous goods bearing the "Cargo aircraft only" label must be loaded in such a manner that a crew member or other authorised person can see, handle and, where size and weight permit, separate such packages from other cargo.

8. SPECIFIC REQUIREMENTS

8.1. Carriage of Dangerous Goods: Overflying Bahrain FIR

8.1.1. Operators proposing to carry dangerous goods and applying for permission to overfly the Bahrain Flight Information Region (FIR), must ensure that all dangerous goods have been packed, marked, labelled, and handled in accordance with ICAO Annex 18 – Safe Transport of Dangerous Goods by Air, and the requirements of ICAO Technical Instructions Doc. 9284-AN/905, and must make an undertaking to CAA to this effect.

8.1.2. This undertaking must be made at the time of providing notification of overflight/applying for the required permission. (Aeronautical Information Publication Bahrain FIR GEN 1.4, Paragraph 1.3.2 refers).

8.1.3. Refer to [Appendix A in section 14.1](#) for further details and application of Dangerous Goods requiring Approval or Exemption.

8.2. Transportation of Arms, Ammunition, and all Classes of Explosives

8.2.1. The transportation of arms, ammunition and all classes of explosives from/to/through Bahrain requires prior permission to be obtained from the Ministry of the Interior (MOI) and Civil Aviation Affairs (CAA) of the Kingdom of Bahrain.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 35 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

8.2.2. Under exceptional circumstances, requests for carriage of the above types of dangerous goods may be considered for approval by CAA when:

- a) the Ministry of Interior has no Public Security objections; and
- b) the goods are transported in accordance with ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905).



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 36 of 65

Issue: 02

Rev: 0

Date: 22nd June '2022

8.2.3. Permission for transportation of Arms, Ammunition and all Classes of Explosives can be obtained by following the steps described below:

TRANSPORTATION OF ARMS, AMMUNITION AND ALL CLASSES OF EXPLOSIVES

	TO/FROM BAHRAIN	TRANSIT/TRANSHIPMENT AT BIA
Application Form	ASSD-OF-09-DGR	ASSD-OF-09-DGR
Applicant operator must complete in BLOCK LETTERS.	Section I to IV	Section I to IV
Send email or forward/fax the completed form at least seven days but not less than 3 working days prior to the proposed date of transportation	Public Security Headquarters, Ministry of Interior (MOI) Tel: +973 17571113 Fax: +973 17245197 or 17270077 E-mail: copsmoi@interior.gov.bh	Airport Police Directorate, Ministry of Interior (MOI) Bahrain International Airport Tel: (+973) 17335015 Ext:239 E-mail: ap.passoffice@interior.gov.bh
The MOI will indicate their 'no objection' at the relevant space provided on the application form and electronically forward/fax it back to the Operator/BCAA.		
On receipt of the MOI's "no objection" the Operator must forward/fax the application to CAA for their approval at least three working days prior to the proposed date of transportation (see 7.1.15). [The practice must continue until further orders]		
The CAA will notify the Operator of its approval by fax/e-mail, and will also notify the Airport Director, Air Traffic Control, Airport Police, Customs, BIA Air Traffic Control and Bahrain Airport Services – Cargo Section of the movement of dangerous goods.		

Note: In the case of explosives, the operator is required to ensure that arrangements are made with the consignee to collect the shipment IMMEDIATELY on arrival at Bahrain International Airport.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 37 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

8.3. Transportation of Radioactive Material through Bahrain International Airport

8.3.1. The transportation of radioactive material by air from/to/through Bahrain requires prior permission to be obtained from the Bahrain CAA. Under exceptional circumstances, requests for carriage of the above types of dangerous goods may be considered for approval by CAA when the goods are transported in accordance with ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air.

8.3.2. Permission for transportation of radioactive material by air from/to/through Bahrain can be obtained by following the steps described below:

8.3.2.1. Application [ASSD-OF-10-DGR](#) is available on MTT website (www.mtt.gov.bh) under licences and applications. Application forms can be downloaded by clicking on the [link](#)

8.3.2.2. The completed application form should be forwarded by email/fax to Bahrain CAA for approval at least three (3) days prior to the proposed date of carriage of the shipment along with relevant documents as attachments/enclosures to the form, such as but not limited to the shipper's declaration, form type certificate, copy of airway bill, environmentally hazard assessment certificate (if applicable).

8.3.2.3. BCAA shall notify the Operator by e-mail regarding the decision.

8.3.3. The operator of an aircraft must not permit it to fly for the purpose of carrying passengers or cargo if it is known or suspected that such radioactive materials have leaked or otherwise contaminated any part of the aircraft, or any sling or other apparatus attached to the aircraft.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 38 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

8.3.4. However, this is not applicable if the radiation level resulting from the fixed contamination on any accessible surface and the non-fixed contamination are not more than the relevant values specified in the Technical Instructions or IATA DG Regulations.

8.3.5. An aircraft which has been contaminated by radioactive materials must immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions. Ministry of Health and Supreme Council for Environment must be immediately notified.

8.3.6. Hazardous contamination found on aircraft as a result of leakage or damage from dangerous goods must be removed immediately.

8.4. Changes in Flight Arrangements

8.4.1. Should there be any changes in flight arrangements subsequent to above approvals being obtained, the Operator is required to complete a fresh application form with the new flight details and forward it, along with a copy of the previously approved application form to Bahrain Civil Aviation Affairs for approval.

8.4.2. In such instances, a further 'no objection' from the MOI is NOT required except for applications for transportation of Arms, Ammunition and Explosives



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 39 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

8.5. Changes to Consignment

8.5.1. If any changes are made to the contents of a consignment, e.g., a change in items, quantity, weight per package, etc., for which MOI 'no objection' and CAA approval have previously been given, the approval will no longer be valid for that consignment, and a fresh application will need to be submitted. Along with relevant documents as attachments/ enclosures in the space provided within the form such as but not limited to the shipper's declaration, form type certificate, copy of air waybill, environmentally hazard assessment certificate (if applicable)

8.6. Addresses and Contact Details

8.6.1. Ministry of Interior (for applications for Transportation of Arms, Ammunition and Explosives).

Transport To/From Bahrain	Transit/Transshipment at Bahrain
The Ministry of Interior Public Security Headquarters P.O. Box 13 Bahrain	Airport Police Pass Office Section Airport Police Directorate, Ministry of Interior (MOI) Bahrain International Airport
Tel: (+973) 17272111 Fax: (+973) 17270463	Tel: (+973) 17330515, Transfer: 239 or (+973) 17139999 (Airport Police Operation Section)

8.6.2. Civil Aviation Affairs, Director of Safety & Security, Safety & Aviation Security Directorate Civil Aviation Affairs, P. O. Box 586, Bahrain.
Tel:(+973)17321113, Fax:(+973) 17321149, E-mail: dg.caa@mtt.gov.bh



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 40 of 65

Issue: 02

Rev: 0

Date: 22nd June '2022

8.7. Carriage of Lithium Batteries

- 8.7.1. BCAA recommends using the latest IATA Lithium Battery Guidance Document as a guideline when dealing with Lithium-Ion batteries.
- 8.7.2. Regulatory notices and aeronautical circulars are published from time to time by BCAA pertaining to lithium-ion batteries and the same provides technical guidance and/or directives to comply.
- 8.7.3. Regular amendments are published by ICAO with regards to carriage of lithium-ion batteries under different UN numbers, such provisions must be strictly adhered to while transporting lithium-ion batteries by air notwithstanding the type of operating aircraft.
- 8.7.4. Lithium batteries when contained in or packed with equipment must be kept away from inclement weather, which includes, but not limited to direct sunlight, excessive heat and humidity during acceptance, storage, handling, and loading.
- 8.7.5. Lithium batteries present both chemical and electrical hazards under certain conditions of carriage which may lead to extreme heat and or may cause fire, including but not limited to act as fuel for fire caused by conditions unrelated to the batteries. The incorrect packaging may result in accidental activation of equipment, thereby emitting extreme heat within the outer package, consequently resulting in the equipment or device overheating which could lead to a smoke, fire or explosion and may result in a dangerous goods incident.
- 8.7.6. Class 9 Dangerous goods shipments comprising of Li-Ion batteries must only be accepted from BCAA approved cargo agencies which are authorised to accept and handle Dangerous Goods, including dangerous goods which are not subject to other provisions of the IATA Dangerous Goods Regulations. This shall include but not limited to:



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 41 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

- 8.7.6.1. Lithium Metal Batteries of UN3090 and UN3091;
- 8.7.6.2. Lithium-Ion Batteries of UN3480 and UN3481

8.7.7. The above provisions must be read in conjunction with the applicable mandates of current IATA Lithium Battery Shipping Regulations (LBSR) and to avoid any misinterpretation of applicable Packing Instructions, PI 965, 966, 967, 968 and 969 related to the transport of Lithium Batteries by air it is mandatory to use a Shipper's Checklist for a Lithium Battery for all shipments transported from Bahrain.

8.8. Airport Stakeholders to be informed for blanket approval of aircraft operators:

- c) Chief Airport Operations Officer and Safety Officer (Postholder)
- d) Director- Directorate of Airport Police, Ministry of Interior.
- e) VP-Security & AFFS, Bahrain Airport Company.
- f) Manager- Cargo Department, Bahrain Airport Services.

9. DANGEROUS GOODS TRANSPORT DOCUMENTS

9.1. Shippers Declaration

9.1.1. An aircraft must not carry dangerous goods unless the shipper of the goods has furnished the operator of the aircraft, with a Dangerous Goods Transport Document bearing the Shipper's Declaration except that such document may not be required in respect of those categories of dangerous goods specified in the Technical Instructions or IATA Regulations as being goods for which such document is not required.

9.1.2. The Dangerous Goods Transport Document must be completed and signed only by the actual shipper of the goods, and it must;



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 42 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

9.1.3. describe the dangerous goods in accordance with, and contain such information as is required by, the provisions of the Technical Instructions or IATA Regulations; and

9.1.4. contain a declaration stating that the dangerous goods are:

9.1.4.1. fully and accurately described by their proper shipping name;

9.1.4.2. correctly classified, packaged, marked, and labelled; and

9.1.4.3. Regular amendments are published by ICAO with regards to carriage of Li-ion batteries under different UN numbers; such provisions must be strictly adhered to while transporting Li-ion batteries by air notwithstanding the type of operating aircraft.

9.1.4.4. in all respects in proper condition for carriage by air according to applicable international and national governmental regulations.

Note: The Dangerous Goods Transport Document must be completed, and the declaration signed by the true shipper of the goods.

9.1.5. The Dangerous Goods Transport Document must be completed and signed in duplicate by the shipper (the second copy may be a carbon copy). One copy of the document will be attached to the Airway bill and the second copy (or carbon copy) must be retained on file by the operator or the ground handling service acting on his behalf for a minimum of three months, together with any other document in respect of dangerous goods furnished him in accordance with the ANTRs (as a minimum; the acceptance checklist and a copy of the written information [NOTOC] provided to the pilot-in-command and which has been receipt-acknowledged with his signature.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 43 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

10. PROVISION OF INFORMATION

10.1. Provision of Information to Pilot in Command

10.1.1. The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions, either in electronic format or handwritten.

10.2. Information and Instructions to Flight Crew Member

10.2.1. The operator must provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and must provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

10.3. Information to Other Entities

10.3.1. Operators, shippers, freight forwarders and ground handling agencies involved in the transport of dangerous goods by air must provide such information to their personnel as will enable them to carry out their responsibilities and must provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

10.4. Information from Pilot-In-Command to Aerodrome Authorities

10.4.1. If an in-flight emergency occurs, the pilot-in-command must, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions, and follow the instructions in line with Doc. 9481 ICAO Emergency Response Guidance.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 44 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

10.5. Information in the Event of an Aircraft Accident or Incident

10.5.1. In the event of an aircraft accident or a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator must also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

10.5.2. In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo must, if requested to do so, provide information without delay to emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.

10.5.3. A Bahraini operator must also notify the Civil Aviation Affairs. (See also Section 14. below). In case of an incident/accident involving an aircraft operating out of Bahrain International Airport, the Accountable manager of the aircraft operator or the agency working on behalf of the operator is responsible to provide transport documents of any dangerous goods shipment on board the aircraft.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 45 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

11. TRAINING

11.1. Applicable to all entities

- 11.1.1. An operator must establish and maintain staff training programmes, as required by ANTR-OPS Part 18 Vol. II in line with Appendix H of IATA DGR, as applicable.
- 11.1.2. The shipper of dangerous goods by air or the freight forwarder acting on his behalf, the aircraft operator and ground handling services, agencies engaged in the security screening of passengers and their baggage and cargo, must inform any of their respective employees whose duties include a function concerned with the carriage of passengers or cargo by air, as per the provisions of TI/DGR.
- 11.1.3. All entities involved in carriage of Dangerous Goods in any manner whatsoever must establish and undertake training programmes as required and outlined in Part 1, Chapter 4 of the Technical Instructions or Section 1.5 of the IATA Regulations along with Dangerous Goods Training Programme as pertain to various categories of personnel.
- 11.1.4. Dangerous Goods training programmes conducted in or outside Bahrain for Operator's personnel and the instructors conducting such programmes may be subject to examination and approval by BCAA. The current records/certificates of staff/employees for whom training is required must be maintained on file and be readily available for inspection as/when required by BCAA Inspector.

11.2. Acceptable DGR Training by BCAA

- 11.2.1. The BCAA acknowledges Dangerous Goods training for all entities offered by;



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 46 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

11.2.1.1. BCAA certified training providers;

11.2.1.2. Aircraft Operators respective training department adhering to the mandates of ANTR OPS Part 18 Vol. 18 and this CAP;

11.2.1.3. the International Civil Aviation Organization (ICAO);

11.2.1.4. IATA accredited Dangerous Goods Training Schools (ITDI);

11.2.1.5. IATA Accredited Training Centres subject to training material has been approved by the respective host state; and/or

11.2.1.6. All listed schools in IATA DGR App F under applicable category.

11.3. Recurrent Training

11.3.1. If recurrent training is completed within the final 3 months of validity of previous training, the period of validity extends from the date on which the recurrent training was completed until 24 months from expiry date of that previous training.

11.3.2. Recurrent training shall cover all aspects of initial training and shall aim to update knowledge in the light of changes to TI and or DGR.

11.4. Acceptance of E-learning and Computer Based Training (CBT)

11.4.1. Due to the COVID related restrictions and other associated limitations, BCAA has yielded to Dangerous Goods Regulations training to be imparted either using a Computer Based Training course or utilising a web-based e-learning portal on an LMS (learning Management System). However, this scope is not applicable to Category 6 level of training and shall be separately evaluated by BCAA for effectiveness based on its merit on a case-by-case basis.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 47 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

- 11.4.2. BCAA shall further ensure at sporadic intervals about most appropriate training methodology for the civil aviation industry in Bahrain and determine the compliance parameters of dangerous goods regulatory requirements.
- 11.4.3. The e-learning training programme shall mandatorily comprise of the following:
- 11.4.3.1. Detailed course outline with clear objectives described therein of every lesson to be covered by the CBT/e-learning.
 - 11.4.3.2. At a minimum the CBT/e-learning course shall cover all the relevant sections of the IATA DGR training programme as per Section 1.5 and Appendix H of the same regulations and as outlined in Part 1, Chapter 4 of the Technical Instructions without compromising and or diluting the necessary elements/contents of the training the crucial subject.
 - 11.4.3.3. Deploy qualified and certified instructor(s) in the relevant category for all recurrent courses to assist the participating students in need of help and/or for further necessary explanation/guidance.
 - 11.4.3.4. Availability of IATA DGR manual during the Computer Based Training (CBT) at the training venue or the classroom where the is conducted in a controlled environment.
 - 11.4.3.5. In case of e-learning environment and at off-facility trainings, relevant contents of IATA DGR must be made available for the participants either in the form of previously provided handouts, prompts, links to document library, reference documents and or other training resources or with direct access to all through the Learning Management System (LMS).



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 48 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

11.4.3.6. The system should be capable of confirming the identity of the student using electronic, such as camera being switched on throughout the tests or using other document verification methods.

11.4.3.7. Accessibility to all training records by BCAA Inspectors, completed or otherwise, shall be made available at any given point during and after the course, including but not limited to necessary or critical stages of the course delivery being recorded.

12. DANGEROUS GOODS SECURITY PROVISIONS

12.1. Shippers and cargo Agencies

12.1.1. Each operator or agent, seeking CAA approval must establish dangerous goods security measures, applicable to shippers, operators, consignors, and other individuals engaged in the transport of dangerous goods that may endanger persons or property. These measures should be commensurate with security provisions specified in relevant ICAO Annexes, the Technical Instructions and the ANTRs.

12.2. Airlines and GHA

12.2.1. All security staff and screeners shall have appropriate training as per the prescribed syllabus to apply security measures to dangerous goods shipments, while performing their duties.

13. DANGEROUS GOODS REPORTING

13.1. What to report



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 49 of 65

Issue: 02

Rev: 0

Date: 22nd June '2022

13.1.1. Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail, or baggage. 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.

13.1.2. It is recommended to report near misses which could have led to incidents to better understand analyse and assess trends and promote safety culture amongst the aviation community in Bahrain.

13.2. When to report

13.2.1. Occurrences arising out of the following instances:

- a) dangerous goods accidents and dangerous goods incidents;
- b) occasions when undeclared or mis-declared dangerous goods are discovered in cargo or mail;
- c) occasions when dangerous goods not permitted to be carried by passengers or crew are discovered by the operator, or the operator is advised by the entity that discovers the dangerous goods, either in the baggage or on the person, of passengers or crew members.

13.2.2. Occurrences related to Radioactive Materials "Class 7". Such occurrences shall be also reported to the [Supreme Council of Environment](#) at this [link](#) Or alternatively send email to info@sce.gov.bh

13.3. Whom to report

13.3.1. All entities operating within the precincts of the civil aviation domain of the Kingdom of Bahrain shall report to the Bahrain Civil Aviation Affairs.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 50 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

13.4. How to report

- 13.4.1. In case of Q-Pulse is inaccessible due to exceptional circumstances and or due to unforeseen reasons, the initial manual report shall be dispatched within 72 hours of the occurrence, unless exceptional circumstances prevent this.
- 13.4.2. The initial report may be made by any means, but a written report should be sent as soon as possible, even if not all the information is available. (See Occurrence report form in Appendix-1 of these Regulations. Manually completed reports shall be sent to dg.caa@mtt.gov.bh
- 13.4.3. The report shall be submitted within 72 hours of the occurrence, unless exceptional circumstances prevent this, using the online reporting of Dangerous Goods Occurrence on Q-Pulse. To submit an initial report when all pertinent information is not readily available, an email could be sent to dg.caa@mtt.gov.bh . However, for all such matters when a resolution of the incident has taken place, one must use the Q-Pulse platform to file such reports.
- 13.4.4. A dangerous goods incident is an occurrence, 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.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 51 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

13.4.5. Any occasion when undeclared or erroneously declared dangerous goods are discovered in cargo, mail, or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take on aircraft (as per Table 2.3.A of the IATA DGR in line with to under 8.1.1 of ICAO Technical Instructions) shall be reported using Q-Pulse.

13.4.6. All Entities shall report to the Bahrain Civil Aviation Affairs;

- a) dangerous goods accidents and dangerous goods incidents;
- b) occasions when undeclared or mis-declared dangerous goods are discovered in cargo or mail.
- c) occasions when dangerous goods not permitted to be carried by passengers or crew are discovered by the operator, or the operator is advised by the entity that discovers the dangerous goods, either in the baggage or on the person, of passengers or crew members.
- d) occurrences related to Radioactive Materials "Class 7". Such occurrences shall be also reported to the Supreme Council of Environment to info@sce.gov.bh.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 52 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

14. APPENDICES

14.1. Appendix A: Application for DG requiring Approval and/or Exemption

- 14.1.1. This form is used to apply for exemption to carry those Dangerous Goods which are carried under Special Provisions other than Class 1.
- 14.1.2. Application to overfly the Bahrain FIR and or to land at Bahrain International Airport with dangerous goods, and/or munitions of war requiring exemption or approval must be sent to dg.caa@mtt.gov.bh
- 14.1.3. The form under this section only applies to those requests to carry dangerous goods and/or munitions of war when overflying the Bahrain FIR, applications for which must be applied through the flight permission and scheduling section through this [link](#).
- 14.1.4. All parts of this form must be completed. If there is insufficient space to list all items, they can be listed on a separate sheet. Aeronautical Fixed Telecommunication Network (AFTN) shall have the flight plans with such relevant declarations incorporated wherever any operations through Bahrain's air space is concerned or the ICAO Technical Instructions indicate that they may only be carried with a prior approval or an exemption, or where they do not comply with the normal requirements of the Technical Instructions.
- 14.1.5. Application for an approval or exemption should be made at least 5 working days before the date of the flight upon which the listed dangerous goods is to be carried. Applications may also be submitted by e-mail to dg.caa@mtt.gov.bh .
- 14.1.6. Mandatory documents to be submitted for such requests:



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02 | Page 53 of 65 | Issue: 02 Rev: 0 | Date: 22nd June'2022

14.1.6.1. Declaration by the shipper or the Consignee or the Aircraft Operator that the entity or person acting on their behalf is designated to act as such with no prejudice and shall be responsible for safety related parameters to be complied with and applied wherever necessary within Bahrain facilitating the move of such consignment. Confirmation of representation is a MUST.

14.1.6.2. Copy of Dangerous Goods Exemption: a copy of the exemption issued by the State of Origin MUST accompany the application, without any exception.

14.1.6.3. Dangerous Goods document including, but not limited to Shipper's Declaration, AWB, MSDS (in case of no DGD), 24 hours Emergency contact number and a Safety risk assessment/analysis report depending upon the type and class of Dangerous Goods.

APPLICANT DETAILS						
Name:		Telephone:		Company:		
Fax:		E-mail:				
OPERATOR DETAILS						
Aircraft operator:						
Name:		Telephone:		Company:		
Fax:		E-mail:				
FLIGHT DETAILS						
Date of flight:		Flight No.:		Aircraft type:		
Airport of departure:		Airport of destination:		Other Airports (Technical Stops, if any)		
Shipper:				Consignee:		
CONSIGNMENT DETAILS (in addition to Shipper's Declaration)						
Proper Shipping Name	UN No.	Class/ Division (Including subsidiary hazards)	NEQ in kg (Class 1 only)	Number of packages	Exemption issued by the State of Origin	Are the dangerous goods also munitions of war?



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 54 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

14.2. Appendix B: Dangerous Goods Occurrence report

DANGEROUS GOODS ACCIDENT / INCIDENT REPORTING FORM

ASSD-OF-03-DGR (Rev.1-02.03.2016)

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

Operator:		Flight No. & Date:	
Date of Occurrence:		Airports of departure & destination:	
Aircraft type:		Aircraft registration:	
Location of occurrence:		Origin of the goods:	
Description of the occurrence, including details of injury, damage, etc. <i>(If necessary, continue the 2nd page of this form)</i>			
Proper UN Shipping Name <i>(including the technical name):</i>			
UN/ID no. <i>(When known):</i>	Class/division <i>(when known):</i>	Subsidiary risk(s):	Packaging group:
Type of Packaging:	Packaging specification marking:	No. of packages and quantity:	
Reference No. of Air Waybill:			
Reference No. of courier pouch, baggage tag or passenger ticket:			
Name, address and telephone number of shippers, passenger, etc.:			
Other relevant information <i>(including suspected cause, any action taken):</i>			
Name and title of person making report:		Signature:	
Address:		Telephone no.	
Reporter's ref.:			
Description of the occurrence <i>(continuation):</i>			



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 55 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

NOTES

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, serious injury is an injury which is sustained by a person in an accident and which:
 - a. requires hospitalization for more than 48 hours, commencing from the date the injury was received.
 - b. results in a fracture of any bones (except simple fractures of fingers, toes, or nose).
 - c. involves lacerations which cause severe hemorrhage, 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 reporting of air 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 seriously jeopardizes the aircraft, or its occupants is also deemed to constitute a dangerous goods incident.
4. This form should 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 aircraft.
5. An initial report must 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 must be sent as soon as possible, even if all the information is not available.
6. Completed reports must be sent to the Aviation Security Directorate, Civil Aviation Affairs, P.O. Box 586, Bahrain Fax: +973 17 321194 | email: dg.caa@mtt.gov.bh
7. Copies of all relevant documents and any photographs should be attached to this report.
8. Providing it is safe to do so, all dangerous goods, packaging, documents etc. relating to the occurrence must be retained until after the initial report has been sent to the Aviation Safety Section and they have indicated whether these should continue to be retained.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 56 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

14.3. Appendix C: Inspections and Audits for renewal

14.3.1. Inspection System

14.3.1.1. As part of its ongoing surveillance of operators/cargo handling agents, the CAA will conduct inspections of Bahraini and foreign operators, shippers, freight forwarders and Ground Handling Agencies to ensure compliance with Dangerous Goods Regulations.

14.3.1.2. The surveillance and inspection may include inspection of documents, cargo, and operators' practices as well as a method for investigation of alleged violations, including loading and/or unloading the same to and from the aircraft.

14.3.2. Powers of Inspector

14.3.2.1. An authorised person, such as a CAA Inspector, may examine, take samples of, and seize any goods, which he/she has reasonable grounds to suspect may be dangerous goods in respect of which regulations have not been complied with.

14.3.2.2. An authorised person may open, or require to be opened, any baggage or package or any cargo consignment, which he/she has reasonable grounds to suspect, may contain dangerous goods in respect of which regulations have not been complied with.

14.3.2.3. Any sample taken or goods seized by an authorised person may be retained or detained for so long as the BCAA considers necessary in all the circumstances and disposed of in such manner as the BCAA considers appropriate.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 57 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

14.3.3. Penalty Provisions

14.3.3.1. Non-compliance with the provisions of the ANTRs may result in penalties as specified in the Bahrain Civil Aviation Law No. 14 of 2013 Part XIII, Articles 135-138 with either a fine not less than three thousand Dinars (BD 3000), or a term of imprisonment not exceeding three years, or both penalties concurrently.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 58 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

14.4. Appendix D: DG Emergency Response Chart

Hazard Class Division & Compatibility Group	Dangerous Goods Class	Hazard Description	Immediate Action Minimize Leakage and Other Cargo
1.3 C 1.3 G	Explosives (acceptable on Cargo Aircraft only)	Fire and minor blast hazard and/or minor propulsive hazard	Notify AFFS Tel: 17 32-1111 Guard against fire
1.4 B 1.4 C 1.4 D 1.4 E 1.4 G		Fire, but no other significant hazard	
1.4 S		Explosives Small fire hazard	
2.1 2.2 2.2	Flammable Gas Non-Flammable Gas Cryogenic Liquid	Ignites when leaking High pressure cylinder bursting Sub-cooling	Notify Airport Fire services Tel: 17 32-1111 Evacuate goods Ventilate area, keep away minimum 25 m
2.3	Toxic Gas (acceptable in Cargo Aircraft only)	High pressure cylinder bursting and toxic inhalation	
3	Flammable Liquid	Ignites when leaking	Notify Airport Fire services Tel: 17 32-1111
4.1 4.2 4.3	Flammable Solid Spontaneously Combustible Dangerous when wet	Combustible, contributes to fire Ignites in contact with air Ignites in contact with water	Do not use water under any circumstances



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 59 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

Hazard Class Division & Compatibility Group	Dangerous Goods Class	Hazard Description	Immediate Action Minimize Leakage and Other Cargo
5.1 5.2	Oxidizer Organic Peroxide	Ignites combustibles on contact Reacts violently with other substances	Notify Airport Fire services Tel: 1732-1111
6.1 6.2	Toxic Infectious substance	Harmful if swallowed, inhaled or in contact with skin Causes disease in Humans and Animals	Notify Airport Fire services Tel: 1732-1111 Isolate Area Do not touch Keep away minimum 25 m
7 Cat I 7 Cat II/III	Radioactive - white Radioactive - yellow	Radiation hazard and harmful to health	
8	Corrosives	Hazardous to skin and metal	Notify Airport Fire services Tel: 1732-1111 Avoid skin contact
9	Polymeric Beads Magnetized Material Dry Ice Miscellaneous Dangerous Goods	Evolves small quantities of flammable gas Affects navigation system Causes sub-cooling/suffocation Hazards not covered by other classes	Notify Airport Fire services Tel: 1732-1111 Avoid skin contact



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 60 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

14.5. Appendix E: DG Emergency response guidelines

14.5.1. Incident types

14.5.1.1. Dangerous goods incidents may involve cargo or passenger baggage.

14.5.1.2. They may occur in a freight shed, a passenger terminal or on the apron.

14.5.1.3. They may also occur on an aircraft, such as when a package is damaged through misloading.

14.5.1.4. They may involve a fire, major spillage, leakage, or finding undeclared dangerous goods.

14.5.1.5. The contingency plan need not be implemented for undeclared dangerous goods where the package is intact and there are no signs of leakage, although they still need to be identified.

14.5.1.6. If it is suspected there has been non-compliance with the technical instructions, the dangerous goods need to be retained for further investigation (provided it is safe to do so).

14.5.2. All Incidents

14.5.2.1. Record brief details, including the names of all persons involved.

14.5.2.2. Make an initial assessment of the potential seriousness.

14.5.2.3. If there is fire, leakage, or spillage, call the Airport Fire Services, if not already in attendance.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 61 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

14.5.2.4. Notify the relevant airport authority, if not already in attendance. For example, Director of Safety and Security, BAC, or the designated department.

14.5.3. Any incident involving a suspected infectious substance

14.5.3.1. Clear the immediate area; do not touch or move the container, bag, etc.

14.5.3.2. Contact the shipper or consignee; if not contactable, contact the nearest hospital.

14.5.4. Cargo related incidents- fire, major leakage, or spillage

14.5.4.1. Clear the immediate area; do not touch or move the dangerous goods or any container; do not attempt to clean-up a spillage or leakage; avoid breathing in fumes

14.5.4.2. Call the airport fire service if not already in attendance.

14.5.4.3. Look at container for details of the contents (name, UN, no., etc), if this is possible without risking injury.

14.5.4.4. Locate shipping documents and use to confirm or establish details; retain for further investigation.

14.5.4.5. If Airport Fire Services is not available or other action needed see Subsequent Actions.

14.5.4.6. Ensure container and contents placed in safe locations (if this is considered safe to do so and possible) if further investigation needed; ensure full and accurate details recorded.

14.5.4.7. Ensure operator notified of incident, if not already aware.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 62 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

14.5.5. Cargo related incidents- major leakage (e.g.: wetting of part of the outer package)

14.5.5.1. Keep persons away from immediate vicinity; avoid breathing in fumes.

14.5.5.2. Consider if calling Airport Fire Service if considered justified.

14.5.5.3. Look at container for details of the contents (name, UN, no., etc)

14.5.5.4. Locate shipping documents and use to confirm or establish details; retain for further investigation.

14.5.5.5. If Airport Fire Service is not called and other action needed see Subsequent Action.

14.5.5.6. If Airport Fire Service deal with the incident, ensure container and contents are placed in a safe location (if safe to do so and possible) if further investigation needed; ensure full and accurate detailed recorded.

14.5.5.7. Ensure operator notified of incident, if relevant.

14.5.6. Passenger related incidents

14.5.6.1. Keep persons away from immediate vicinity; avoid breathing in fumes.

14.5.6.2. Ask passenger to identify item or potential hazard.

14.5.6.3. Consider calling Airport Fire Services if justified.

14.5.6.4. If Airport Fire Service is not called and other action needed see Subsequent Actions



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 63 of 65

Issue: 02

Rev: 0

Date: 22nd June'2022

14.5.6.5. If Airport Fire Services deal with the incident. Ensure container and content are placed in a safe location (if safe to do so and possible) if further investigation needed; ensure full and accurate details recorded.

14.5.7. Subsequent Actions

14.5.7.1. If container shows emergency actions, deal with incident according to them.

14.5.7.2. If commodity identifiable, seek expert help if there are no emergency actions or if they cannot be followed.

14.5.7.3. Do not use water, cloth, or paper to deal with any spillage, unless it is certain that it is safe to do so.

14.5.7.4. If commodity not immediately identifiable but container safe to handle (little evidence of leakage, no fumes), remove to well ventilated place, use rubber gloves to protect hands and check for labels or marking on outer container; open if there are inner containers and check again for labels and markings.

14.5.7.5. Orientate any leaking container so further leakage is prevented.

14.5.7.6. Stop all actions immediately if fumes detected or more serious leakage found closer during closer inspection; call the airport fire service or other specialist assistance.

14.5.7.7. If there are fumes, they can be contained by covering spillage with plastic sheeting or plastic bags (unless emergency actions identify possible adverse reaction) but be aware this may lead to build-up of fumes under the covering; remain at safe distance.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 64 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

- 14.5.7.8. A spillage can be contained by surrounding with dry sand to prevent spread (unless emergency actions identify a possible adverse reaction).
- 14.5.7.9. Use dry sand to cover a spillage unless commodity is identified as an acid.
- 14.5.7.10. Use sodium bicarbonate to cover a spillage of acid but be aware this may result in bubbling and evolution of carbon dioxide (but there will be no other reaction).
- 14.5.7.11. Seek expert help for cleaning up the scene; if help not immediately available and it is desired to remove containers, spillage, etc, assess whether it is safe to continue.
- 14.5.7.12. Using rubber gloves to protect the hands; put any container in a plastic bag; avoid breathing in any fumes; tie bag tightly.
- 14.5.7.13. Using rubber gloves and plastic based tools or rigid plastic material, pick-up contaminated sand/sodium bicarbonate and place in another plastic bag; tie bag tightly.
- 14.5.7.14. Place all plastic bags in further bag and tie tightly.
- 14.5.7.15. Place the bag(s) in a secure, well-ventilated location well away from any occupied area; if in the open air ensure moisture, rain, etc, cannot come into contact with plastic bag(s).
- 14.5.7.16. Check the bag(s) at frequent intervals for any adverse reaction.
- 14.5.7.17. Seek expert help to dispose of the commodity, if not being retained.



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 65 of 65

Issue: 02 Rev: 0

Date: 22nd June'2022

14.6. Appendix F: Emergency Contacts involved in DG incidents

14.6.1. In case of incidents involving dangerous goods, there may be a need to contact relevant agencies, as given below:

Contacts	Designated Incumbent with email	Telephone Number
Airport Fire Services	Duty officer	17321111 17321141 17329601/2
Air Traffic Management, BCAA	Director ATM, BCAA	17321116 17321117
Air Traffic Services (Tower)	Supervisor on duty	17321080 17321081
Hospital	Acting Chief of Medical Services	17284906 17287728
Expert to dispose of the commodity	Supreme Council for Environment Waste Management section	17386594
Emergency Response teams	Ambulance Service	999
Health Authority (For Division 6.1 and 6.2)	Khasan3@health.gov.bh	17284082 39448187
Radioactive Material Protection (for Class 7)	Supreme Council for Environment Radiation Protection Directorate Jafar Matar	17386683 39191001
Explosives Bureau of Experts (for class 1)	Check Airport Emergency Manual	
Police	Director -Airport Police Directorate, MOI	17330515 Ext.236
Customs Authority	Head Customs Inspection (Airport)	17321686 17321687 17321688
Postal Authority	abdulla.alasmi@mtt.gov.bh	17474300 17341022
Ministry of Foreign Affairs	Counselor Fatima Aldhaen FALDHAEN@mofa.gov.bh	17200985 33032323
BAS Cargo Export/Import Duty Officer	Staff/officer on duty	17321808 17321809 17321810 39696407



Ministry of Transportation & Telecommunication
Aviation Safety & Security Directorate

CIVIL AVIATION PUBLICATION (CAP)-02
SAFE TRANSPORT OF DANGEROUS GOOD BY AIR
GUIDANCE MATERIAL

Doc No: ASSD-CAP-02

Page 66 of 65

Issue: 02 Rev: 0

Date: 22nd June '2022

-----End of Document-----