



AIR NAVIGATION TECHNICAL REGULATIONS VOLUME II PART 18

Dangerous Goods

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A. FOREWORD

In accordance with Annex 18 to the Chicago Convention (1944)¹ and other international obligations the Civil Aviation Affairs of the Kingdom of Bahrain (CAA) is promulgating regulations which promote security and safety of the air transport of dangerous goods. The ICAO Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that are important for the safety or regularity of air navigation. Wherever possible, the provisions of the Annexes to the Chicago Convention have been written in such a way as would facilitate incorporation, without major textual changes, into national legislation.²

Therefore, the Regulation at hand reproduces the provision of ICAO Annex 18 “The Safe Transport of Dangerous Goods by Air” unchanged wherever possible and adapts it to the needs of the Kingdom of Bahrain wherever necessary.

The text does not take into account any (existing or planned) difference applicable in the Kingdom of Bahrain. According to Article 38 of the Chicago Convention, the Kingdom of Bahrain is obliged to communicate any difference between their national regulations and practices and the related ICAO Standards and Recommended Practices to ICAO and to publish in the AIP.

Any reference in the text to ICAO documents may be substituted by a reference to any existing CAA document (Manual, Instruction, Handbook) covering the same matters.

Hereinafter, wherever a reference is made to an ICAO Annex followed by a number, it shall refer to the Annex to the Chicago Convention (1944) corresponding to that number.

¹ Hereinafter: ICAO Annex 18.

² ICAO Annex 18, Foreword, p. (viii).

B. Remarks

To avoid any misunderstanding within this document:

1. The words 'shall' and 'must' indicate that compliance is compulsory.
2. The word 'should' indicates a recommendation. It does not mean that the compliance is optional but rather that, where insurmountable difficulties exist, the BCAA may accept an alternative means of compliance, and provided that an acceptable safety assurance from the authority shows that the safety requirements will not be reduced below that intended by the requirement.
3. The word 'can' or 'may' is used in a permissive sense to state authority or permission to do the act prescribed.
4. The word 'will' is used to express the future.
5. The "Notes" contained in the ICAO Annex 18 have not been included into the regulatory part of this Part. They have no regulatory function and, therefore, they may form a part of the handbooks, manuals etc. to Part 18 only.
6. This Part shall be used taking into account the other Annexes, the Aviation Security Manual (Doc 8973 — Restricted), Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), PANS-ATM and PANS-OPS bearing on the subject of action to be taken by the BCAA to prevent unlawful interference with civil aviation, or when such interference has been committed.

ABBREVIATIONS (USED IN THIS REGULATION)

ADREP - Accident/Incident Data Reporting

AIS - Aeronautical Information Services

ATS - Air Traffic Services

CAA - Civil Aviation Affairs

CNS - Communications, Navigation and Surveillance

CVR - Cockpit Voice Recorder

MTT - Ministry of Transportation and Telecommunication

MET - Meteorological Services

NASP – National Civil Aviation Security Programme

NCASTCP – National Civil Aviation Security Training and Certification Programme

PANS - Procedures for Air Navigation Services

SAR – SEARCH AND RESCUE

SARPs - Standards and Recommended Practices

SDCPS - Safety Data Collection and Processing Systems

SMM - Safety Management Manual

SMP - Safety Management Panel

SMS - Safety Management System

SSP - State Safety Program

TI – Technical Instructions

PUBLICATIONS (Referred to in this Regulation)

Convention on International Civil Aviation (Doc 7300)

Annexes to the Convention on International Civil Aviation:

Annex 1 — Personnel Licensing

Annex 6 — Operation of Aircraft

Part I — International Commercial Air Transport — Aeroplanes

Part II — International General Aviation — Aeroplanes

Part III — International Operations — Helicopters

Annex 8 — Airworthiness of Aircraft

Annex 11 — Air Traffic Services

Annex 13 — Aircraft Accident and Incident Investigation

Annex 14 — Aerodromes

Volume I — Aerodrome Design and Operations

Annex 17--- Security

Annex 18--- The Safe Transport of Dangerous Goods by Air

Procedures for Air Navigation Services:

ABC — ICAO Abbreviations and Codes (Doc 8400)

ATM — Air Traffic Management (Doc 4444)

Annex 19 --- Safety Management

MANUALS

Airworthiness Manual (Doc 9760)

Manual of Civil Aviation Medicine (Doc 8984)

Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379)

Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335)

Manual on Certification of Aerodromes (Doc 9774)

Manual on the Approval of Training Organizations (Doc 9841)

Safety Management Manual (SMM) (Doc 9859)

Safety Oversight Manual (Doc 9734) Part A — The Establishment and Management of a State's Safety Oversight System

Aviation Security Manual (Doc 8973 — Restricted)

Manual on Machine Readable Travel Documents (Doc 9303)

Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)

DEFINITIONS

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

Acts of unlawful interference: These are acts or attempted acts such as to jeopardize the safety of civil aviation, including but not limited to;

- unlawful seizure of aircraft,
- destruction of an aircraft in service,
- hostage-taking on board aircraft or on aerodromes,
- forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility,
- introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes,
- use of an aircraft in service for the purpose of causing death, serious bodily injury, or serious damage to property or the environment,
- communication of false information such as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

Aerial work: An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

Aircraft:

-Cargo Aircraft means any aircraft, other than a passenger aircraft, which is carrying goods or property.

-Passenger Aircraft means an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of the CAA, or a person accompanying a consignment or other cargo.

Aircraft Operator: The person, organisation or enterprise (including a lessee) engaged in or offering to engage in aircraft operations.

Aircraft security check: An inspection of the interior of an aircraft to which passengers may have had access and an inspection of the hold for the purposes of discovering suspicious objects, weapons, explosives or other dangerous devices, articles and substances.

Aircraft security search: A thorough inspection of the interior and exterior of the aircraft for the purpose of discovering suspicious objects, weapons, explosives or other dangerous devices, articles or substances.

Airside: The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

Appropriate Authority: The Civil Aviation Affairs of the Kingdom of Bahrain (CAA or BCAA), or other authority designated by the BCAA.

Approval: An authorisation issued by the appropriate authority for;

- (a) transport of those items listed in Table 3-1 of the ICAO Doc. 9284-AN/905 Technical Instructions for the Safe Transport of Dangerous Goods by Air; or
- (b) transport of munitions of war; or
- (c) transport of all kinds of explosives except those which form part of the aircraft operational requirements; or
- (d) other purposes as specified in these Regulations.

Background check: A check of a person's identity and previous experience, including where legally permissible, any criminal history, as part of the assessment of an individual's suitability to implement a security control and/or for unescorted access to a security restricted area.

Cargo: Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.

Carrier: Any person, organisation or government undertaking the carriage of dangerous goods by any means of transport. The term includes both carriers for hire and reward (known as common or contract carriers in some countries) and carriers on own account (known as private carriers in some countries).

Certification: A formal evaluation and confirmation by or on behalf of the appropriate authority for aviation security that a person possesses the necessary competencies to perform assigned functions to an acceptable level as defined by the appropriate authority.

Commercial air transport operation: An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Competent Authority: The Civil Aviation Affairs of the Kingdom of Bahrain (CAA).

Consignee: Any person, organisation or government which is entitled to take delivery of a consignment.

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.

Consignor: Any person, organisation or government which prepares a consignment for transport.

Corporate aviation: The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot employed to fly the aircraft. (Note that corporate aviation is a subset of general aviation.)

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

Dangerous Goods (DG): Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

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

Dangerous Goods Incident: An occurrence, other than a dangerous 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 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.

Dangerous Goods Transport Document: (also known as Shipper's Declaration) A document, not a waybill, which is required to accompany a consignment of dangerous goods.

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.

Disruptive passenger: A passenger who fails to respect the rules of conduct at an airport or on board an aircraft or to follow the instructions of the airport staff or crew members and thereby disturbs the good order and discipline at an airport or on board the aircraft.

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

Exemption: An authorisation issued by Bahrain CAA providing relief from the provisions of these regulations.

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

Freight Forwarder: An organisation specialising in arranging storage and shipping of freight on behalf of its shipper.

General Aviation Operation: An aircraft operation other than a commercial air transport operation or an aerial work operation.

Ground Handling Agency: That airport service contracted by an airline to act on its behalf in fulfilling airport requirements outlined in CAA and airline regulations.

High-risk cargo or mail. Cargo or mail presented by an unknown entity or showing signs of tampering shall be considered high risk if, in addition, it meets one of the following criteria:

- a) specific intelligence indicates that the cargo or mail poses a threat to civil aviation; or
- b) the cargo or mail shows anomalies that give rise to suspicion; or
- c) the nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft.

Regardless of whether the cargo or mail comes from a known or unknown entity, specific intelligence about a consignment may render it as high risk.

Human Factors principles: Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

Human performance: Human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations.

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

In-flight security officer: A person who is authorized by the government of the State of the Operator and the government of the State of Registration to be deployed on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal bodyguards.

Kingdom: The Kingdom of Bahrain.

Known consignor: A consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft.

Munitions of War: Any type of explosives and arms including ammunition.

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

Overpack: means an enclosure used by a single shipper to contain one or more packages and to form one unit for convenience of handling and stowage during transport. Examples of overpacks are a number of packages either;

- (a) Placed or stacked on to a load board such as a pallet and secured by strapping, shrink wrapping, stretch wrapping, or other suitable means; or
- (b) Placed in a protective outer packaging such as a box or crate.

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

Package (Non-Radioactive Material): The complete product of the packing operation consisting of the packaging and contents prepared for transport.

Package (Radioactive Material Only): The packaging with its radioactive contents as presented for transport.

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

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.

Regulated agent: An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.

Safety Management System (SMS): A systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

Screening: The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference.

Note.— Certain dangerous articles or substances are classified as dangerous goods by Annex 18 and the associated Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) and must be transported in accordance with those instructions. In addition, the Aviation Security Manual (Doc 8973 — Restricted) provides a list of prohibited items that must never be carried in the cabin of an aircraft.

Security: Safeguarding civil aviation against acts of unlawful interference. This objective is achieved by a combination of measures and human and material resources.

Security audit: An in-depth compliance examination of all aspects of the implementation of the national civil aviation security program.

Security control: A means by which the introduction of weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference can be prevented.

Security inspection: An examination of the implementation of relevant national civil aviation security program requirements by an airline, airport, or other entity involved in security.

Security restricted area: Those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied. Such areas will normally include, *inter alia*, all commercial aviation passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, including those where aircraft are being brought into service and screened baggage and cargo are present, cargo sheds, mail centres, airside catering and aircraft cleaning premises.

Security survey: An evaluation of security needs including the identification of vulnerabilities which could be exploited to carry out an act of unlawful interference, and the recommendation of corrective actions.

Security test: A covert or overt trial of an aviation security measure which simulates an attempt to commit an unlawful act.

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

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

Shipment: The specific movement of a consignment from origin to destination.

Shipper: The person/organisation held ultimately responsible for the shipment of any dangerous goods by air.

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

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

State of Registry: The country on whose register the aircraft is entered.

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

Technical Instructions: The English language edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905) as approved and published by decision of the Council of the International Civil Aviation Organisation.

Transfer cargo and mail. Cargo and mail departing on an aircraft other than that on which it arrived.

Unidentified baggage: Baggage at an airport, with or without a baggage tag, which is not picked up by or identified with a passenger.

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.

Unpredictability: The implementation of security measures in order to increase their deterrent effect and their efficiency, by applying them at irregular frequencies, different locations and/or with varying means, in accordance with a defined framework.

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 a substance or a particular group of articles or substances.

Note: Aircraft operators should also refer to ANTR Part I, ANTR-OPS 1 Subpart R or ANTR-OPS 3 Subpart R, as applicable, for more definitions.

CHAPTER 1 - APPLICABILITY

The requirements presented in this publication shall be applicable to all operations of civil aircraft within the Kingdom of Bahrain, and airspace delegated to it. In cases of extreme urgency or when other forms of transport are inappropriate or full compliance with the prescribed requirements is contrary to the public interest, Bahrain CAA may grant exemptions from these provisions provided that in such cases every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by these provisions. For overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note 1: In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, the Authority has also taken the necessary measures to achieve compliance with the Technical Instructions for domestic civil aircraft operations.

Note 2: [ANTR-OPS 1 Subpart R](#) or [ANTR-OPS 3 Subpart R](#), as applicable, also apply to Bahraini aircraft operators

CHAPTER 2 - DANGEROUS GOODS TECHNICAL INSTRUCTIONS

2.1 Technical Instructions (TI)

2.1.1 Bahrain CAA shall establish inspection, surveillance and enforcement procedures with a view to achieving compliance with its dangerous goods regulations and the detailed provisions contained in 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.

2.1.2 Bahrain CAA will also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

2.1.3 Bahrain CAA shall inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.

2.1.4 Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented, Bahrain CAA shall, nevertheless, facilitate the movement of dangerous goods in its territory which are consigned from another Contracting State in accordance with that amendment, providing the goods comply in total with the revised requirements.

2.1.5 For the ease of applicability and usage on the part of the operators, use of IATA Dangerous Goods Regulations are permitted with due cognisance to the laid down parameters in these regulations and meeting with the standards mentioned therein.

2.2 TRANSPORTATION REQUIREMENTS FOR DANGEROUS GOODS

2.2.1 General

2.2.1.1 Article 13 (3) and 34 (1) & (5) of the Bahrain Civil Aviation Law expressly forbids the transport of the following items by aircraft except with prior permission from Civil Aviation Affairs and in accordance with the conditions mentioned in this permission:

- (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 CAA.

Application for permission to transport the above items shall be submitted, in writing, to the CAA Director Aviation Safety & Security.

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

2.2.1.3 No person may accept and process dangerous goods for transport by air unless that person has been trained and the goods are properly identified, packaged, marked, labelled and documented and he shall not;

- (a) take or cause to be taken on board;
- (b) suspend or cause to be suspended beneath; or
- (c) deliver or cause to be delivered for loading on, or suspension beneath, an aircraft,

any dangerous goods which he knows, or ought to know, or suspects to be, goods capable of posing significant risk to health, safety, or property or environment unless the Technical

Instructions have been complied with and the shipment of those goods is safe for transport by air.

2.2.2 Exemptions

2.2.2.1 Articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of these regulations, to the extent specified in the Technical Instructions, provided:

- (a) They are required to be aboard the aeroplane in accordance with the relevant ANTRs or for operating reasons;
- (b) They are carried as catering or cabin service supplies;
- (c) They are carried for use in flight as veterinary aid or as a humane killer for an animal;
- (d) They are carried for use in flight for medical aid for a patient, provided that:
 - (1) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;
 - (2) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aeroplane;
 - (3) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and
 - (4) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the commander in the interests of safety; or
- (e) They are specific articles and substances carried by passengers or crew members.

2.2.2.2 Articles and substances intended as replacements for those in paragraphs 2.2.2.1 (a) and (b) above, or which have been removed for replacement are carried on an aircraft, shall be transported on an aircraft as specified in the Technical Instructions.

2.2.2.3 The goods specified in sub-paragraphs 2.2.2.1 (c) and (d) above shall 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.

2.2.2.4 Dangerous goods in Excepted Quantities as specified in the Technical Instructions may be exempt from the marking, labeling and documentation requirements of this Chapter.

2.2.2.5 Subject to the provisions of paragraph 2.2.1 above, nothing in these regulations shall apply to any aircraft operation involving the spraying or dropping of articles/substances involved in agricultural, horticultural, forestry, pollution or disaster control.

2.2.2.6 Bahrain CAA may exempt dangerous good not subject to the above exemptions. A copy of any written Exemption granted by Bahrain CAA must accompany the relevant consignment.

2.3 NOTIFICATION OF VARIATIONS FROM THE TECHNICAL INSTRUCTIONS

2.3.1 Where Bahrain CAA adopts different provisions from those specified in the Technical Instructions, it will notify ICAO promptly of such variations for publication in the Technical Instructions.

2.3.2 Bahrain CAA, as the State of the Operator, shall notify ICAO when an operator adopts more restrictive requirements than those specified in the Technical Instructions so that operator variations can be published in the Technical Instructions.

2.4 SURFACE TRANSPORT

Bahrain CAA, in cooperation with the appropriate authorities, shall make provisions to enable dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.

2.5 NATIONAL AUTHORITY

Bahrain CAA has designated to ICAO the Director Aviation Safety & Security to be responsible for compliance with ICAO Annex 18 and these regulations.

CHAPTER 3- CLASSIFICATION

3.1 REQUIREMENTS

The classification of an article or substance shall be in accordance with the provisions of Technical Instructions unless or otherwise exempted by Bahrain CAA.

Note: The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential risks associated with the transport of dangerous goods by air and are those recommended by the United Nations Committee of Experts on the Transport of Dangerous Goods.

CHAPTER 4- LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS BY AIR

4.1 DANGEROUS GOODS PERMITTED FOR TRANSPORT BY AIR

The transport of dangerous goods by air shall be forbidden except as established in this publication and the detailed specifications and procedures provided in the ICAO Technical Instructions (Doc 9284).

4.2 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the Bahrain CAA under the provisions of paragraph 2.2.2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

- (a) articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- (b) infected live animals.

4.3 DANGEROUS GOODS FORBIDDEN UNDER ANY CIRCUMSTANCES

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

CHAPTER 5- PACKING

5.1 GENERAL REQUIREMENTS

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

5.2 PACKAGING

5.2.1 Packaging used for the transport of dangerous goods by air shall be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration.

5.2.2 Packaging shall be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

5.2.3 Packaging shall meet the material and construction specifications in the Technical Instructions.

5.2.4 Packaging shall be tested in accordance with the provisions of the Technical Instructions.

5.2.5 Packaging for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions, with ullage maintained.

5.2.6 Inner packaging shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging.

5.2.7 No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.

5.2.8 If, because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.

5.2.9 No harmful quantity of a dangerous substance shall adhere to the outside of packages.

CHAPTER 6- LABELLING AND MARKING

6.1 LABELS

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

6.2 MARKINGS

6.2.1 Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in those Instructions.

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

6.3 LANGUAGES TO BE USED FOR MARKINGS

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

CHAPTER 7- RESPONSIBILITIES OF SHIPPERS AND FREIGHT FORWARDERS

7.1 GENERAL

7.1.1 Before a person, acting as shipper or freight forwarder, offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods;

- (a) are not forbidden for transport by air; and
- (b) are properly classified; and.
- (c) are correctly packed, marked and labelled; and
- (d) accompanied by a properly executed dangerous goods transport document, as specified in these regulations and the Technical Instructions

7.2 DANGEROUS GOODS TRANSPORT DOCUMENT

7.2.1 Responsibility for Transport Document

Unless otherwise provided for in the Technical Instructions, the person who offers dangerous goods for transport by air, shall complete, sign and provide to the operator a Dangerous Goods Transport Document, which shall contain the information required by those Instructions.

7.2.2 Requirements

7.2.2.1 An aircraft shall not carry dangerous goods unless the shipper of the goods has furnished the operator of the aircraft, with a Transport Document with Shipper's Declaration except that such document shall not be required in respect of those categories of dangerous goods specified in the Technical Instructions as being goods for which such document is not required.

7.2.2.2 The Transport Document with Shipper's Declaration shall be completed and bear a declaration signed by the person who offers dangerous goods for transport and it shall:

- (a) Describe the dangerous goods in accordance with, and contain such information as is required by, the provisions of the Technical Instructions; and
- (b) Contain a declaration stating that the dangerous goods are:

- (1) Fully and accurately described by their proper shipping names; and
- (2) Correctly classified, packaged, marked and labelled; and
- (3) In proper condition for carriage by air in accordance with these regulations.

7.3 LANGUAGES TO BE USED FOR MARKINGS

The English language shall be used for the Dangerous Goods Transport Document.

7.4 CERTIFICATION OF FREIGHT FORWARDERS

Freight Forwarders, acting on behalf of a shipper authorised to carry Dangerous Goods and located in the Kingdom of Bahrain shall be certified and licensed by the Bahrain CAA for the acceptance, handling and storage of Dangerous Goods in accordance with section 4.1 and 4.2 of CAP 02.

CHAPTER 8- OPERATOR AND OPERATOR AGENT RESPONSIBILITIES

8.1 APPROVAL REQUIREMENTS

8.1.1 Operators

8.1.1.1 An operator shall not intend to transport, or transport dangerous goods, unless approved by the Bahrain CAA.

Note: For safety management provisions for air operators and further guidance, refer to ANTR Volume III, Part 19 and the ICAO Safety Management Manual (SMM) (Doc 9859).

8.1.1.2 An operator intending to transport dangerous goods by air shall obtain necessary approvals from the concerned authorities.

Note: ANTR-OPS 1 Subpart R, or ANTR-OPS 3 Subpart R, as applicable, also applies to Bahraini operators and to ground handling agents acting on behalf of the operator. The carriage of dangerous Goods is included in the scope of the operator's Safety Management System (SMS).

8.1.2 Certification of Ground Handling Agency

Ground Handling Agencies, acting on behalf of an operator and located in the Kingdom of Bahrain, shall be certified by the Bahrain Civil Aviation Affairs for the handling of dangerous goods.

8.2 ACCEPTANCE FOR TRANSPORT

8.2.1 Acceptance

An operator or ground handling agency, acting on behalf of an operator, shall not accept dangerous goods for transport by air;

- (a) unless the dangerous goods are accompanied by a completed Dangerous Goods Transport Document, except where the Technical Instructions indicate that such document is not required; and
- (b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures in the Technical Instructions.

8.2.2 Acceptance Checklist

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of paragraph 8.2.1.

8.3 LOADING AND STOWAGE

8.3.1 General

Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.

8.3.2 Inspection for Damage or Leakage

8.3.2.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.

8.3.2.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

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

8.3.2.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

8.3.3 Loading Restrictions in Passenger Cabin or Flight Deck

Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft except in circumstances permitted by the provision of the Technical Instructions.

8.3.4 Removal of Contamination

8.3.4.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay by appropriately trained personnel under the guidance of an authority designated by the Bahrain CAA.

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

8.3.5 Separation and Segregation

8.3.5.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

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

8.3.5.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions of the Transport Index (T.I.) as calculated or prescribed in the Technical Instructions.

8.3.6 Securing of Dangerous Goods Cargo Loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.3.5.3 are met at all times.

8.3.7 Loading on Cargo Aircraft

Except as otherwise provided in the Technical Instructions, packages of dangerous goods bearing the "Cargo Aircraft Only" label shall 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 in the aircraft.

CHAPTER 9- PROVISION OF INFORMATION

9.1 REQUIRED INFORMATION

9.1.1 Information to pilot-in-command

The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.

9.1.2 Information and instructions to flight crew members

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

9.1.3 Information to passengers

An operator shall provide information to passengers regarding the types of goods that are forbidden from transporting on board an aircraft. Such information shall be provided on the passengers' ticket or made available in another manner to passengers prior to the check-in process. Such information shall be promulgated in a manner that passengers are warned as to the types of dangerous goods which they are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions. An operator or operator's handling agent and the airport operators shall prominently display dangerous goods posters, showing items that passengers are not allowed to transport on the aircraft. These posters shall be displayed at ticketing offices, passengers' check-in areas, departure gates, baggage claim areas or any other location where passengers are checked in. These notices shall include visual examples of dangerous goods forbidden from transport aboard an aircraft either in checked baggage, in carry-on baggage or on the passenger's person. The above provisions shall also apply to any organization or enterprise such as travel agents who interface with the passengers during their air transportation. The operator shall adequately train staff to assist passengers to identify and detect dangerous goods carried by them other than permitted in the Technical Instructions. Staff shall seek confirmation from a passenger that they are not carrying dangerous goods and seek confirmation about the contents where there are suspicions that it may contain dangerous goods that are not permitted.

9.1.4 Information to other persons

Operators, shippers or other organisations involved in the transport of dangerous goods by air shall provide such information to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

9.1.5 Information from pilot-in-command to aerodrome authorities

If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

9.1.6 Information in the event of an aircraft accident or incident

9.1.6.1 In the event of;

- (a) an aircraft accident; or
- (b) a serious incident where dangerous goods carried as cargo may be involved;

the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall 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.

9.1.6.2 In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, 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.

Note: The terms “accident”, “serious incident” and “incident” are as defined in this Regulation.

CHAPTER 10- TRAINING

10.1 ESTABLISHMENT OF TRAINING PROGRAMMES

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

10.2 APPROVAL OF TRAINING PROGRAMMES

10.2.1 Dangerous goods training programmes for operators shall be approved by Bahrain CAA.

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

10.2.2 Dangerous goods training programmes for designated postal operators shall be approved by Bahrain CAA where the mail is accepted by the designated postal operator.

10.2.3 Dangerous goods training programmes required for entities other than operators and designated postal operators should be approved as determined by Bahrain CAA.

Note 1: See 11.6 for dangerous goods by mail.

Note 2: See 4.2.2 of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport - Aeroplanes for surveillance of operations by a foreign operator.

10.3 AGENCIES

The shipper of dangerous goods by air or the freight forwarder acting on his behalf, the aircraft operator and ground handling service acting on his behalf, agencies engaged in the security screening of passengers and their baggage and cargo, shall inform any of their respective employees whose duties include a function concerned with the carriage of passengers or cargo by air, of the provisions of the Technical Instructions.

For this purpose, they shall establish and undertake training programmes as required and outlined in Part 1, Chapter 4 of the Technical Instructions as pertain to various categories of personnel or as per the NCASTCP (Part-B) of the Kingdom of Bahrain. 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 the Authority. The current records/certificates of staff/employees for whom training is required shall be maintained on file and be readily available for inspection as/when required by a CAA Inspector.

10.4 OPERATOR

An operator shall establish and maintain staff training programmes, as required by ANTR-OPS 1 Subpart R, or ANTR-OPS 3 Subpart R, as applicable, and in line with NCASTCP (Part-B) with relevant categories as enshrined therein.

CHAPTER 11- COMPLIANCE

11.1 SURVEILLANCE

The Bahrain CAA may carry out surveillance and enforcement procedures for all entities performing any function prescribed in these Regulations for air transport of dangerous goods with a view to achieving compliance with these Regulations, CAP 02, or NCASTCP (PART-B).

11.1.1 It is envisaged that these procedures include provisions for:

- a) inspecting dangerous goods consignments prepared, offered, accepted or transported by the entities referred to in paragraph 11.1;
- b) inspecting the practices of the entities referred to in paragraph 11.1; and
- c) investigating alleged violations (see 11.4).

11.2 CAA POWERS

11.2.1 Bahrain CAA being the Competent Authority in matters related to carriage of dangerous goods by air shall have right of access at any time to any aircraft, airport, building, or place and any document or record concerning any aircraft, aeronautical product, or aviation related service.

11.2.2 A Bahrain CAA authorised person may examine, take samples of, and seize any goods, which the authorised person has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of these regulations have not been complied with.

11.2.3 A Bahrain CAA authorised person may open, or require to be opened, any baggage or package, which the authorised person has reasonable grounds to suspect, may contain dangerous goods in respect of which the provisions of these regulations have not been complied with.

11.2.4 Any sample taken or goods seized by a Bahrain CAA authorised person under these regulations shall be retained or detained for so long as the Bahrain CAA considers necessary in all the circumstances and shall be disposed of in such manner as the Bahrain CAA considers appropriate.

11.2.5 Samples taken or goods seized under these regulations may be retained or detained;

- (a) for forensic examination; or
- (b) for investigation in connection with an offence; or

- (c) for use as evidence at a trial for an offence.

11.3 SURRENDER OF DOCUMENTS/RECORDS

The operator of an aircraft shall, within a reasonable time after being required to do so by an authorised person, cause to be transferred such of the following documents as may have been required by that person:

- (a) the written Exemption referred to in paragraphs 2.2.1 or 2.2.2;
- (b) the Dangerous Goods Transport Document as referred to in paragraph 7.2;
- (c) the completed Acceptance Check-list in respect of any dangerous goods as referred to in paragraph 8.2.2;
- (d) a copy of the written information provided to the commander of the aircraft in respect of any dangerous goods as referred to in paragraph 9.1.1.

11.4 PENALTIES

11.4.1 Bahrain CAA shall take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.

11.4.2 Non-compliance with the provisions of these regulations may result in penalties as specified in Law No. 14 of 2013 with respect to the issuance of Civil Aviation Law, and Ministerial Decree No. 21 of 2013 regulations under Civil Aviation Law issued by virtue of Law No. 14 of 2013.

Note 1: Resolution No. 21 of 2013 issuing the executive regulations of the law of civil aviation regulation promulgated by Law No. 14 of 2013.

Note 2: Civil Aviation Regulations (CAR) 002 issued under Article 5 of the Civil Aviation Law No. 14 of 2013.

11.4.3 Bahrain CAA shall take appropriate action to achieve compliance with its dangerous goods regulations, including the prescription of appropriate penalties for violations, when information about a violation is received from another Contracting State, such as when a consignment of dangerous goods is found not to comply with the requirements of the Technical Instructions on arrival in a Contracting State and that State reports the matter to the State of Origin.

11.5 COOPERATION

11.5.1 Bahrain_CAA shall participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations.

Note 1: Cooperative efforts could include coordination of investigations and enforcement actions; exchanging information on a regulated party's compliance history; joint inspections and other technical liaisons, exchange of technical staff, and joint meetings and conferences.

Note 2: Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories; proposed and completed regulatory actions; incident reports; documentary and other evidence developed in the investigation of incidents; proposed and final enforcement actions; and educational/outreach materials suitable for public dissemination.

11.5.2 Bahrain CAA shall participate in cooperative efforts with other appropriate authorities to establish procedures with a view to controlling the introduction of dangerous goods into air transport through its postal services.

11.6 DANGEROUS GOODS BY MAIL

The procedures of designated postal operators for controlling the introduction of dangerous goods in mail into air transport shall be approved by the Bahrain Civil Aviation Affairs, Ministry of Transportation and Telecommunications

Directorate of Posts shall consult and coordinate with Bahrain Civil Aviation Affairs in matters such as but not limited to specific staff training requirements and development of procedures, related to carriage of Dangerous Goods by air.

Note 1: In accordance with the Universal Postal Union (UPU) Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.

Note 2: The Universal Postal Union has established procedures to control the introduction of dangerous goods into air transport through the postal services (see the UPU Parcel Post Regulations and Letter Post Regulations).

CHAPTER 12- DANGEROUS GOODS ACCIDENT/INCIDENT REPORTING

12.1 DANGEROUS GOODS OCCURRENCES

The responsibility to report incidents, accidents, undeclared and/or mis-declared dangerous goods lies with all entities who are involved with the movement of dangerous goods notwithstanding operators, freight forwarders, or screening providers.

With the aim of preventing the recurrence of dangerous goods accidents and incidents, operators shall report dangerous goods accidents and incidents to Bahrain CAA through a reporting procedure determined by the CAA for investigating and compiling information concerning such accidents and incidents which occur in Bahrain and which involve the transport of dangerous goods. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions in the prescribed form ASED-OF-03-DGR. The report shall also be filed in the state in which the incident or accident occurred.

12.2 UN-DECLARED OR MIS-DECLARED DANGEROUS GOODS OCCURRENCES

With the aim of preventing the recurrence of instances of undeclared or mis-declared dangerous goods in cargo, the operators must report the same to Bahrain CAA including the discovery of dangerous goods not permitted under 8;1.1.1 of TI or IATA 2.3A through procedures determined by the CAA and to carry out the corrective action as advised by Bahrain CAA for investigating, compiling and transmission of information concerning such occurrences which occur in Bahrain and which involve the transport of dangerous goods. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.

Reporting forms related to any such occurrences can be accessed from Ministry of Transportation & Telecommunications website www.mtt.gov.bh; Form No. ASED-OF-03-DGR.

CHAPTER 13- DANGEROUS GOODS SECURITY PROVISIONS

13.1 REQUIREMENTS

13.1.1 The establishment of security provisions lies with all individuals and/or entities responsible for the movement of Dangerous Goods commensurate with their duties and functions.

Bahrain CAA requires shippers, operators and other individuals engaged in the transport of dangerous goods by air, to exercise caution and offer DG consignments only to those operators who are certified by the appropriate authority of their state of registry or by Bahrain CAA, while care must be taken to minimize theft or misuse of dangerous goods that may be used to commit an act of unlawful interference but not limited to endangering persons, property or the environment.

Security staff deployed for in screening functions or otherwise involved in application of security measures shall be trained as per the curriculum mentioned in Table 1-4 of TI and the applicable modules in NCASTCP (Part-B). Such training should be provided or verified upon employment within the precincts of the aviation security domain. Training records shall be maintained for all such training and must be retained for a period of not less than 36 months or until satisfactory completion of a recurrent training course from the date of qualifying such courses, whichever is earlier.

13.1.2 The measures in 13.1.1 shall be commensurate with security provisions specified in relevant updated ICAO Annexes and Section 5.4 of the Technical Instructions.

Note: Refer also to the Bahrain CAA National Civil Aviation Security Programme.