



ناس افغانستان  
**NAS Afghanistan**



# **Dangerous Goods Manual**



# Dangerous Goods Manual Kabul



# **NAS Afghanistan**

## **Dangerous Goods Manual**

# **DANGEROUS GOODS MANUAL**

**Doc. Ref.:**  
**NAFG/DGR**

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# NAS Afghanistan

## Dangerous Goods Manual

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# NAS Afghanistan

## Dangerous Goods Manual

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### DISTRIBUTION LIST

1. The soft copy of this Dangerous Goods Manual is available on NAS-share point system. The users are advised to refer to NAS-SharePoint system for updated version of the manual.

2. The distribution list for controlled copies of this manual is given below.

1. Global Chief Operations Officer (Soft copy)
2. Corporate Safety Manager (Soft copy)
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4. Airport Manager – Kabul (Hard Copy)
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6. Airport Manager – Herat (Hard Copy)
7. Cargo Operations and Sales Manager (Hard Copy)
8. Ramp Manager (Soft Copy)





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### ABBREVIATIONS

The table below shows the abbreviations sorted alphabetically

Abbreviations	Expansions
ACAA	Afghan Civil Aviation Authority
BCF	Bromochlorodifluoromethane
CAO	Cargo Aircraft Only
CoE	Committee of Experts
CO <sub>2</sub>	Carbon Dioxide
DG	Dangerous Goods
DGD	Dangerous Goods Declaration
DGR	Dangerous Goods Regulations
ERG	Emergency Response Guide
HEG	Hatching Eggs
IAEA	International Atomic Energy Agency
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICE	Dry Ice
MAG	Magnetised Material
NOTOC	Notification to Captain
RCL	Cryogenic Liquid
RCM	Corrosives
RCX	Explosives – Division 1.3C
REX	Explosives
RFG	Flammable Gas
RFL	Flammable Liquid
RFS	Flammable Solid
RFW	Dangerous when Wet
RGX	Explosives – Division 1.3G
RIS	Infectious Substances



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<b>RMD</b>	<b>Miscellaneous Dangerous Goods</b>
<b>RNG</b>	<b>Non-Flammable / Non Toxic Gas</b>
<b>ROP</b>	<b>Organic Peroxides</b>
<b>ROX</b>	<b>Oxidizers</b>
<b>RPB</b>	<b>Toxic Substances</b>
<b>RPG</b>	<b>Poisonous or Toxic Gas</b>
<b>RRW</b>	<b>Radioactive – White</b>
<b>RRY</b>	<b>Radioactive - Yellow</b>
<b>RSB</b>	<b>Polymeric Beads</b>
<b>RSC</b>	<b>Spontaneously Combustible</b>
<b>RXB</b>	<b>Explosives – Division 1.4</b>
<b>RXC</b>	<b>Explosives – Division 1.4</b>
<b>RXD</b>	<b>Explosives – Division 1.4</b>
<b>RXE</b>	<b>Explosives – Division 1.4</b>
<b>RXG</b>	<b>Explosives – Division 1.4</b>
<b>RXS</b>	<b>Explosives – Division 1.4</b>
<b>TI</b>	<b>Transport Index</b>
<b>ULD</b>	<b>Unit Load Device</b>
<b>UN</b>	<b>United Nations</b>



# **NAS Afghanistan**

## **Dangerous Goods Manual**

# **SECTION 1**

# **GENERAL**



# NAS Afghanistan

## Dangerous Goods Manual

### 1.0 PREFACE

This is the first edition of the NAS Afghanistan - **DANGEROUS GOODS MANUAL** for acceptance, handling, and transportation of Dangerous Goods by air. This manual specifies the procedures, requirements and minimum standards that must be observed in handling and other related tasks and functions. All details and regulatory requirements should refer to the current editions of IATA Dangerous Goods Regulations Manual and Afghan Civil Aviation Authority (ACAA) Regulations.

The Afghan Civil Aviation Authority (ACAA) is the highest authority for approving all inbound, outbound and over flying Dangerous Goods as well as all operating carriers/ground handling agents in Afghanistan to handle Dangerous Goods.

Staff must observe and comply with all relevant and applicable governmental and Industry procedures, requirements and standards such as those specified by ICAO and IATA.

Staff who have successfully completed the required Dangerous Goods courses and the license approved by ACAA are authorized to deal with acceptance, handling, warehousing and stowage of those commodities.

All staff shall adhere to follow the NAS Afghanistan -Investigation and Reporting procedures of all incidents/accidents and the general Emergency Response procedures.

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## Dangerous Goods Manual

### 1.1 INTRODUCTION

Dangerous Goods are articles or substances, which are capable of posing a significant risk to health, safety, property or the environment.

Dangerous Goods can be transported safely by air transport provided certain principles are strictly followed.

Some Dangerous Goods have been identified too dangerous to be carried on any aircraft under any circumstances, others are forbidden under normal circumstances but may be carried with specific approvals from the state concerned as long as there are no restrictions by the Afghan CAA.

**The UN Committee of Experts (CoE)** develops recommended procedures for the transport of all types of Dangerous Goods except radioactive materials.

**The International Atomic Energy Agency (IAEA)** develops recommended procedures for the safe transport of radioactive material.

**The International Civil Aviation Organization (ICAO)** has used these recommendations as the basis for developing the regulation for safe transport of Dangerous Goods by air.

The **IATA Dangerous Goods Regulations** contain all of the requirements of the Technical Instructions.



# NAS Afghanistan

## Dangerous Goods Manual

### 1.2 LIMITATIONS

Some dangerous goods are too dangerous to be carried by aircraft, other may be carried on cargo aircraft only and some are acceptable on both cargo and passenger aircraft. A number of limitations are placed on dangerous goods, which are permitted to be transported by air. Both States and Operators may impose further restrictions called variations.

#### 1.2.1 Forbidden Dangerous Goods

Any substance which, as presented for transport, is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or dangerous emission of toxic, corrosive or flammable gases or vapors under conditions normally encountered in transport must not be carried on an aircraft under any circumstances.

#### 1.2.2 Hidden Dangerous Goods

Operator acceptance staff must be adequately trained to assist to identify the item and detect dangerous goods presented as general cargo. Cargo declared under a general description may contain hazardous articles that are not apparent. Such articles may also be found in baggage. With the aim of preventing undeclared dangerous goods from being loaded on an aircraft and preventing passengers from taking on board those dangerous goods which they are not permitted to have in their baggage.

Cargo and passenger acceptance staff should seek confirmation from shippers and passengers about the contents of any item of cargo or baggage where there are any suspicions that it may contain dangerous goods.





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## Dangerous Goods Manual

### 1.3 SHIPPER'S RESPONSIBILITIES

Shippers must comply fully with IATA Dangerous Goods regulations when transporting items. The shipper must ensure that the articles or substances are not prohibited for transport by air.

The shipper is responsible for identifying and classifying all Dangerous Goods, which includes packing, marking, labeling and documentation in compliance with the Dangerous Goods regulations.

### 1.4. OPERATORS/GROUND HANDLING AGENTS RESPONSIBILITIES

In transporting Dangerous Goods, an operator/handling agent must comply with the requirements of Section 9 of IATA Dangerous Goods Regulations Manual.

- a) Acceptance
- b) Storage
- c) Loading
- d) Inspection
- e) Provision of Information, including emergency response information
- f) Reporting
- g) Training
- h) Retention of Records



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## Dangerous Goods Manual

### 1.5 TRAINING

Basic training is required for everybody involved in handling Dangerous Goods cargo with a written examination.

Recurrent training must be take place within 24 months of previous training with a written examination.

A valid Dangerous Goods Regulations license must be displayed all the times by staff involved in the handling of Dangerous Goods.

Initial and recurrent training must be established and maintained by or on behalf of:

- Operators
- Agencies on behalf of Operators for Cargo
- Agencies on behalf of Operators for Passengers
- Agencies located at an airport
- Agencies other than Operators involved
- Shippers of dangerous goods including packers and shipper's agents
- Agencies engaged in the security screening of passengers and their baggage.

Records of Training:

1. Individuals Name
2. Employee Number
3. License Number
4. Date of training completed and the recurrent training date.
5. A description, copy or reference to training materials used to meet the training requirement.
6. The name and address of the Training Provider.

The training records must be made available upon request to the appropriate State Authorities.



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**TABLE 1.5.A**  
**Minimum requirements for Training curricula (1.5.2)**

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Shippers and packers		Freight forwarders			Operators and ground handling agents						Security screeners
	1	2	3	4	5	6	7	8	9	10	11	12
General philosophy	X	X	X	X	X	X	X	X	X	X	X	X
Limitations	X		X	X	X	X	X	X	X	X	X	X
General requirements for shippers	X		X			X						
Classification	X	X	X			X						X
List of dangerous goods	X	X	X			X				X		
General packing requirements	X	X	X			X						
Packing instructions	X	X	X			X						
Labelling and marking	X	X	X	X	X	X	X	X	X	X	X	X
Shipper's Declaration and other relevant documentation	X		X	X		X	X					
Acceptance procedures						X						
Recognition of Undeclared Dangerous Goods	X	X	X	X	X	X	X	X	X	X	X	X
Storage and loading procedures					X	X		X		X		
Pilots' notification						X		X		X		
Provisions for passengers and crew	X	X	X	X	X	X	X	X	X	X	X	X
Emergency procedures	X	X	X	X	X	X	X	X	X	X	X	X



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## Dangerous Goods Manual

### KEY

1. *Shippers and persons undertaking the responsibilities of shippers', including operator's staff acting as shippers, operator's staff preparing dangerous goods as Company Materials (COMAT)*
2. *Packers*
3. *Staff of freight forwarders involved in processing dangerous goods*
4. *Staff of freight forwarders involved in processing cargo, mail or stores (other than dangerous goods)*
5. *Staff of freight forwarders involved in the handling, storage and loading of cargo, mail or stores*
6. *Operator's and ground handling agent's staff accepting dangerous goods*
7. *Operator's and ground handling agent's staff accepting cargo, mail or stores (other than dangerous goods)*
8. *Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo, mail or stores and baggage*
9. *Passenger handling staff*
10. *Flight crew members and load planners*
11. *Crew members (other than flight crew members)*
12. *Security staff who deal with the screening of passengers and their baggage and cargo, mail or stores, e.g. security screeners, their supervisors and staff involved in implementing security procedures.*



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## Dangerous Goods Manual

**TABLE 1.5.B**  
**Minimum Requirements for Training Curricula for "No Carry" Operators (1.5.3)**

Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Operators and ground handling agents				
	7	8	9	10	11
General philosophy	X	X	X	X	X
Limitations	X	X	X	X	X
Labelling and marking	X	X	X	X	X
Shipper's Declaration and other relevant documentation	X				
Recognition of Undeclared Dangerous Goods	X	X	X	X	X
Provisions for passengers and crew	X	X	X	X	X
Emergency procedures	X	X	X	X	X

**Notes:**

1. Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in Table 1.5.A and Table 1.5.B. For example, in respect of classification, staff involved in implementing security procedures (e.g. screeners and their supervisors) need only be trained in the general properties of dangerous goods.
2. A set of detailed dangerous goods training programmes for the various categories of personnel, prepared jointly with ICAO, is available from IATA. These training programmes correspond to the categories of the personnel shown in Table 1.5.A. Also available is a set of guidelines for instructors of dangerous goods courses.
3. The categories of personnel identified in Table 1.5.A and Table 1.5.B are not all encompassing. Personnel employed by or interacting with the aviation industry in areas such as passenger reservation centres, and engineering and maintenance, except when acting in a capacity identified in Table 1.5.A or Table 1.5.B, should be provided with dangerous goods training in accordance with 1.5.2.



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## **Dangerous Goods Manual**

# **SECTION 2**

# **CLASSES & LABELS**





# NAS Afghanistan

## Dangerous Goods Manual

### 2.0 GENERAL

Dangerous goods are defined as those goods which meet the criteria of one or more of the nine UN hazard classes and, where applicable, to one of three UN Packing Groups. Some hazard classes are further subdivided due to the wide scope of the class. The nine classes relate to the *type of hazard* whereas the packing groups relate to the applicable *degree of danger* within the class.

Classification must be made by the appropriate national authority when so required or may otherwise be made by the shipper.

Some hazard classes are further subdivided into hazard divisions due to the wide scope of the class. The order in which they are numbered is for convenience and does not imply a relative degree of danger.



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## Dangerous Goods Manual

### 2.1 CLASSES OF DANGEROUS GOODS

Dangerous goods are divided into 9 classes. Classes 1,2,4,5 and 6 are divided into “divisions” due to hazard variation within these classes.

Class	Division	IMP Code	Name	Description
1	1.1	REX	<b>Explosives</b>	Articles and substances having a mass explosion hazard.
	1.2	REX		Articles and substances having a projection hazard but not a mass explosion hazard.
	1.3	REX RCX RGX		Articles and substances having a fire hazard, a minor blast hazard and/or a minor projection hazard but not a mass explosion hazard.
	1.4	RXB RXC RXD RXE RXG RXS		Articles and substances presenting no significant hazard.
	1.5	REX		Very insensitive substances having a mass explosion hazard.
	1.6	REX		Extremely insensitive articles which do not have a mass explosion hazard.
2			<b>Gases</b>	
	2.1	RFG		Flammable Gas
	2.2	RNG		Non-Flammable / Non Toxic Gas
	2.3	RPG RCL		Poisonous or Toxic Gas Cryogenic Liquid





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3		RFL	<b>Flammable Liquids</b>	
4	4.1	RFS	<b>Flammable Solids</b> Flammable Solid	Self-reactive substances and solid desensitized explosives.
	4.2	RSC	Spontaneously Combustible	Substances liable to spontaneous combustion.
	4.3	RFW	Dangerous when Wet	Substances Which, in Contact with Water, Emit Flammable Gases
5	5.1 5.2	ROX ROP	<b>Oxidizing and Organic Peroxides</b> Oxidizers Organic Peroxides	
6	6.1 6.2	RPB RIS	<b>Toxic and Infectious Substances</b> Toxic Substances Infectious substances	
7	Cat I Cat II & III	RRW RRY	<b>Radioactive Materials</b> Radioactive – White Radioactive – Yellow	
8		RCM	<b>Corrosives</b>	
9		RSB MAG ICE RMD	<b>Miscellaneous Dangerous Goods</b> Polymeric Beads Magnetized material Dry Ice Miscellaneous Dangerous Goods	



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## Dangerous Goods Manual

### 2.2 DANGEROUS GOOD HAZARD LABELS Class 1



Articles bearing Explosive labels shown above and falling into Division 1.1, 1.2, 1.4F, 1.5 and 1.6 are normally forbidden



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### Class 1





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### Class 2



### Class 3





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### Class 4



### Class 5





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### Class 6



### Class 7





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### Class 8



### Class 9

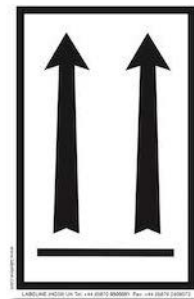
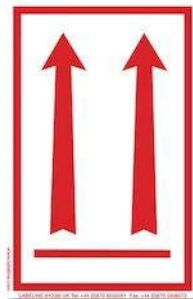
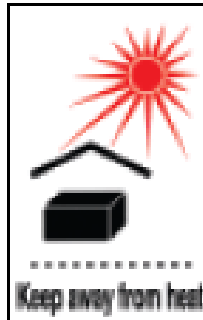




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### 2.3 DANGEROUS GOODS HANDLING LABELS







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### 2.4 DANGEROUS GOODS MARKINGS





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### **SECTION 3**

# **ACCEPTANCE DOCUMENTATION**



# NAS Afghanistan

## Dangerous Goods Manual

### 3.0 GENERAL

Acceptance and handling is controlled by qualified DG licensed staff who shall work through a checklist. Any violation of the regulations by a shipper, agent or carrier may be subject to legal penalties.

Unless otherwise specified in IATA DGR Manual, a “Shipper’s Declaration for Dangerous Goods” form and an “Air Waybill” must be completed for each consignment of dangerous goods. The shipper must retain a copy of the Shipper’s Declaration for dangerous goods and additional information and documentation for a minimum period of three months.

### 3.1 SHIPPER’S DECLARATION

The shipper is responsible for the completion of a prescribed declaration form, “Shipper’s Declaration for Dangerous Goods”, for each and every shipment containing dangerous goods so defined or classified in IATA DGR Manual unless it is stated a Shipper’s Declaration is not required.

Specifications for declaration forms must be used as stated in IATA Dangerous Goods Regulations Manual Section 8.



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



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### 3.2 AIR WAYBILL

Air Waybill(s) accompanying dangerous goods consignment(s) for which a dangerous goods declaration is required must contain the following statements in the “Handling Information” box.

- a) “Dangerous Goods as per attached Shipper’s Declaration” or “Dangerous Goods as per attached DGD”.
- b) “Cargo Aircraft Only or “CAO” if applicable

An Air Waybill containing both dangerous goods and non-dangerous goods should indicate in the “Handling Information” box of the air waybill the number of pieces of dangerous goods either before or after the statement “Dangerous Goods as per attached Shipper’s Declaration or Dangerous Goods as per attached DGD”.

If a Shipper’s Declaration is not required for dangerous goods, the “Nature and Quantity of Goods” box of the Air Waybill must show in sequence:-

- Proper shipping name.
- Class or division number.
- UN or ID number.
- Packing group
- Subsidiary risk, if any.
- Number of packages.
- Net quantity per package and
- Packing instruction number.

### 3.3 NOTIFICATION TO CAPTAIN (NOTOC)

It is the responsibility of the cargo handling staff holding valid DG license to prepare the NOTOC and handover to load control at least 02/03 hours before schedule time of departure.

The NOTOC form consists of 3 copies:

- a) Original – must be handed over to the captain.
- b) 1st copy – must be kept by the station/department loading the cargo.
- c) 2nd copy – must be kept by the originator (cargo/load control)
- d)

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The NOTOC must be filled and handed over to the load control with the following details.

1. Air waybill number
2. Proper shipping name, supplemented with technical name(s)
3. UN/ID number
4. ERG Drill Code
5. Class or division and subsidiary risk(s) corresponding to the label(s) applied and for the Class 1, the compatibility group;
6. Packing group if applicable.
7. For Non-Radioactive material, number of packages, net quantity or gross weight if applicable according to DGR Manual Sec. 4.2.
8. For Radioactive material the number and category of packages, over packs or freight container and the transport index (TI) and dimensions for each, if applicable.
9. Whether the package is restricted to Cargo Aircraft Only (CAO)
10. The airport of unloading.
11. State exemption if any.
12. The ULD number to be maintained where dangerous goods are loaded.



## SPECIAL LOAD NOTIFICATION TO CAPTAIN

**Distribution : 1- Aircraft Captain - Original      2 - Next Station - 1st copy      3 - Station Copy**



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Sample of filled NOTOC

SPECIAL LOAD NOTIFICATION TO CAPTAIN														
Station of Loading: KWI		Flt. No. EK 8538		Date: 14-Dec-10		Aircraft Regn.: ABEI								
Prepared By: <b>B. Watkins</b>														
<b>Dangerous Goods:</b>														
Station of unloading	Air waybill	Proper Shipping Name (including Technical if any)	ERG (DWH) Code	UN or ID No.	Class or Div. (For Class I - Compatibility Group)	Sub Risk	Packing Instr.	No. Of Pkgs.	Net quantity or transport index per Pkg.	Radio Active Material Category	Pkg. Group	Codes (See Reverse)	CAO (Mark Reverse) X	Loading
DXB	176-12345675	METHYL ACETATE	3H	UN1231	3		364	10	14 L		II	RFL	X	PHC2101EK A
DXB	176-12345675	SELENIUM OXYCHLORIDE	8P	UN2879	8	6.1	850	4	0.5 L		I	RCM		AKES040EK 23
DXB	176-23456766	RADIOACTIVE MATERIAL	7L	UN2915	7			1	3.5	III		RRY		53
		TYPE A PACKAGE												
DXB	176-23452241	CONSUMER COMMODITIES	9L	UN0000	9		910	50	100 Kg			RMD		AKED123EK 11R
									(0.650-2.50g)					
<b>Other Special Load:</b>														
Sin. Of Unloading	Air Waybill No.	Contents [Descriptions]	No. Of Pkgs.	Quantity	Supplementary Information	Code (See Reverse)	ULD ID #	Cpt. / Posn						
ULD Loaded by: (To be signed by Cargo Staff)		Aircraft loaded by: (To be signed by Loading Supervisor)		Other Information:										
<b>B. Watkins</b>		<b>J. Smith</b>		Captain's Signature <b>R. Madson</b>										
There is no evidence that any damaged or leaking package containing Dangerous Goods have been loaded		There is no evidence that any damaged or leaking package containing Dangerous Goods have been loaded												

**Distribution : 1- Aircraft Captain - Original      2 - Next Station - 1st copy      3 - Station Copy**  
 Note: On multivector flights, for Dangerous Goods transiting any station, one full extra set of NOTOC must be placed on board for every transit station





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## Dangerous Goods Manual

### 3.4 ACCEPTANCE CHECKLISTS

Only dangerous goods that are properly packed, marked and labeled according to the IATA DGR will be accepted for carriage.

Any condition damaged packages must not be accepted.

Ensure that each shipment has a confirmed booking for the entire routing.

Goods declared under general (e.g. spare parts, chemicals, pharmaceuticals) but which are not subject to the IATA Dangerous Goods Regulations according to shippers information, may be accepted if the statement NOT RESTRICTED is added to the description of the goods in the AWB.

Acceptance criteria is detailed in Section 9.1. of the IATA Dangerous Goods Regulations manual.

All dangerous goods shipments must go through an acceptance checklist before being shipped out on board to an aircraft.

Staff performing the job of acceptance of Dangerous Goods, must hold a valid acceptance (DG Cat.6 license).

There are (3) types of Acceptance Checklists:

1. Non-Radioactive Shipment
2. Radioactive Shipment
3. Dry Ice

Most Airlines provide their own Dangerous Goods Checklist.

Where a carrier does not provide Checklist, a photocopy of the form available in the IATA Dangerous Goods Regulations Manual current edition may be used.

Dangerous goods acceptance checklist is utilized to verify dangerous goods shipments are accepted in accordance with all applicable requirements for transportation on an aircraft. Procedures shall ensure, as applicable to specific dangerous goods shipments:

- a) Documentation is in accordance with requirements for shipments of radioactive and non-radioactive material;
- b) The quantity of dangerous goods per package is within applicable limits;



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- c) The marking of packages, overpacks, freight containers or unit load devices (ULDs) is visible and in agreement with the accompanying Shipper's Declaration of Dangerous Goods.
- d) The packaging specification marking indicates a packing group that is appropriate for the dangerous goods contained within the package;
- e) Proper shipping names, UN numbers, ID numbers, hazard and handling labels on interior packages of an overpack are visible or reproduced on the outside of the overpack;
- f) Labeling and marking of packages, overpacks, freight containers and ULDs are in accordance with requirements for radioactive and non-radioactive material;
- g) The outer packaging of a package is of the type stated on the accompanying Shipper's Declaration of Dangerous Goods and is permitted by the applicable packing instruction
- h) Packages or overpacks do not contain different dangerous goods that require segregation;
- i) Packages, overpacks, freight containers and/or ULDs are not leaking and there is no indication the integrity has been compromised;
- j) Overpacks do not contain packages bearing a "Cargo Aircraft Only" label unless in accordance with specified exceptions.

Provided all questions on the Checklist answer "Yes" or "Not Applicable", the shipments complies with the Dangerous Goods Regulations and is acceptable. Never reject a consignment until all questions have been answered.

If any questions answer "NO", the shipment should not be accepted.

Areas for "Comments", "Checked by", "Place", "Signature", "Date" and "Time" must be completed by the Acceptance staff.



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

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

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

Is the following information correct for each entry?

#### SHIPPER'S DECLARATION FOR DANGEROUS GOODS (DGD)

	YES	NO*	N/A
1. Two copies in English and in the IATA format including the air certification statement [8.1.1, 8.1.2, 8.1.6.12] .....	<input type="checkbox"/>	<input type="checkbox"/>	
2. Full name and address of Shipper and Consignee [8.1.6.1, 8.1.6.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
3. If the Air Waybill number is not shown, enter it. [8.1.6.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
4. The number of pages shown [8.1.6.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	
5. The non-applicable Aircraft Type deleted or not shown [8.1.6.5] .....	<input type="checkbox"/>	<input type="checkbox"/>	
6. If full name of Airport or City of Departure or Destination is not shown, enter it. [8.1.6.6 and 8.1.6.7] Information is optional.....	<input type="checkbox"/>		<input type="checkbox"/>
7. The word "Radioactive" deleted or not shown [8.1.6.8] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Identification</b>			
8. UN or ID Number, preceded by prefix [8.1.6.9.1, Step 1].....	<input type="checkbox"/>	<input type="checkbox"/>	
9. Proper Shipping Name and the technical name in brackets for asterisked entries [8.1.6.9.1, Step 2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
10. Class or Division, and for Class 1, the Compatibility Group, [8.1.6.9.1, Step 3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
11. Subsidiary Risk, in parentheses, immediately following Class or Division [8.1.6.9.1, Step 4].....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Packing Group [8.1.6.9.1, Step 5].....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Quantity and Type of Packing</b>			
13. Number and Type of Packages [8.1.6.9.2, Step 6].....	<input type="checkbox"/>	<input type="checkbox"/>	
14. Quantity and unit of measure (net, or gross followed by "G", as applicable) within per package limit [8.1.6.9.2, Step 6] .....	<input type="checkbox"/>	<input type="checkbox"/>	
15. When different dangerous goods are packed in one outer packaging, the following rules are complied with:			
– Compatible according to Table 9.3.A .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– UN packages containing Division 6.2 [5.0.2.11(c)].....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– "All packed in one (type of packaging)" [8.1.6.9.2, Step 6(f)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Calculation of "Q" value must not exceed 1 [5.0.2.11 (g) & (h); 2.7.5.6; 8.1.6.9.2, Step 6(g)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Overpack			
– Compatible according to Table 9.3.A. [5.0.1.5.1 and 5.0.1.5.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Wording "Overpack Used" [8.1.6.9.2, Step 7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– If more than one overpack is used, identification marks shown and total quantity of dangerous goods [8.1.6.9.2, Step 7].....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Packing Instructions</b>			
17. Packing Instruction Number [8.1.6.9.3, Step 8] .....	<input type="checkbox"/>	<input type="checkbox"/>	
18. For lithium batteries in compliance with Section IB, "IB" follows the packing instruction [8.1.6.9.2, Step 8] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Authorizations</b>			
19. Check all verifiable special provisions. The Special Provision Number if A1, A2, A4, A5, A51, A81, A88, A99, A130, A190, A191 [8.1.6.9.4, Step 9] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20. Indication that governmental authorization is attached, including a copy in English and additional approvals for other items under [8.1.6.9.4, Step 9] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Additional Handling Information</b>			
21. The mandatory statement shown for self-reactive and related substances of Division 4.1 and organic peroxides of Division 5.2, or samples thereof, for PBE and for fireworks [8.1.6.11.1, 8.1.6.11.2, 8.1.6.11.3 and 8.1.6.11.5].....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
22. Name and Telephone Number of a responsible person for Division 6.2 Infectious Substance shipment [8.1.6.11.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Name and Title (or Department) of Signatory, Place and Date indicated and Signature of Shipper [8.1.6.13, 8.1.6.14 and 8.1.6.15] .....	<input type="checkbox"/>	<input type="checkbox"/>	
24. Amendment or alteration signed by Shipper [8.1.2.6] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	YES	NO*	N/A
<b>AIR WAYBILL—HANDLING INFORMATION</b>			
25. The statement: "Dangerous goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" [8.2.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
26. "Cargo Aircraft Only" or "CAO", if applicable [8.2.1(b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27. Where non-dangerous goods are included, the number of pieces of dangerous goods shown [8.2.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PACKAGE(S) AND OVERPACKS</b>			
28. Packaging conforms with packing instruction and is free from damage or leakage [The relevant PI and 9.1.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
29. Same number and type of packagings and overpacks delivered as shown on DGD [9.1.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Markings</b>			
30. UN Specification Packaging, marked according to 6.0.4 and 6.0.5:			
— Symbol and Specification Code .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— X, Y or Z meets or exceeds Packing Group/Packing Instruction requirements .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— Gross Weight within limits (Solids, Inner Packagings or IBCs [SP A179]) .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
— Infectious substance package marking [6.5.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
31. The UN or ID number(s) [7.1.4.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
32. The Proper Shipping Name(s) including technical name where required [7.1.4.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
33. The full name(s) and Address(es) of Shipper and Consignee [7.1.4.1(b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
34. For consignments of more than one package of all classes (except ID 8000 and Class 7) the net quantity, or gross weight followed by "G", as applicable, unless contents are identical, marked on the packages [7.1.4.1(c)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
35. Carbon Dioxide, Solid (Dry Ice), the net quantity marked on the packages [7.1.4.1(d)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36. The Name and Telephone Number of a responsible person for Division 6.2 Infectious Substances shipment [7.1.4.1(e)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
37. The Special Marking requirements shown for Packing Instruction 202 [7.1.4.1(f)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
38. Limited Quantities mark [7.1.4.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
39. The Environmentally Hazardous Substance Mark [7.1.5.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Labelling</b>			
40. The label(s) identifying the Primary risk as per 4.2, Column D [7.2.3.2; 7.2.3.3(b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
41. The label(s) identifying the Subsidiary risk, as per 4.2, Column D [7.2.3.2; 7.2.6.2.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
42. Cargo Aircraft Only label [7.2.4.2; 7.2.6.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
43. "Orientation" labels on two opposite sides, if applicable [7.2.4.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
44. "Cryogenic Liquid" labels, if applicable [7.2.4.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
45. "Keep Away From Heat" label, if applicable [7.2.4.5] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
46. "Lithium battery" label, if applicable [7.2.4.7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
47. All required labels are displayed correctly [7.2.6] and all irrelevant marks and labels removed or obliterated [7.1.1; 7.2.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>For Overpacks</b>			
48. Packaging Use markings and hazard and handling labels, as required must be clearly visible or reproduced on the outside of the overpack [7.1.7.1, 7.2.7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
49. The word "Overpack" marked if markings and labels are not visible [7.1.7.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
50. If more than one overpack is used, identification marks shown and total quantity of dangerous goods [7.1.7.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
51. "Cargo Aircraft Only" restrictions [5.0.1.5.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>GENERAL</b>			
52. State and Operator variations complied with [2.8] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
53. Cargo Aircraft Only shipments, a cargo aircraft operates on all sectors .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
54. One "lithium battery document" with the required information accompanying the consignment .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments: \_\_\_\_\_

Checked by: \_\_\_\_\_

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

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

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

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

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



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### DANGEROUS GOODS CHECKLIST FOR A RADIOACTIVE SHIPMENT

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

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

Is the following information correct for each entry?

#### SHIPPERS DECLARATION FOR DANGEROUS GOODS (DGD)

	YES	NO*	N/A
1. Two copies in English and in the IATA format including the air certification statement [10.8.1.2; 10.8.1.4, 8.1.1 and 10.8.3.12.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
2. Full name and address of Shipper and Consignee [ 10.8.3.1, 10.8.3.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
3. If the Air Waybill number is not shown, enter it. [10.8.3.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
4. The number of pages shown [10.8.3.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	
5. The non-applicable Aircraft Type deleted [10.8.3.5] .....	<input type="checkbox"/>	<input type="checkbox"/>	
6. If full name of Airport or City of Departure or Destination is not shown, enter it. [10.8.3.6 and 10.8.3.7] Information is optional.....	<input type="checkbox"/>		<input type="checkbox"/>
7. The word "Non-Radioactive" deleted [10.8.3.8] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Identification</b>			
8. UN Number, preceded by prefix "UN" [10.8.3.9.1, Step 1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
9. Proper Shipping Name [10.8.3.9.1, Step 2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
10. Class 7 [10.8.3.9.1, Step 3] .....	<input type="checkbox"/>	<input type="checkbox"/>	
11. Subsidiary Risk, in parentheses, immediately following Class [10.8.3.9.1, Step 4] and Packing Group if required for Subsidiary Risk [10.8.3.9.1, Step 5] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Quantity and Type of Packing</b>			
12. Name or Symbol of Radionuclide(s) [10.8.3.9.2, Step 6 (a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
13. A description of the physical and chemical form if in other form [10.8.3.9.2, Step 6 (b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. "Special Form" (not required for UN 3332 or UN 3333) or low dispersible material [10.8.3.9.2, Step 6 (b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. The number and type of packages and the activity in becquerel or multiples thereof in each package. For Fissile Material the total weight in grams or kilograms of fissile material may be shown in place of activity [10.8.3.9.2, Step 7] .....	<input type="checkbox"/>	<input type="checkbox"/>	
16. For different individual radionuclides, the activity of each radionuclide and the words "All packed in one" [10.8.3.9.2, Step 7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Activity within limits for Type A packages [Table 10.3.A], Type B, or Type C (see attached competent authority certificate).....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Words "Overpack Used" shown on the DGD [10.8.3.9.2, Step 8] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Packing Instructions</b>			
19. Category of package(s) or overpack [10.8.3.9.3, Step 9 and Table 10.5.C] .....	<input type="checkbox"/>	<input type="checkbox"/>	
20. Transport Index and dimensions (Length x Width x Height) for Category II and Category III only [10.8.3.9.3, Step 9] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21. For Fissile Material the Criticality Safety Index or the words "Fissile Excepted" [10.8.3.9.3, Step 9] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Authorizations</b>			
22. Identification marks shown and a copy of the document in English attached to DGD for the following [10.8.3.9.4, Step 10; 10.5.7.2.2]:			
– Special Form approval certificate .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Low dispersible material approval certificate .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Type B package design approval certificate .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
– Other approval certificates as required .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Additional Handling Information [10.8.3.11] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24. Name and Title (or Department) of Signatory, Place and Date indicated [10.8.3.13 and 10.8.3.14] and Signature of Shipper [10.8.3.15] .....	<input type="checkbox"/>	<input type="checkbox"/>	
25. Amendment or alteration signed by Shipper [10.8.1.7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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	YES	NO*	N/A
<b>AIR WAYBILL—HANDLING INFORMATION</b>			
26. The statement: "Dangerous goods as per attached Shipper's Declaration" or "Dangerous Goods as per attached DGD" [10.8.8.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
27. Cargo Aircraft Only or CAO, if applicable [10.8.8.1(b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28. Where non-dangerous goods are included, the number of pieces of dangerous goods shown [10.8.8.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>PACKAGE(S) AND OVERPACKS</b>			
29. Same number and type of packagings and overpacks delivered as shown on DGD .....	<input type="checkbox"/>	<input type="checkbox"/>	
30. Unbroken transportation seal [10.6.2.4.1.2] and package in proper condition for carriage [9.1.3; 9.1.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Markings</b>			
31. The UN Number [10.7.1.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
32. The Proper Shipping Name [10.7.1.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
33. The full Name and Address of the Shipper and Consignee [10.7.1.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
34. The permissible gross weight if it exceeds 50 kg [10.7.1.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
35. Type A packages, marked as per 10.7.1.3.4 .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
36. Type B packages, marked as per 10.7.1.3.5 .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
37. Type C packages, Industrial Packages and packages containing Fissile material marked as per 10.7.1.3.6, 10.7.1.3.3 or 10.7.1.3.7 .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Labelling</b>			
38. Two correctly completed Radioactive Hazard labels on opposite sides [10.7.3.3; 10.7.4.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	
39. Applicable label(s) identifying the Subsidiary [10.7.3.2; 10.7.4.3] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
40. Two Cargo Aircraft Only labels, if required, on the same surface near the Hazard labels [10.7.4.2.4; 10.7.4.3.1; 10.7.4.4.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
41. For fissile materials, two correctly completed Criticality Safety Index (CSI) labels on the same surface as the hazard labels [10.7.3.3.4; 10.7.4.3.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
42. All displayed labels correctly located, affixed, and irrelevant marks and labels removed or obliterated [10.7.1.1; 10.7.2.1; 10.7.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	
<b>For Overpacks</b>			
43. Packaging markings as required must be clearly visible or reproduced on the outside of the overpack [10.7.1.4.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
44. If more than one overpack is used, identification marks shown [10.7.1.4.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
45. Hazard labels reflect total for overpack [10.7.3.4] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>GENERAL</b>			
46. State and Operator variations complied with [2.8] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
47. Cargo Aircraft Only shipments, a cargo aircraft operates on all sectors .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
48. Packages containing Carbon dioxide solid (dry ice), the marking, labelling and documentary requirements complied with [Packing Instruction 954; 7.1.5.1 (d); 7.2.3.9] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments: .....			

Checked by: .....

Place: ..... Signature: .....

Date: ..... Time: .....

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





# NAS Afghanistan

## Dangerous Goods Manual

### 2014

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

A checklist is required for all shipments of dangerous goods (9.1.4) to enable proper acceptance checks to be made. The following example checklist is provided to assist shippers and carriers with the acceptance of dry ice when packaged on its own or with non-dangerous goods.

Is the following information correct for each entry?

#### DOCUMENTATION

	YES	NO*	N/A
The Air Waybill contains the following information in the "Nature and Quantity of Goods" box (8.2.3)			
1. The UN Number "1845", preceded by the prefix "UN" .....	<input type="checkbox"/>	<input type="checkbox"/>	
2. The words "Carbon dioxide, solid" or "Dry ice" .....	<input type="checkbox"/>	<input type="checkbox"/>	
3. The number of packages of dry ice (may be in the pieces field of the AWB when they are the only packages in the consignment) .....	<input type="checkbox"/>	<input type="checkbox"/>	
4. The net quantity of dry ice in kilograms .....	<input type="checkbox"/>	<input type="checkbox"/>	

*Note: The packing instruction "954" is optional.*

#### Quantity

5. The quantity of dry ice per package is 200 kg or less [4.2] .....	<input type="checkbox"/>	<input type="checkbox"/>	
--	--------------------------	--------------------------	--

#### PACKAGES AND OVERPACKS

6. The number of packages containing dry ice delivered as shown on the Air Waybill .....	<input type="checkbox"/>	<input type="checkbox"/>	
7. Packages are free from damage and in a proper condition for carriage .....	<input type="checkbox"/>	<input type="checkbox"/>	
8. The packaging conforms with Packing Instruction 954 and the package is vented to permit the release of gas .....	<input type="checkbox"/>	<input type="checkbox"/>	

#### Markings & Labels

9. The UN number "1845" preceded by prefix "UN" [7.1.4.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
10. The words "Carbon dioxide, solid" or "Dry ice" [7.1.4.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
11. Full name and address of the shipper and consignee [7.1.4.1(b)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
12. The net quantity of dry ice within each package [7.1.4.1(d)] .....	<input type="checkbox"/>	<input type="checkbox"/>	
13. Class 9 label affixed [7.2.3.9] .....	<input type="checkbox"/>	<input type="checkbox"/>	
14. Irrelevant marks and labels removed or obliterated [7.1.1(b); 7.2.1(a)] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Note: The Marking and labelling requirements do not apply to ULDs containing dry ice*

#### For Overpacks

15. Packaging Use markings and hazard and handling labels, as required must be clearly visible or reproduced on the outside of the overpack [7.1.7.1, 7.2.7] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. The word "Overpack" marked if markings and labels are not visible [7.1.7.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. The total net quantity of carbon dioxide, solid (dry ice) in the overpack [7.1.7.1] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Note: The Marking and labelling requirements do not apply to ULDs containing dry ice*

#### State and Operator Variations

18. State and operator variations complied with [2.8] .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	--------------------------

Comments: \_\_\_\_\_

Checked by: \_\_\_\_\_

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

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

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



# **NAS Afghanistan**

## **Dangerous Goods Manual**

# **SECTION 4**

# **PACKING, MARKING & LABELLING**





# NAS Afghanistan

## Dangerous Goods Manual

### 4.0 GENERAL

The shipper is responsible for all aspects of packing, marking and labeling of dangerous goods. All dangerous goods must be packed, marked and labeled in strict accordance with the current edition of the IATA Dangerous Goods Regulation Manual, Section 5 and 7.

### 4.1 PACKING

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.

All consignments must be checked to ensure that the correct packaging has been used. Packages that are damaged or showing signs of leakage must not be accepted. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

Packaging shall meet the material and construction specifications in the Technical Instructions or IATA Dangerous Goods Regulations Manual.

Packaging for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions or IATA Dangerous Goods Regulations manual.

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 or air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging.

No packaging shall be re-used until it has 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.



# NAS Afghanistan

## Dangerous Goods Manual

### 4.2 MARKING

The markings must be legible, durable and in the correct location as specified in the IATA Dangerous Goods Regulations manual.

All markings must be in English in addition to the language required by the State of Origin.

All old or previous markings must be removed or thoroughly obliterated.

#### Two types of Marking

- a) Those that identify the design or specification of a package.
- b) Those that identify the use of a particular packaging for a particular shipment (e.g. indication of contents, consignor, consignee and address of consignor/consignee) and any relevant requirements.

When over packs are used to enclosed specification packages, and the inner packages are not visible, the over pack must be legibly marked- Inner Packages comply with prescribed specifications.

Package marking requirements for Dangerous Goods are contained in Section 7 of the IATA Dangerous Goods Regulations manual.



# NAS Afghanistan

## Dangerous Goods Manual

### 4.3 LABELLING

Each package contain Dangerous Goods need hazard label and might need handling label.

Ensure all old and irrelevant labels are removed or obliterated.

Only labels as specified in the IATA DGR current edition may be used. Labels must be securely affixed or attached in the correct location.

Ensure that the shipper's responsibility for labeling are completely fulfilled when the package or overpack is presented for shipment.

There are two types of labels:

- a) Hazard Labels – which are used for most dangerous goods in all classes and divisions
- b) Handling labels – which are required, either alone or in addition to hazard labels, for some dangerous goods

In the event that labels are found missing, detached or become illegible after acceptance or transit, the same must be replaced in accordance with the Shipper's Declaration.

In the event that labels are missing or become illegible at the time of acceptance same must be rejected.

Details of labels and their uses can be found in Section 7.2 of IATA Dangerous Goods Regulations Manual.



# **NAS Afghanistan**

## **Dangerous Goods Manual**

# **SECTION 5**

# **STORAGE & LOADING**



# NAS Afghanistan

## Dangerous Goods Manual

### 5.0 GENERAL

Packages bearing the orientation label (This way up), drums, Jerri cans should always be loaded in the upright position when loaded in ULD's or loose holds.

Package should be secured to avoid movement in flight, and loaded to avoid crushing or damage by other cargo loaded in adjacent areas either in ULD's or loose holds.

Dangerous goods packages must be loaded either on the outside edge of pallets or immediately inside the door of the container so that they are easily accessible and clearly visible.

### 5.1 LOADING INSTRUCTIONS

For more details information regarding aircraft restrictions and limitation always refer Dangerous Goods Regulations manual Section 9.3 and carrier's loading procedures.

Dangerous goods must not be carried in an aircraft cabin by passenger or on the flight deck of an aircraft, except for items listed in Dangerous Goods Regulations manual

Dangerous goods packages bearing the "Cargo Aircraft Only", label should not be loaded on a passenger aircraft.

#### 5.1.1 Dry Ice

A maximum of 200kgs of dry ice can be loaded per aircraft hold. Refer to the carriers loading procedures for restrictions. Live animals should not be loaded next to dry ice.

#### 5.1.2 Loading on Cargo Aircraft Only (CAO)

Staff must ensure that packages or overpacks containing dangerous goods and labelled "Cargo Aircraft Only" are loaded only onto a cargo aircraft, and are loaded either:

- a) In such a manner that in the event of an emergency involving such packages or overpacks, a crew member or other authorized person can access those packages or overpacks, and can handle and, where size and weight permit, separate such packages from other cargo.
- b) In a class C aircraft cargo compartment, or
- c) In a ULD equipped with a fire detection/suppression system equivalent to that required by the certification requirements of a Class C aircraft cargo compartment as determined by the applicable authority.



# NAS Afghanistan

## Dangerous Goods Manual

Hazard warning labels and the Cargo Aircraft Only (CAO) label must be visible. These provisions do not apply to:

1. Substances of class 3, Packing Group III, without as subsidiary risk:
2. Toxic and infectious substances (Class 6)
3. Radioactive Materials (Class 7)
4. Miscellaneous dangerous goods (Class 9)

### 5.1.3 Loading of Magnetized Materials

Magnetized material must not loaded in such a position that they will have a significant effect on the direct-reading magnetic campuses or on the master compass detector units.

The minimum stowage distance of the magnetized material from the aircraft compasses or compass detector units will depend on the intensity of the magnetized material field strength.

## 5.2 DAMAGED & LEAKING PACKAGES

Staff must ensure that damage / leakage shipments shall not to be loaded into a ULD or delivered to an aircraft; safely removed from the ULD (other transport device) by the staff or other relevant authority; safe disposal of the packages is arranged.

In the case of leakage, an evaluation is conducted to ensure the remainder of the shipment is in proper condition for transport by air and that no other package, cargo, ULD, other transport device has been contaminated or damaged.

Remove the package as soon as possible to a safe place to prevent danger to passengers, crew, staff, aircraft equipment and other loads. The exact nature and characteristics of articles must be established in order that correct precautions can be taken. In certain cases, it may be advisable to call fire brigade for assistance.

In the event of package being dropped, check whether the inner container if any damage/ leakage is caused. If necessary, request instructions from the shipper or technical assistance from qualified third party.

If the goods are in such condition that, they cannot be re-packed by airline personnel, advice issuing carrier at the airport of departure to obtain disposal instructions from the shipper.

When flammable liquid are dispensed from containers, strict precaution shall be applied and adequate apparatus is used.

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# NAS Afghanistan

## Dangerous Goods Manual

For more information about Dangerous goods damage or leakage, please refer to the current edition of IATA-DGR manual Sec 9.

### 5.2.1 Infectious Substances

If a package containing infectious substances is damaged or leaking,

- Avoid handling or keep handling to a minimum.
- Inspect adjacent package for contamination.
- Inform the appropriate authorities and perhaps en-route stations where persons may have been exposed to danger.
- Notify the consignee/consignor.

## 5.3 RADIOACTIVE MATERIALS

For transportation of Radioactive materials, the current edition of IATA-Dangerous Goods Regulations Manual, chapter 10 must be observed, and all rules and regulations to be implemented.

The objective is to protect persons, property and the environment from the effects of radiation during the transport of radioactive material by air.

Radioactive materials are articles or substances which spontaneously and continuously emit certain types of radiation which can be harmful to health but which nevertheless, cannot be detected by any of the human senses (sight, hearing, smell, and touch) and they can be detected and also measured, with appropriate instruments.

There are three different types of radiation: Alpha, Beta, and Gamma. The measured quantity of rays (radiation dose) is termed radiation level.

Radioactive materials are divided into three divisions. There are no special restrictions for radioactive material category I.

The carriage of radioactive materials of category II and III is limited by the maximum amount of Transport Indexes per aircraft type respectively.



# NAS Afghanistan

## Dangerous Goods Manual

### Transport Index (TI).

The radiation level is also known as the Transport Index (TI) if the measured value will be divided by 10. In respect of radiation level, three types of categories and labels are differentiated.

Category	Colour	Transport index (TI)	Cargo IMP code
I	White	0.0 (TI)	RRW
II	Yellow	0.1 – 1.0(TI)	RRY
III	Yellow	1.1 TO10.0 (TI)	RRY

### **Excepted Packages**

These packaging may be used for very low activities. In respects of the low activity the radiation level is also extreme low. Categorization, labeling and shipper's declarations are not required, if Radioactive materials are packed as excepted.

### Limitations

- Any package over TI10 must be transported under exclusive use.
- Type B(M) Packages and consignments under exclusive use must be carried on Cargo Aircraft Only.

Accumulation and mixing of radioactive material packages are permitted without specific competent Authority approval. In the case of shipments under exclusive use or special arrangements, mixing is not permitted except as specially authorized.

Dangerous goods license holder must check all packages for radiation leak, when arrived at airport. Information for clarifications of details can be taken from the shipper's declaration for dangerous goods.

Radioactive packages must be stored in the room allocated to store them. This should be done immediately after a package is checked.

If there is evidence that a package of radioactive material has leaked or is damaged, access to the package or over pack or freight container must be restricted and a qualified person should inspect the extent of contamination.

The inspection should also include the aircraft; aircraft support equipment or any other material in contact or in close proximity. Steps for the protection of human health, established by the local authorities must be taken to overcome and minimize the damages of such a leak or damage.





# NAS Afghanistan

## Dangerous Goods Manual

**TABLE 9.3.D**  
**Separation of Radioactive Material—Passenger and Cargo Aircraft (9.3.10.7)**

Total Sum of TI	Minimum Distance <sup>(1)</sup>	
	metres	ft. in.
0.1 to 1.0	0.30	1'0"
1.1 to 2.0	0.50	1'8"
2.1 to 3.0	0.70	2'4"
3.1 to 4.0	0.85	2'10"
4.1 to 5.0	1.00	3'4"
5.1 to 6.0	1.15	3'10"
6.1 to 7.0	1.30	4'4"
7.1 to 8.0	1.45	4'9"
8.1 to 9.0	1.55	5'1"
9.1 to 10.0	1.65	5'5"
10.1 to 11.0	1.75	5'9"
11.1 to 12.0	1.85	6'1"
12.1 to 13.0	1.95	6'5"
13.1 to 14.0	2.05	6'9"
14.1 to 15.0	2.15	7'1"
15.1 to 16.0	2.25	7'5"
16.1 to 17.0	2.35	7'9"
17.1 to 18.0	2.45	8'1"
18.1 to 20.0	2.60	8'6"
20.1 to 25.0	2.90	9'6"
25.1 to 30.0	3.20	10'6"
30.1 to 35.0	3.50	11'6"
35.1 to 40.0	3.75	12'4"
40.1 to 45.0	4.00	13'1"
45.1 to 50.0	4.25	13'11"

If more than one package, over pack or freight container is placed in the aircraft, the minimum separation distance for each individual package, over pack or freight container must be determined in accordance with the above table, on the basis of the sum of the transport indices of the individual packages, over packs or freight containers. Alternatively, if the packages, over packs or freight containers are separated into groups, minimum distance from each group to the nearest inside surface of the partitions or floors of the flight deck or other areas occupied by personnel is the distance applicable to the sum of the transport indices within the individual groups, provided that each group is separated from each other group by at least three times the distance applicable to the one that has the larger sum of transport indices.



# NAS Afghanistan

## Dangerous Goods Manual

**TABLE 9.3.E**  
**Separation of Radioactive Material—Cargo Aircraft Only (9.3.10.7)**

Total Sum of TI	Minimum Distance <sup>(1)</sup>	
	metres	ft. in.
0.1 to 1.0	0.30	1'0"
1.1 to 2.0	0.50	1'8"
2.1 to 3.0	0.70	2'4"
3.1 to 4.0	0.85	2'10"
4.1 to 5.0	1.00	3'4"
5.1 to 6.0	1.15	3'10"
6.1 to 7.0	1.30	4'4"
7.1 to 8.0	1.45	4'9"
8.1 to 9.0	1.55	5'1"
9.1 to 10.0	1.65	5'5"
10.1 to 11.0	1.75	5'9"
11.1 to 12.0	1.85	6'1"
12.1 to 13.0	1.95	6'5"
13.1 to 14.0	2.05	6'9"
14.1 to 15.0	2.15	7'1"
15.1 to 16.0	2.25	7'5"
16.1 to 17.0	2.35	7'9"
17.1 to 18.0	2.45	8'1"
18.1 to 20.0	2.60	8'6"
20.1 to 25.0	2.90	9'6"
25.1 to 30.0	3.20	10'6"
30.1 to 35.0	3.50	11'6"
35.1 to 40.0	3.75	12'4"
40.1 to 45.0	4.00	13'1"
45.1 to 50.0	4.25	13'11"

If more than one package, over pack or freight container is placed in the aircraft, the minimum separation distance for each individual package, over pack or freight container must be determined in accordance with the above table, on the basis of the sum of the transport indices of the individual packages, over packs or freight containers. Alternatively, if the packages, over packs or freight containers are separated into groups, minimum distance from each group to the nearest inside surface of the partitions or floors of the flight deck or other areas occupied by personnel is the distance applicable to the sum of the transport indices within the individual groups, provided that each group is separated from each other group by at least three times the distance applicable to the one that has the larger sum of transport indices.



# NAS Afghanistan

## Dangerous Goods Manual

### 5.4 SEGREGATION OF INCOMPATIBLE DANGEROUS GOODS

The packages containing dangerous goods, which might react dangerously with each other, must not be loaded on an aircraft next to each other.

The segregation table shows separation procedure for dangerous goods and other special loads those are not compatible.

1. These items **MUST BE** segregated. If loaded in ULD's they **MUST** be adjacent to one another. If loose loaded must not be loaded in close proximity of one another.
2. These items must not be stored in the same hold.
3. Segregation is required for laboratory animals and animals that are natural enemies.
4. When AVI is a live dog, these items **MUST** be stored in separate holds.
5. Minimum separation distance as specified by IATA Regulations.  
Refer to Dangerous Goods Regulations Manual tables 9.3C, 9.3D and 9.3E.

Palletisation shall be performed in compliance with applicable rules and to be checked step by step. If different dangerous goods must be positioned on the same ULD, incompatibility rules between dangerous goods of different classes have to be respected. Packages incompatible with each other must be physically separated by other general cargo packages, or dangerous ones compatible with adjacent packages.

All subsidiary risk labels must show the class or division number. When labels identifying primary and subsidiary risk are required, they should be displayed adjacent to each other. Consequently incompatibilities apply to primary and subsidiary risk(s). All have to be taken into account for loading.



# NAS Afghanistan

## Dangerous Goods Manual

### Segregation Chart

			Cargo Aircraft Only (CAO)									CAO																	
Hazard Class / Division IATA IMP CODE			RCX 1.3C	RGX 1.3G	RXB 1.4B	RXC 1.4C	RXD 1.4D	RXE 1.4E	RXG 1.4G	RFG 2.1	RNG 2.2	RCL 2.2	RPG 2.3	RFL 3	RSC 4.2	RFW 4.3	ROX 5.1	ROP 5.2	RPB 6.1	RIS 6.2	RRY 7	RCM 8	ICE 9	FIL	HUM	EAT, PEM PEP, PES	HEG	AVI	LHO
Cargo aircraft Only (CAO)	1.3C	RCX			X					X	X	X	X	X	X	X	X	X				X							
	1.3G	RGX			X					X	X	X	X	X	X	X	X	X				X							
	1.4B	RXB	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X				X							
	1.4C	RXC			X					X	X	X	X	X	X	X	X	X				X							
	1.4D	RXD			X					X	X	X	X	X	X	X	X	X				X							
	1.4E	RXE			X					X	X	X	X	X	X	X	X	X				X							
	1.4G	RXG			X					X	X	X	X	X	X	X	X	X				X							
CAO	2.1	RFG	X	X	X	X	X	X	X																				
	2.2	RNG	X	X	X	X	X	X	X																				
	2.2	RCL	X	X	X	X	X	X	X																		X	X	
	2.3	RPG	X	X	X	X	X	X	X																			X	
	3	RFL	X	X	X	X	X	X	X								X												
	4.2	RSC	X	X	X	X	X	X	X								X												
	4.3	RFW	X	X	X	X	X	X	X													X							
	5.1	ROX	X	X	X	X	X	X	X					X	X														
	5.2	ROP	X	X	X	X	X	X	X																				
	6.1	RPB																								X	X	X	X
	6.2	RIS																								X	X	X	X
	7	RRY																						X			X	X	X
	8	RCM	X	X	X	X	X	X	X							X													
	9	ICE																									X	X	
		FIL																			X								
		HUM																								X		X	X
		EAT, PEM PEP, PES,																		X	X					X		X	
		HEG										X	X							X	X	X		X				X	
		AVI										X	X							X	X	X		X		X	X	X	
		LHO																		X	X	X			X				

1.4S (RXS) and 4.1(RFS) do not have incompatibilities



# **NAS Afghanistan**

## **Dangerous Goods Manual**

# **SECTION 6**

# **EMERGENCY PROCEDURES & REPORTING**



# NAS Afghanistan

## Dangerous Goods Manual

### 6.0 GENERAL

If dangerous goods are leaking, fuming, burning or showing sign of having been damaged, the local emergency services must be called to deal with the cargo. Seal off the area immediately, evacuate and ensure all persons are kept clear. Call for medical attention if fumes have been inhaled or dangerous goods have come in to contact with the body.

Should any damage occur inside an aircraft hold:

- a) Immediately inform the Captain of a flight deck member.
- b) If necessary, evacuate passengers.
- c) Inform airport fire services.
- d) Inform the ground engineer.
- e) Inform airport authorities
- f) Check cargo documents to verify the hazard in order to assist the fire services.

Avoid touching or moving the following shipments.

Poisonous gas (RPG)

Poisonous toxic substance (RPB)

Infectious substance (RIS)

Radioactive material (RRW/RRY)



# NAS Afghanistan

## Dangerous Goods Manual

### 6.1 EMERGENCY PROCEDURES – SPILL/LEAKAGE

Emergency procedures, as stipulated by the International Civil Aviation Organizations, Annex-14, must be available wherever dangerous goods are handled.

#### General Procedures

The following basic procedures are observed. Staff should be familiar with local requirements and should be aware of all emergency contacts.

- a) Notify immediate supervisor first;
- b) If safe to do so, identify the dangerous goods by referring to the DGD or package marking;
- c) Where safe to do so, isolate the package by removing other packages or property;
- d) Isolate the area and advice emergency services as per local procedure;
- e) Avoid contact with the contents of the package.;
- f) If the contents come in contact with body
  - ♦ Thoroughly wash off body with plenty of water,
  - ♦ Remove contaminated clothing
  - ♦ Do not eat or smoke
  - ♦ Keep hands away from eyes, mouth and nose, seek for medical assistance
- g) Staff involved in such incidents should stay on site until all details are noted.



# NAS Afghanistan

## Dangerous Goods Manual

### 6.2 EMERGENCY RESPONSE CHART

Hazard class Division and Compatibility Group.	Dangerous Goods Class	Hazard Description	Immediate action.
1.3.C 1.3.g	Explosives (acceptable on Cargo Aircraft Only)	Fire and minor blast Hazard and /or minor Propulsive hazard	Notify Fire Department.
1.4.B 1.4.C 1.4.D 1.4.E 1.4.G		Fire, but no other significant hazard	Guard against Fire
1.4.S		Explosive(safety)	Small fire hazard
2.1 2.2. 2.2. 2.3		Flammable Gas Non-Flammable Gas Cryogenic Liquid	Ignites when leaking High pressure cylinder bursting. Sub cooling.
		Toxic Gas (acceptable in Cargo Aircraft Only)	High pressure cylinder. Bursting and toxic inhalation.
3	Flammable Liquid	Ignites when leaking	Notify Fire Department.
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.
5.1 5.2	Oxidizer Organic Peroxide	Ignites combustibles on contact. Reacts violently with other Substances.	Notify Fire Department. Guard against fire. DO NOT use water.
6.1 6.2	Toxic  Infectious Substances	Harmful if swallowed, Inhaled or in contact with skin Causes disease in Humans and Animals	Notify Fire Department. Isolate area  Do not touch
7 Cat I 7 Cat II & III	Radioactive-white Radioactive-yellow	Radiation hazard and Harmful to health	Keep away minimum 25m
8	Corrosive	Hazardous to skin and metal.	Notify Fire Department. Avoid contact with skin
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 Fire Department. No immediate action required.  Avoid contact with skin.





# NAS Afghanistan

## Dangerous Goods Manual

### 6.3 EMERGENCY GUIDANCE AND FIRST AID

Classifications.	Emergency Guidance	First Aid
<b><u>Class.1.</u></b> <b>Explosives</b>	No smoking or flames allowed.	
<b><u>Class.2.</u></b> <b>Gasses</b>	No smoking or flames allowed. Wear protective clothing against cryogenic liquids or poisonous gas. Avoid rough handling or cylinders as it may aggravate the situation. In case of fire, all fire extinguishers acceptable, water spray or fog.	Remove victim to the fresh air. Remove contaminated clothing. If breathing is difficult, give Oxygen. Keep victim quiet and maintain normal body temperature.
<b><u>Class.3.</u> Flammable liquids</b>	No smoking or flame allowed. Use water spray to reduce vapor. In case of fire, dry chemical BCF, CO <sub>2</sub> , alcohol foam or water spray. In case of spill or leakage take up with sand or other non-combustible materials then flush area.	Remove victim to fresh air. If not breathing give artificial respiration. Remove and isolate contaminated clothing. In case of contact with material, flush skin and eyes with water.
<b><u>Class.4.</u> Flammable Solids</b>	No smoking or flames allowed. Do not touch spilled materials. In case of fire, do not use water on goods displaying ' <b>Dangerous When Wet</b> '. Use dry chemical, sand, foam, BCF, CO <sub>2</sub> , water spray or use dry sand on magnesium fire.	Remove victim to the fresh air. If breathing is difficult give oxygen. In case of contact with material, flush skin and eyes with running water. Remove and isolate contaminated clothing.
<b><u>Class.5.</u></b> <b>Oxidizing Substances and Organic Peroxides</b>	No smoking or flame allowed. Use water spray to reduce vapor. In case of fire dry chemical BCF, CO <sub>2</sub> , alcohol foam or water spray. Avoid spreading flammable liquid.	Remove victim to fresh. If breathing difficult, give oxygen If not breathing, give artificial respiration. In case of contact with material, flush skin and eyes with running water.



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<b><u>Class.6.</u></b> <b><u>Division 6.1.</u></b> <b>Toxic (poisonous)</b> <b>Substances.</b>	Do not touch spilled materials. Use water spray to reduce vapor or air born dust. In case of fire, chemical BCF, CO <sub>2</sub> , alcohol foam or water spray In case of spill or leakage, cover with sand and flush area with water.	Remove affected persons to fresh air. Call emergency medical care. If not breathing, give artificial respiration. In case of contact material, flush skin and eyes with water.
<b><u>Division.6.2.</u></b> <b>Infectious substances.</b>	If damaged or leaked, avoid handling the package, keep handling to a minimum. Inspect adjacent packages for contamination and put aside that may have been contaminated. Inform appropriate public health authority and provide information on any transit airport where persons may have been exposed to danger. Notify the consignee.	Remove and isolate contaminated clothing. Keep victim under observation.
<b><u>Class.7.</u></b> <b>Radioactive materials.</b>	Restrict access to the package immediately. Enter the spill area only to save life with a very short time as possible. Get qualified persons to access the contaminated equipment as soon as possible. Leaking packages of allowable limits for normal conditions of transport may be removed only under supervision and must not be forwarded until repaired.	Call emergency medical care. If not affecting injury remove and isolate contaminated clothing and wrap the victim in a blanket before transporting. If not injured, shower the victim with soap and water. Advise medical care that injured Person may have been exposed to radiation. Except injured, detained person and equipment exposed to radiation until instruction or arrival of the nation competent authority.



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<b><u>Class.8.</u></b> <b>Corrosive.</b>	Do not touch spilled materials. Some of these materials may react violently with water, dry chemical, BCF, CO <sub>2</sub> , water spray, fog, or foam. Take up with sand or other non-combustible materials then flush area with water.	Remove victim to fresh air. If breathing is difficult give oxygen. Remove and isolate contaminated clothing, In case of contact with the material, flush skin and eyes with water.
<b>Class.9.</b> <b>Miscellaneous</b> <b>Dangerous goods.</b>	Potential hazard can be unique to The type of item.	

### 6.4 NAS AFGHANISTAN - INVESTIGATING PROCEDURES

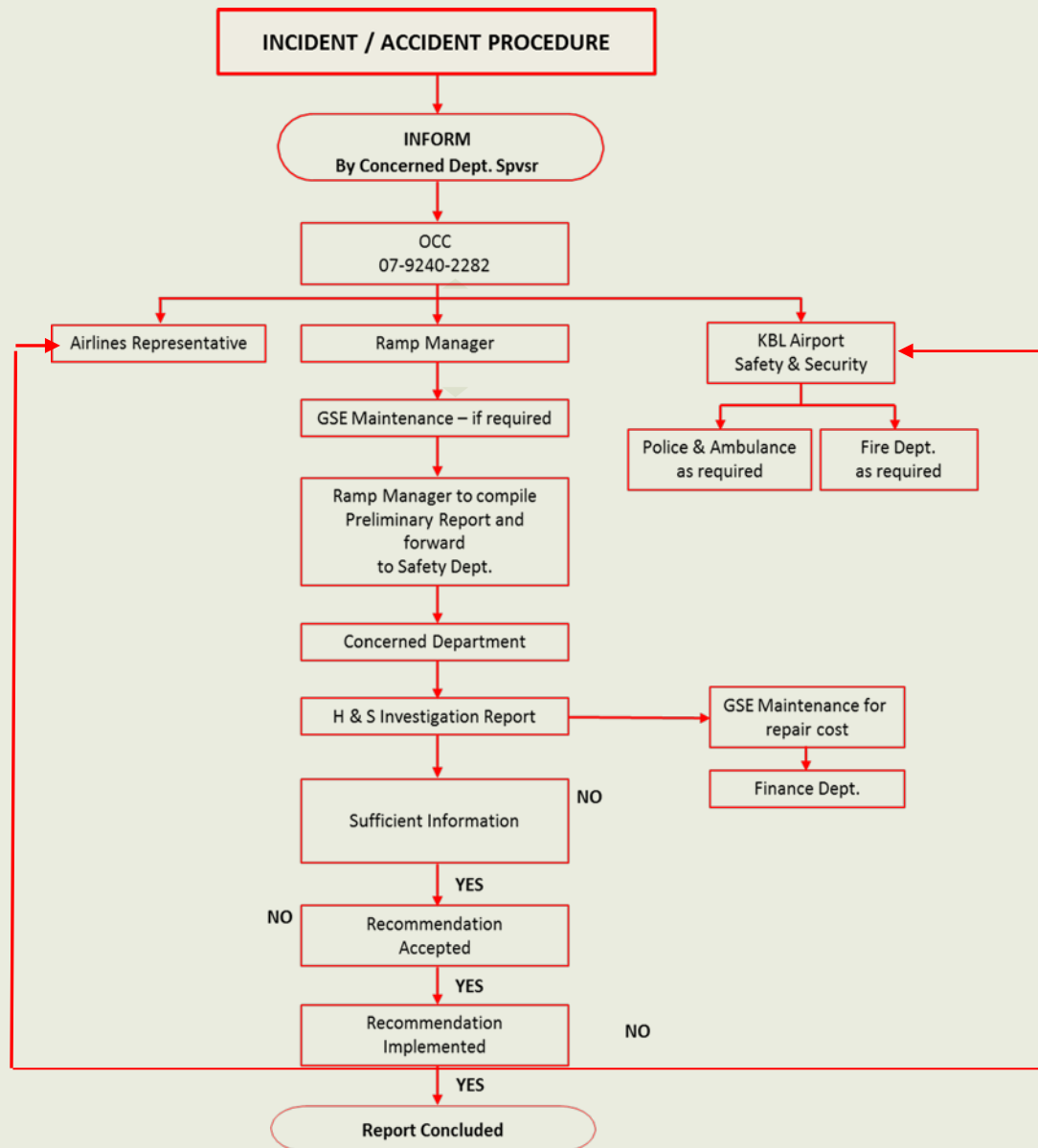
When instructed the Ramp Manager/or his nominated official must conduct a full investigation into the accident/incident.

The investigation report, with all copies of documents shall be forwarded to the Cargo Sales and Operations Manager for his appraisal of the accident/incident and details of measures that have to be taken or propose to be taken to avoid recurrence.



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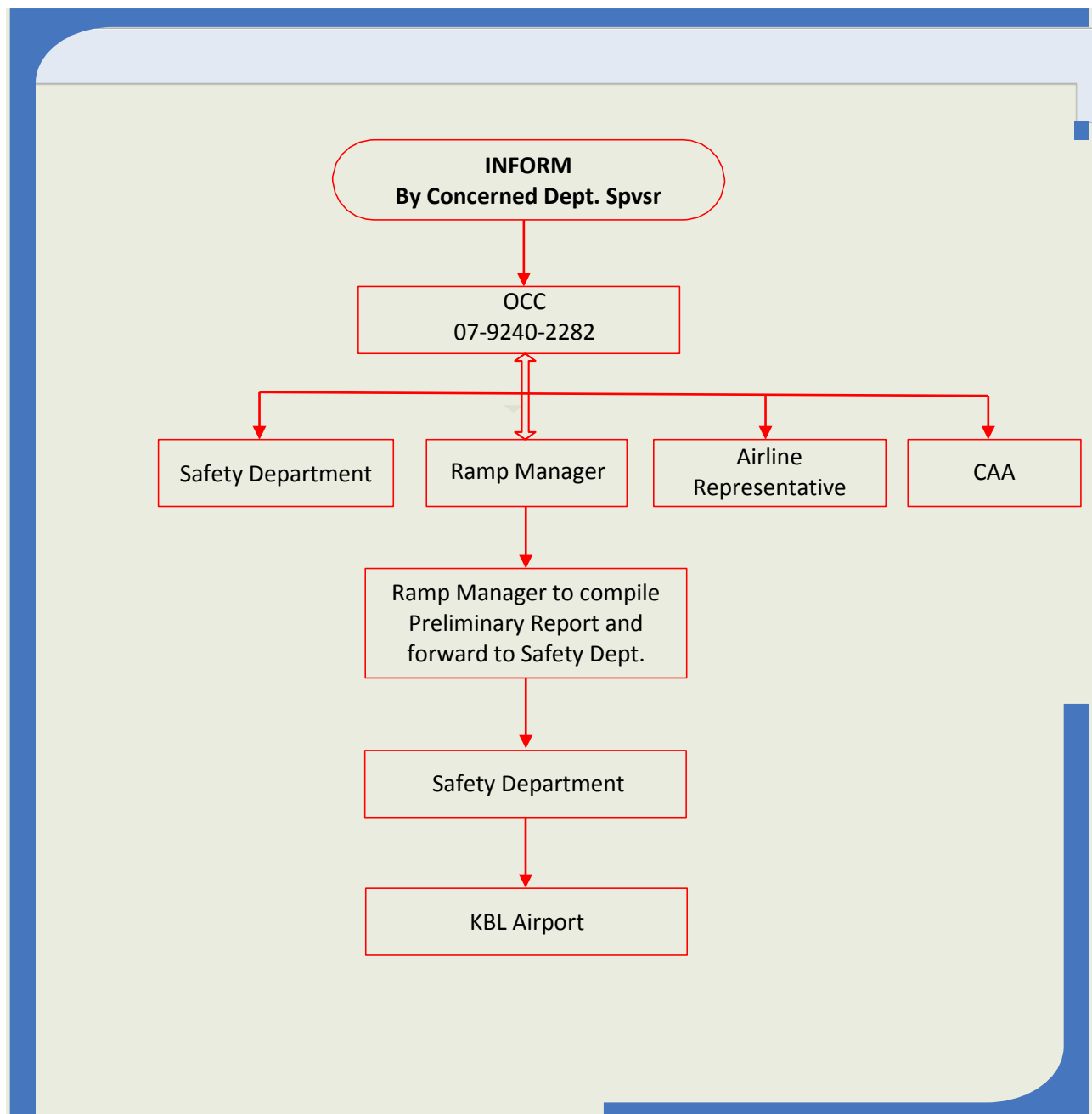


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### 6.5 NAS-REPORTING PROCEDURES

Any dangerous goods accidents and incidents must be reported to the appropriate authorities of KBL Airport. The concerned Airline, NAS Safety and Security must also be kept informed. Undeclared dangerous goods that are discovered in cargo must also be reported to the state authorities and the airline concerned.







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### 6.6 DANGEROUS GOODS ACCIDENT/INCIDENT REPORT

Following is the standard format as per GCAA as well as IATA Dangerous Goods Occurrence Report which is to be filled and reported immediately whenever there is an accident/incident occurred while handling Dangerous Goods;-

 		DANGEROUS GOODS OCCURRENCE REPORT			
Mark the type of occurrence		Accident <input type="checkbox"/>	Incident <input type="checkbox"/>	Other Occurrence <input type="checkbox"/>	
<i>Those boxes where the heading is in italics need only be completed if applicable</i> See notes on the next page of this form					
Operator:		Date of Occurrence:		Local Time of Occurrence:	
Flight Date:		Flight No:			
Departure Airport:		Aircraft Registration			
Aircraft Type:		Origin of the goods:			
Description of the occurrence, including details of injury, damage, etc. (if necessary continue on the next page)					
Proper Shipping Name (including the technical name)				UN/ID No. (when known)	
Class/Division (when known)	Subsidiary Risk	Packing Group	Category (Class 7 Only)		
Type of Packaging	Packaging specification marking	No. of packages	Quantity (or transport index if applicable)		
Reference No. of Airway bill					
Reference No. Of Courier pouch, baggage tag, or passenger ticket					
Name and Address of Shipper, Agent, Passenger etc					
Other relevant information (including suspected cause, any action taken)					



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Description of the occurrence (continuation)

Name of the person making the report

Telephone Number

Company/Dept code, E-mail or Info Mail code

Reporter ref

Address

Date

Signature

**Note:**

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



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### **Dangerous Goods Accidents**

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 Incidents**

An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, no necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire ,breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.





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### Emergency

Following are the major emergency procedures.

- ♦ Keep people away.
- ♦ Avoid inhaling fumes or vapors.
- ♦ Guard against Fire
- ♦ Get professional help from fire, police, or other emergency services.
- ♦ Aware of local emergency phone numbers

### EMERGENCY CONTACT NUMBERS

NAS Afghanistan	Telephone
NAS - Hotline Emergency No	+93 (0) 789809627 / +93 (0)790300114
NAS – Duty Officer	+93 (0 790300114 / +93 (0) 789809627
NAS – Airport Manager	+93 (0 )790300114
<b><u>Department</u></b>	
Afghanistan Airport Security	
Ambulance (Fire service)	+93 (0) 799217893
SAFO	+93 (0) 776041127
ATC	+93 (0) 787969036
Fire Department	+93 (0) 799217893
Airport Police Emergency Number	+93 (0) 202300302
NAS Afghanistan Doctor	+93 (0) 798102707