



Islamic Republic of Afghanistan
Civil Aviation Authority

AFGHANISTAN CIVIL AVIATION REGULATIONS

SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

PART 15

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INTRODUCTION

This Part incorporates the principles, Standard and Recommended Practices (SARPs) governing the safe transport of dangerous goods by air as contained in Annex 18 to the Chicago Convention and ICAO Technical Instructions for Safe Transport of Dangerous Goods by Air (Doc 9284).

The Part sets out the policies and procedures for the required level of safety for transportation of dangerous goods by air.



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TABLE OF CONTENTS

PART 15 SAFE TRANSPORT OF DANGEROUS GOODS BY AIR	15
15.1 General Provisions	15
15.1.1 Applicability	15
15.1.2 Non-Application	15
15.1.3 Notification Requirement	15
15.1.4 Definitions	15
15.1.4.2 Abbreviations	16
15.2 Conveyance of Dangerous Goods Forbidden	17
15.2.1 Principle	17
15.2.2 Interdiction	17
15.3 Exemptions	19
15.3.1 Exemptions	19
15.3.2 Equivalent Level of Safety	19
15.4 Classification, Division and Listing of Dangerous Goods	21
15.5 Designated Body or Institution	23
15.6 Designated Dangerous Goods Inspectors	25
15.6.1 Competence	25
15.6.2 Designation Rules	25
15.6.3 Credentials	25
15.7 Powers of Dangerous Goods Inspectors	27
15.7.1 General	27
15.7.2 Inspection Principles	27
15.7.3 Inspection Powers	27
15.8 Training	29
15.8.1 Training Requirement	29
15.8.2 Training Organisation	29
15.8.3 Training Content	29
15.8.4 Refresher Training	29
15.8.5 Training Certificate	30
15.9 Validation of Foreign Certificates	31
15.9.1 General Provisions	31
15.9.2 Further Provisions	31
15.10 Packing and Packaging	33
15.10.1 Packing Provisions	33
15.10.2 Packaging Provisions	33
15.10.3 Inner Packaging	33
15.10.4 Reactivity	33
15.10.5 Liquid Goods	33
15.10.6 RE-Use of Receptacles	33
15.10.7 Contamination Prevention	33
15.10.8 Threat of Used Receptacles	33
15.10.9 Prevention of Leakage	33



15.11	Responsibility of Shipper	35
15.11.1	General Responsibilities	35
15.11.2	Employed Personnel	35
15.12	Labeling and Marking	37
15.12.1	General Labeling Requirements	37
15.12.2	General Marking Requirements	37
15.12.3	Packing Requirements	37
15.12.4	Language	37
15.13	Dangerous Goods Transport Document	39
15.13.1	Transport Documents	39
15.13.2	Relevant Information	39
15.14	Acceptance Procedures	41
15.14.1	General Acceptance Procedures	41
15.14.2	Acceptance Checklist	41
15.14.3	Acceptance Checklist Requirements	41
15.15	Information to be Provided	43
15.15.1	Information for Pilot-In-Command	43
15.15.2	Information in Operations Manual	43
15.15.3	Information to the Personnel	43
15.15.4	Information during an In-Flight Emergency	43
15.15.5	Information in Case of Aircraft Accident or Serious Incident	43
15.15.6	Information in Case of Aircraft Incident	43
15.15.7	International Cooperation	43
15.15.8	Security Measures Referring to Dangerous Goods	43
15.16	Inspection for Damage or Leakage by Operator	45
15.16.1	General Inspection Requirements	45
15.16.2	Pre-Loading Inspection	45
15.16.3	Interdiction	45
15.16.4	Damage or Leaking Suspicion	45
15.16.5	Unloading Inspection	45
15.16.6	Relevant Procedures	45
15.16.7	Decontamination	45
15.16.8	Radioactive contamination	45
15.16.9	Infectious Substances	46
15.17	Storage and Loading	47
15.18	Loading Restrictions in Cabin or on Flight Deck	49
15.19	Separation and Segregation	51
15.19.1	General	51
15.19.2	Poison and Infectious Substances	51
15.19.3	Radioactive Materials	51
15.20	Securing of Dangerous Goods	53
15.20.1	Loading of Dangerous Goods	53
15.20.2	Radioactive Materials	53
15.21	Loading in Cargo Aircraft	55



15.22	Dangerous Goods Accident and Incident Reporting	57
15.22.1	General	57
15.22.2	Accidents and Incidents outside Afghanistan.....	57
15.22.3	Particulars	57
15.23	Dangerous Goods Accident and Incident Investigation	59
15.24	Dangerous Goods Accident and Incident Information	61
15.25	Notification of Undeclared or Misdeclared Dangerous Goods	63
15.26	Retention of Documents	65
15.27	Dangerous Goods Carried by Passengers or Flight Crew Members	67
15.28	Information to Passengers	69
PART 15 IMPLEMENTING STANDARDS		71
No Implementing Standards in this Document.		71
APPENDIX I NIL (NO ITEM LISTED)		73



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LIST OF TABLES

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LIST OF FIGURES

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PART 15 SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

15.1 GENERAL PROVISIONS

15.1.1 APPLICABILITY

- (a) The general provisions of these Regulations shall apply to
 - (1) any aircraft used for the conveyance of dangerous goods;
 - (2) any person, company or organisation who –
 - (i) offers dangerous goods for conveyance by air;
 - (ii) conveys dangerous goods by air; or
 - (iii) accepts dangerous goods conveyed by air; and
 - (3) any passenger or flight crew member on board or to be taken on board an aircraft;
 - (4) all national and international operations of civil aircraft; and
 - (5) the introduction of any goods into air transport through postal services.

15.1.2 NON-APPLICATION

- (a) These Regulations shall not apply in respect of:
 - (1) dangerous goods carried in an aircraft where such goods are intended.
 - (i) to provide medical aid to a patient during a flight;
 - (ii) to provide veterinary aid or a humane killer for an animal during a flight;
 - (iii) for spraying, dusting or dropping in connection with agricultural, horticultural, forestry or pollution control operations; or
 - (iv) for purposes of game and livestock management during a flight;
 - (2) articles and substances which would otherwise constitute dangerous goods but which are required to be on board the aircraft in accordance with the appropriate airworthiness requirements and the provisions of the operations manual concerned provided the articles and substances intended as replacements for such articles and substances, shall be conveyed in accordance with the requirements and standards prescribed in ICAO Doc 9284 – Dangerous Goods Manual.
 - (3) articles and substances which would otherwise constitute dangerous goods but which are on board the aircraft for the specialised purposes as prescribed in ICAO Doc 9284; and
 - (4) articles and substances intended for the personal use of passengers and flight crew members to the extent as prescribed in ICAO Doc 9284.

15.1.3 NOTIFICATION REQUIREMENT

- (a) The ACAA shall notify ICAO of any state variations (where applicable) for publication in the ICAO Technical Instructions.
- (b) Any person(s), aircraft operator, agency and organisation involved in the transport of dangerous goods by air shall report the implementation of more restrictive requirements than those specified in the Technical Instructions to the ACAA for submission to ICAO.

15.1.4 DEFINITIONS

- (a) Definitions are contained in Part 1.



(b) The following definitions are included temporary and being effective unless the respective terms have been amended in Part 1 of the ACAR.

- (1) Approval. An authorization granted by an appropriate national authority for:
- (i) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
 - (ii) other purposes as provided for in the Technical Instructions.

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

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

15.1.4.2 ABBREVIATIONS

(a) The following abbreviations are used in [Part 15](#):

- (1) AGL – Above Ground Level
- (2) AIB – Air Accident Investigation Board
- (3) ACAA – Afghanistan Civil Aviation Authority
- (4) SARPs – Standard and Recommended Practices
- (5) UN – United Nations



15.2 CONVEYANCE OF DANGEROUS GOODS FORBIDDEN

15.2.1 PRINCIPLE

- (a) The transport of dangerous goods by air shall be forbidden except as established in these Regulations and the related ICAO regulations.

15.2.2 INTERDICTION

- (a) No person shall offer, convey or accept in an aircraft:
 - (1) the dangerous goods specifically identified by name or by generic description in ICAO Doc 9284 and these Regulations, as being forbidden for conveyance by air under any circumstances;
 - (2) the dangerous goods identified in ICAO Doc 9284 and these Regulations as being forbidden for conveyance by air under normal circumstances;
 - (3) any other dangerous goods, unless in accordance with the provisions of the Civil Aviation Regulations and the requirements and standards prescribed in ICAO Doc 9284 and these Regulations; and
 - (4) infected live animals.



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15.3 EXEMPTIONS

15.3.1 EXEMPTIONS

- (a) The ACAA may, upon application in writing by any person referred to in [15.1.1 \(a\) \(2\)](#) of these Regulations, exempt such person from the provisions of Subpart [15.2](#) of these Regulations, in the case of:
- (1) extreme urgency;
 - (2) other forms of conveyance being inappropriate; or
 - (3) full compliance with the provisions of these Regulations being contrary to the national interest or contrary to the aviation safety.

15.3.2 EQUIVALENT LEVEL OF SAFETY

- (a) The ACAA may grant an exemption referred to in [15.3.1](#), under such conditions and for such period which the ACAA may determine, but only after the applicant has made every effort to achieve the overall level of safety required by the Civil Aviation Law, these Regulations and ICAO Doc 9284.



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15.4 CLASSIFICATION, DIVISION AND LISTING OF DANGEROUS GOODS

- (a) The classes, divisions and listing of dangerous goods shall be as prescribed in these Regulations and ICAO Doc 9284.



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15.5 DESIGNATED BODY OR INSTITUTION

- (a) The ACAA shall:
- (1) promote the safe conveyance of dangerous goods by air; and
 - (2) co-operate with the Air Accident Investigation Board (AAIB) on any matter connected with the safe conveyance of dangerous goods by air.
 - (3) establish an Inspection System for all entities performing any function prescribed within the ACAR for air transport of dangerous goods with a view to achieving compliance with the ACAR.



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15.6 DESIGNATED DANGEROUS GOODS INSPECTORS

15.6.1 COMPETENCE

- (a) The ACAA shall designate dangerous goods inspectors to exercise the powers referred to in Subpart [0](#).

15.6.2 DESIGNATION RULES

- (a) The conditions and requirements for, and the rules, procedures and standards connected with designation referred to [15.6.1](#), shall be as prescribed in ICAO Doc 9284 and these Regulations.

15.6.3 CREDENTIALS

- (a) The ACAA shall sign and issue to each designated dangerous goods inspector a document which shall state the full name of such inspector and contain a statement indicating that:
 - (1) such inspector has been designated in terms of [15.6.1](#); and
 - (2) such inspector is authorized to exercise the powers referred to in the Subpart [0](#).



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15.7 POWERS OF DANGEROUS GOODS INSPECTORS

15.7.1 GENERAL

- (a) A designated dangerous goods inspector may:
- (1) enter and inspect any:
 - (i) aerodrome or hangar;
 - (ii) premises where goods intended for conveyance by air are made, produced, manufactured, where goods or baggage intended for conveyance by air are packed, held or received or where goods or baggage are received after being conveyed by air; and
 - (iii) aircraft, vehicle, freight container or unit load device used for the conveyance of dangerous goods, in order to ensure compliance with the provisions of the Civil Aviation Law and these Regulations; and
 - (2) request any person to produce or furnish him or her with all documents and information relating to dangerous goods or baggage in so far as this may be necessary for the proper execution of his or her functions.

15.7.2 INSPECTION PRINCIPLES

- (a) A designated dangerous goods inspector who on reasonable grounds suspects that any baggage, consignment, freight container or unit load device contains goods which may not, in terms of the provisions of the Civil Aviation Law and these Regulations, be conveyed by air, or goods which constitute a danger or potential danger to persons, aircraft or any other property, may inspect such baggage, consignment, freight container or unit load device and, if he or she deems it necessary in the interest of aviation safety, order that such goods be detained and not be loaded in an aircraft.

15.7.3 INSPECTION POWERS

- (a) A designated dangerous goods inspector may at any time:
- (1) search:
 - (i) any baggage, consignment, freight container or unit load device presented or accepted for conveyance by air;
 - (ii) any baggage, consignment, freight container or unit load device received after being conveyed by air; and
 - (iii) any person who has disembarked from an aircraft or who intends to board an aircraft, or the baggage or personal possessions of such person, in order to ascertain whether dangerous goods have been or are to be conveyed by air, and a search referred to in paragraph (i) shall be conducted with strict regard to decency and order and a person shall be searched only by a person of the same gender;
 - (2) satisfy himself or herself that the mass, quantity or composition of any:
 - (i) goods or baggage offered or presented for conveyance in any consignment;
 - (ii) passengers' baggage;
 - (iii) freight container or unit load device;
 - (iv) stores conveyed by the owner of an aircraft, or his or her agent; and
 - (v) goods or baggage on board an aircraft, comply with the requirements and standards as prescribed in ICAO Doc 9284;



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- (3) satisfy himself or herself that the requirements and standards as prescribed in ICAO Doc 9284 are complied with regarding the separation of the classes of dangerous goods in storage areas, unit load devices, vehicles and aircraft;
 - (4) require goods to be removed from an aircraft if the requirements and standards referred to in paragraphs [\(2\)](#) and [\(3\)](#) are not complied with;
 - (5) request any person to produce or cause to be produced for inspection any document relating to a consignment intended for conveyance by air or which has been conveyed by air, or any other document specified in ICAO Doc 9284;
 - (6) question any person handling dangerous goods in order to ascertain whether that person complies with the provisions of the Civil Aviation Law and these Regulations and the requirements and standards as prescribed in ICAO Doc 9284 relating to the handling of such dangerous goods; and
 - (7) disallow the transport by air of any dangerous goods which, in his or her opinion, are not in a good condition, or the storage or use of which he or she seems to be dangerous. No claim shall lie against such inspector or the ACAA for any loss in connection with the disallowance of carriage.



15.8 TRAINING

15.8.1 TRAINING REQUIREMENT

- (a) Any person(s), aircraft operator, agency and organisation involved in the transport of dangerous goods by air shall establish and update a training program as provided for in the Technical Instructions. In particular, they are:
- (1) shipper of dangerous goods, including a packer and shipper's agent;
 - (2) operator; or
 - (3) person:
 - (i) who performs the act of accepting, handling, loading, unloading, transferring or other processing of cargo, on behalf of an operator;
 - (ii) located at an aerodrome, who performs the act of processing passengers on behalf of an operator;
 - (iii) not located at an aerodrome, who performs the act of checking in passengers on behalf of an operator;
 - (iv) other than an operator, involved in processing cargo; or
 - (v) engaged in the security screening of passengers and their baggage, shall ensure that the following categories of personnel in his or her employment, successfully complete initial dangerous goods training and refresher dangerous goods training:
 - (A) cargo personnel;
 - (B) personnel engaged in the ground handling, storage and loading of dangerous goods;
 - (C) passenger handling personnel;
 - (D) security personnel who deal with the screening of passengers and their baggage;
 - (E) flight crew members;
 - (F) packers;
 - (G) shippers; and
 - (H) shipper's agents.

15.8.2 TRAINING ORGANISATION

- (a) Training as required by these Regulations shall only be provided by a dangerous goods training organisation approved by the ACAA.

15.8.3 TRAINING CONTENT

- (a) The subject matter of dangerous goods training and refresher program shall be as prescribed in ICAO Doc 9284.

15.8.4 REFRESHER TRAINING

- (a) Any person, employee or agency, referred to in [15.8.1](#) shall complete refresher dangerous goods training every 12 months, calculated from the date of the successful completion of the initial dangerous goods training or the preceding refresher dangerous goods training, as the case may be.



15.8.5 TRAINING CERTIFICATE

- (a) Upon the successful completion of the initial dangerous goods training or the refresher dangerous goods training referred to in [15.8.3](#), the dangerous goods training organisation concerned shall issue to the candidate a certificate in the handling of dangerous goods to be conveyed by air.



15.9 VALIDATION OF FOREIGN CERTIFICATES

15.9.1 GENERAL PROVISIONS

- (a) The ACAA may validate any foreign certificate issued in the handling of dangerous goods to be conveyed by air, if the holder of the certificate –
 - (1) has obtained such certificate from an approved foreign training organisation; and
 - (2) has successfully completed the refresher dangerous goods training referred to in 15.8.4.

15.9.2 FURTHER PROVISIONS

- (a) The provisions of [15.8.4](#) and [15.8.5](#) shall apply equally to the holder of a certificate referred to in [15.9.1](#).



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15.10 PACKING AND PACKAGING

15.10.1 PACKING PROVISIONS

- (a) A shipper shall ensure that all dangerous goods which the shipper prepares or offers for conveyance by air, are packed in accordance with the provisions of these Regulations and the requirements and standards as prescribed in ICAO Doc 9284.

15.10.2 PACKAGING PROVISIONS

- (a) A shipper shall ensure that any packaging used for the conveyance of dangerous goods by air shall:
 - (1) comply with the material and construction specifications of, and be tested initially in accordance with the requirements and standards as prescribed in ICAO Doc 9284; and
 - (2) be of good quality and constructed and securely closed so as to prevent leakage caused by changes in temperature, humidity, pressure or vibration under normal conditions of conveyance by air.

15.10.3 INNER PACKAGING

- (a) A shipper shall ensure that inner packaging is packed, secured or cushioned to prevent its breakage or leakage and to control its movement within the outer packaging during normal conditions of conveyance by air.

15.10.4 REACTIVITY

- (a) A shipper shall ensure that packaging in direct contact with dangerous goods is resistant to any chemical or other action of such goods and cushioning, and that absorbent materials do not react dangerously with the contents of the receptacles.

15.10.5 LIQUID GOODS

- (a) A shipper shall ensure that packaging for which retention of a liquid is a basic function, is capable of withstanding, without leaking, the pressure as prescribed in ICAO Doc 9284.

15.10.6 RE-USE OF RECEPTACLES

- (a) No receptacle used for the conveyance of dangerous goods by air shall be re-used by the shipper until such receptacle has been inspected by such shipper and found free from corrosion or other damage.

15.10.7 CONTAMINATION PREVENTION

- (a) If a receptacle, used for the conveyance of dangerous goods by air, is re-used by the shipper, all necessary measures shall be taken by the shipper to prevent contamination of subsequent dangerous goods conveyed therein.

15.10.8 THREAT OF USED RECEPTACLES

- (a) If, because of the nature of their former contents, uncleaned empty receptacles may present a hazard, the shipper shall ensure that such receptacles are tightly closed and treated according to the hazard that they constitute.

15.10.9 PREVENTION OF LEAKAGE

- (a) A shipper shall ensure that no harmful quantity of any dangerous substance adhere to the outside of a package.



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15.11 RESPONSIBILITY OF SHIPPER

15.11.1 GENERAL RESPONSIBILITIES

- (a) A shipper shall ensure that dangerous goods offered for conveyance by air, are not dangerous goods identified as prohibited from conveyance by air in line with [15.1.3](#) and are:
 - (1) identified, classified, packed, marked and labeled; and
 - (2) accompanied by a properly executed dangerous goods transport document, in accordance with the provisions of these Regulations and the requirements and standards as prescribed in ICAO Doc 9284.
- (b) When dangerous goods intended for air transport are carried by surface transport to or from an aerodrome, any other applicable national or modal transport requirements shall be met in addition to those that are applicable for the goods when conveyed by air.

15.11.2 EMPLOYED PERSONNEL

- (a) A shipper shall ensure that any person employed by him or her or any person employed to act on his or her behalf, who is involved in the preparation of a consignment of dangerous goods to be conveyed by air, is trained in accordance with the provisions of Subpart [15.8](#).



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15.12 LABELING AND MARKING

15.12.1 GENERAL LABELING REQUIREMENTS

- (a) Any person who offers any package containing dangerous goods for conveyance by air, shall ensure that such package is labeled with the appropriate label or labels in accordance with the requirements and standards as prescribed in ICAO Doc 9284.

15.12.2 GENERAL MARKING REQUIREMENTS

- (a) Any person who offers any package containing dangerous goods for conveyance by air, shall ensure that such package is marked with the proper shipping name, UN shipping number, class of hazard, subsidiary risk, packing group, packing instruction and any authorisation reference of the contents of the package in accordance with the requirements and standards as prescribed in ICAO Doc 9284.

15.12.3 PACKING REQUIREMENTS

- (a) Any person who offers any package containing dangerous goods for conveyance by air, shall ensure that each packaging which is manufactured in accordance with a packaging specification as prescribed in ICAO Doc 9284, is marked with the appropriate packaging specification marking as prescribed in ICAO Doc 9284.
- (b) No packaging shall be marked with a packaging specification marking unless such packaging complies with the appropriate packaging specification as prescribed in ICAO Doc 9284.

15.12.4 LANGUAGE

- (a) Marking shall be made at least in English language.



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15.13 DANGEROUS GOODS TRANSPORT DOCUMENT

15.13.1 TRANSPORT DOCUMENTS

- (a) Any person who offers dangerous goods for conveyance by air, shall, unless otherwise provided for in ICAO Doc 9284, complete, sign, and provide the operator with a dangerous goods transport document and such other appropriate documents.

15.13.2 RELEVANT INFORMATION

- (a) A dangerous goods transport document shall contain the information as prescribed in ICAO Doc 9284 as well as a declaration, signed by the person referred to in [15.13.1](#), indicating that the dangerous goods offered for conveyance by air are:
 - (1) fully and accurately described by their proper shipping names;
 - (2) identified, classified, packed, marked and labeled in accordance with the requirements and standards as prescribed in ICAO Doc 9284;
 - (3) in proper condition for conveyance by air in accordance with the requirements and standards as prescribed in ICAO Doc 9284; and
 - (4) not dangerous goods identified as prohibited from conveyance by air in line with Sub-part [15.2](#).



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15.14 ACCEPTANCE PROCEDURES

15.14.1 GENERAL ACCEPTANCE PROCEDURES

- (a) The operator of an aircraft in which dangerous goods are to be conveyed, shall not accept such dangerous goods for conveyance by air:
 - (1) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where ICAO Doc 9284 provides that such document is not required; and
 - (2) until such operator has inspected the exterior of the package, overpack or freight container containing the dangerous goods in accordance with the acceptance procedures as prescribed in ICAO Doc 9284.

15.14.2 ACCEPTANCE CHECKLIST

- (a) The operator referred to in [15.14.1](#) shall develop and use an acceptance checklist to ensure that the provisions of [15.14.1](#) regarding the acceptance of dangerous goods for conveyance by air are complied with.

15.14.3 ACCEPTANCE CHECKLIST REQUIREMENTS

- (a) The acceptance checklist referred to in [15.14.2](#), shall comply with the requirements as prescribed in ICAO Doc 9284.



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15.15 INFORMATION TO BE PROVIDED

15.15.1 INFORMATION FOR PILOT-IN-COMMAND

- (a) The operator of an aircraft in which dangerous goods are to be conveyed shall provide the pilot-in-command, as soon as practicable before departure of the aircraft, with the written information as prescribed in ICAO Doc 9284.

15.15.2 INFORMATION IN OPERATIONS MANUAL

- (a) The operator of an aircraft shall provide information in its operations manual as will enable the flight crew to carry out its responsibilities with regards to dangerous goods transport and shall also provide instruction as to action to be taken in event of dangerous goods emergencies.

15.15.3 INFORMATION TO THE PERSONNEL

- (a) Operators, shippers or other organizations involved in the transport of dangerous goods by air shall provide information to their personnel as will enable them to carry out their responsibilities with regard to dangerous goods transport and shall also provide instruction as to action to be taken in event of dangerous goods emergencies.

15.15.4 INFORMATION DURING AN IN-FLIGHT EMERGENCY

- (a) In event of an in-flight emergency occurring, the pilot in Command shall, as soon as situation permits, inform the appropriate air traffic unit, for the information of aerodrome authorities, of any dangerous goods on board the aircrafts, as provided for in the Technical Instructions.

15.15.5 INFORMATION IN CASE OF AIRCRAFT ACCIDENT OR SERIOUS INCIDENT

- (a) In the event of aircraft accident or serious incident where dangerous goods carried as cargo are involved, the aircraft operator 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. The aircraft operator shall, as soon as possible, also provide information to the appropriate authorities of the state of operator and the state in which the dangerous goods accident or serious incident occurred.

15.15.6 INFORMATION IN CASE OF AIRCRAFT INCIDENT

- (a) In the event of an aircraft incident, an aircraft operator 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, as shown on the written information to the Pilot in Command.

15.15.7 INTERNATIONAL COOPERATION

- (a) Afghanistan through the ACAA would consider participating in cooperative efforts with other states concerning violations of dangerous goods regulations with the aim of eliminating such violations through coordination of investigations and enforcement actions, joint inspections and other liaisons, exchange of technical staff, and joint meetings and conferences.

15.15.8 SECURITY MEASURES REFERRING TO DANGEROUS GOODS

- (a) Security measures for dangerous goods, such as applicable to shippers, operators and other individuals engaged in the transport of dangerous goods by air to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment shall be established and commensurate with provisions in the Technical Instructions.



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15.16 INSPECTION FOR DAMAGE OR LEAKAGE BY OPERATOR

15.16.1 GENERAL INSPECTION REQUIREMENTS

- (a) The operator of an aircraft in which dangerous goods are to be conveyed, shall inspect the exterior of each package and overpack containing dangerous goods and each freight container or package containing radioactive materials to ensure that there is no damage to or leakage from such package, overpack and freight container, before loading such package, overpack and container in the aircraft or into a unit load device.

15.16.2 PRE-LOADING INSPECTION

- (a) The operator referred to in [15.16.1](#) shall inspect a unit load device before loading such device in the aircraft to ensure that there is no damage to or leakage from any dangerous goods contained therein.

15.16.3 INTERDICTION

- (a) No damaged or leaking package, overpack, freight container or unit load device shall be loaded in an aircraft.

15.16.4 DAMAGE OR LEAKING SUSPISION

- (a) If any package, overpack or freight container containing dangerous goods appears to be damaged or leaking after loading such package, overpack or freight container in an aircraft, the operator shall remove or arrange for the removal of such package, overpack or freight container from the aircraft and shall ensure that the remainder of the consignment is in a proper condition for conveyance by air and that no other package, overpack or freight container has been contaminated.

15.16.5 UNLOADING INSPECTION

- (a) Each package or overpack containing dangerous goods, or a freight container or package containing radioactive materials, shall be inspected by the operator for signs of damage or leakage upon unloading such package, overpack or freight container from the aircraft or unit load device, and if damage or leakage has occurred, the area where such package, overpack, freight container or unit load device were stowed in the aircraft, shall be inspected for damage or contamination.

15.16.6 RELEVANT PORCEDURES

- (a) If a package, overpack or freight container containing radioactive materials is found to be damaged or leaking, the operator shall:
 - (1) take all necessary precautions to restrict access to such package, overpack or freight container containing radio-active materials; and
 - (2) designate a qualified person to assess the extent of the contamination and the radiation level.

15.16.7 DECONTAMINATION

- (a) If any hazardous contamination is found in an aircraft as a result of damage to or leakage from a package or overpack containing dangerous goods, the operator shall de-contaminate the aircraft immediately.

15.16.8 RADIOACTIVE CONTAMINATION

- (a) The operator referred to in [15.16.1](#) shall remove an aircraft from service immediately when such aircraft is contaminated by radioactive materials and shall not return such aircraft to service until



the radiation level resulting from the fixed contamination at any accessible surface and the non-fixed contamination, is below the values as prescribed in ICAO Doc 9284.

15.16.9 INFECTIOUS SUBSTANCES

- (a) Any person responsible for the conveyance or opening of packages containing infectious substances who becomes aware of damage to or leakage from such packages, shall:
- (1) avoid handling such infectious substances, where possible;
 - (2) inspect adjacent packages for contamination;
 - (3) inform the appropriate public health authority or veterinary authority of such damage or leakage;
 - (4) provide the appropriate authority of the country of transit with information regarding any possible contamination; and
 - (5) notify the shipper or the consignee accordingly.



15.17 STORAGE AND LOADING

- (a) The operator of an aircraft in which dangerous goods are to be conveyed shall comply with the storage and loading provisions of these Regulations and the requirements and standards as prescribed in ICAO Doc 9284.



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15.18 LOADING RESTRICTIONS IN CABIN OR ON FLIGHT DECK

- (a) Unless otherwise provided for in ICAO Doc 9284, dangerous goods shall not be stowed in an aircraft cabin occupied by passengers or on the flight deck of an aircraft.



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15.19 SEPARATION AND SEGREGATION

15.19.1 GENERAL

- (a) The operator of an aircraft in which dangerous goods are to be conveyed and shall ensure that packages containing dangerous goods which might react dangerously when coming into contact with each other, are not stowed in an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

15.19.2 POISON AND INFECTIOUS SUBSTANCES

- (a) The operator referred to in [15.16.1](#) shall ensure that a package containing poison or an infectious substance is stowed in an aircraft in accordance with the requirements and standards as prescribed in ICAO Doc 9284.

15.19.3 RADIOACTIVE MATERIALS

- (a) The operator referred to in [15.16.1](#) shall ensure that a package containing radioactive materials is stowed in an aircraft in a manner which separates the package from persons, live animals and undeveloped film, in accordance with the requirements and standards as prescribed in ICAO Doc 9284.



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15.20 SECURING OF DANGEROUS GOODS

15.20.1 LOADING OF DANGEROUS GOODS

- (a) The operator of an aircraft in which dangerous goods are to be conveyed, shall, when dangerous goods are loaded in the aircraft, protect such dangerous goods from being damaged, and shall secure such dangerous goods in the aircraft in a manner which will prevent any movement in flight that could change the orientation of the packages.

15.20.2 RADIOACTIVE MATERIALS

- (a) When securing packages containing radioactive materials, the operator shall ensure that the security is adequate in order that the requirements regarding the separation of radioactive materials referred to in [15.19.3](#) are complied with.



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15.21 LOADING IN CARGO AIRCRAFT

- (a) Unless otherwise provided for in ICAO Doc 9284, a package or overpack containing dangerous goods and bearing a “cargo aircraft only” label, shall be loaded in a manner that any flight crew member or other person authorized by the operator, can see, handle and, where size and weight permit, separate such package or overpack from other cargo in flight.



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15.22 DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING

15.22.1 GENERAL

- (a) The operator of an aircraft involved in a dangerous goods accident or dangerous goods incident in Afghanistan, shall immediately notify:
 - (1) in the case of an accident, any air traffic service unit or the nearest police station; or
 - (2) in the case of an incident, any air traffic service unit, of such incident, and such air traffic service unit or police station, as the case may be, shall immediately on receipt of the notification, notify:
 - (i) the ACAA; and
 - (ii) where such accident or incident occurs at an aerodrome, the aerodrome manager.

15.22.2 ACCIDENTS AND INCIDENTS OUTSIDE AFGHANISTAN

- (a) The operator of an Afghan aircraft involved in a dangerous goods accident or dangerous goods incident outside the Country, shall, as soon as practicable, notify:
 - (1) the appropriate authority in the State or territory where the accident or incident has occurred, directly or through any air traffic service unit; and
 - (2) the ACAA, of such accident or incident.

15.22.3 PARTICULARS

- (a) Any notification of a dangerous goods accident or dangerous goods incident referred to in [15.22.1](#) or [15.22.2](#) or shall, in addition to the particulars of notification required under the Civil Aviation (Accident Investigation) Regulations contain the particulars as prescribed in ICAO Doc 9284.



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15.23 DANGEROUS GOODS ACCIDENT AND INCIDENT INVESTIGATION

- (a) The Accident Investigation Board shall investigate dangerous goods accidents and incidents of which the ACAA and/or the Accident Investigation Board is notified in line with [15.22.1](#), and the Civil Aviation (Accident Investigation) Regulations shall apply equally to such investigation.



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15.24 DANGEROUS GOODS ACCIDENT AND INCIDENT INFORMATION

- (a) In the case of a consignment for which a dangerous goods transport document is required under these Regulations, the operator shall ensure that the information as prescribed in ICAO Doc 9284 is available at all times for use in an emergency response to dangerous goods accidents or incidents.



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15.25 NOTIFICATION OF UNDECLARED OR MISDECLARED DANGEROUS GOODS

- (a) The operator of an aircraft in which dangerous goods are conveyed within or outside of Afghanistan shall within 48 hours after the discovery of:
 - (1) any undeclared or misdeclared dangerous goods; or
 - (2) dangerous goods not permitted under Subpart [Q](#) on board the aircraft or in the baggage of a passenger or flight crew member, notify the ACAA or the appropriate thereof, as the case may be.



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15.26 RETENTION OF DOCUMENTS

- (a) The operator of an aircraft in which dangerous goods are conveyed and the shipper, shall ensure that at least one copy of all documents pertaining to a flight on which dangerous goods are conveyed, including the:
- (1) dangerous goods transport document;
 - (2) acceptance checklist, if completion of the checklist is required; and
 - (3) written information provided to the pilot-in-command under [15.15.1](#), are retained for a period of 90 days, calculated from the date of such flight.



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15.27 DANGEROUS GOODS CARRIED BY PASSENGERS OR FLIGHT CREW MEMBERS

- (a) No passenger or flight crew member shall carry dangerous goods as, or in, carry-on baggage or checked baggage, or on his or her person, except in accordance with the requirements and standards as prescribed in ICAO Doc 9284.



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15.28 INFORMATION TO PASSENGERS

- (a) Any operator shall ensure that information regarding the types of goods that passengers are forbidden to carry on board an aircraft is available to such passengers and such information shall include:
 - (1) applicable information accompanying the passenger ticket; and
 - (2) notices which are prominently displayed:
 - (i) at any location where tickets are issued and baggage checked; and
 - (ii) in aircraft boarding areas and baggage claim areas.



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PART 15 IMPLEMENTING STANDARDS

No Implementing Standards in this Document.



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APPENDIX I NIL (NO ITEM LISTED)

No appendices in this document.



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