

**LIBERIA
CIVIL AVIATION REGULATIONS**




**PART 15
TRANSPORTATION OF DANGEROUS GOODS BY AIR**

EDITION 3.0

JULY 2021



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EXTRAORDINARY

The Government of the Republic of Liberia announces that the Liberia Civil Aviation Authority, pursuant to its mandate under the Liberia Civil Aviation Act of 2019, and specifically consistent with Subchapter XII, Section 1218 (1), has issued on August 11, 2021 its Regulation N0. LCAA/LCAR/001/2021, herein under:

CONCERNING LIBERIA CIVIL AVIATION REGULATIONS

BY ORDER OF THE PRESIDENT

AMB. DEE-MAXWELL SAAH KEMAYAH, SR.
MINISTER OF FOREIGN AFFAIRS

MINISTRY OF FOREIGN AFFAIRS
MONROVIA, LIBERIA



AUTHORITY TO PROMULGATE CIVIL AVIATION REGULATIONS

IN EXERCISE OF THE POWERS CONFERRED ON THE DIRECTOR GENERAL OF LIBERIA CIVIL AVIATION AUTHORITY UNDER THE LIBERIA CIVIL AVIATION ACT OF 2019 THESE REGULATIONS ARE MADE.

DATE: 13th July 2021

SIGNATURE: _____



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Hon. Moses Y. Kollie
DIRECTOR GENERAL

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INTRODUCTION

Part 15 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 regulatory requirements for the safe transport of dangerous goods by air.

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PART 15—TRANSPORTATION OF DANGEROUS GOODS BY AIRS

15.1 GENERAL

15.1.1 APPLICABILITY

- (a) This Part prescribes the requirements of the Republic of Liberia that apply to the carriage of dangerous goods by air in international and domestic operations of aircraft as specified in –
- (1) The International Civil Aviation Organization Document, *Technical Instructions for the Safe Transport of Dangerous Goods by Air*, and all applicable amendments; and
 - (2) As amplified by, the Dangerous Goods Regulations of the International Air Transport Association.
- (b) This Part is applicable to all Dangerous Goods (DG) and No-DG carry operators of aircraft in—
- (1) Aerial work;
 - (2) Commercial air transport; and
 - (3) General aviation.
- (c) This Part is also applicable to all organizations and individuals involved in the handling and shipping process of dangerous goods by air, which includes but is not limited to all airline operators, ground service providers, cargo shippers, maintenance organizations and aerodromes, who performs duties required by these regulations.
- (d) Any instructions or limitations contained in the *Technical Instructions* for the carriage of dangerous goods on passenger or cargo aircraft, as therein defined shall for the purpose of this Part be interpreted as applying also to the carriage of such goods beneath passenger or cargo aircraft.

15.1.2 DEFINITIONS

- (a) For the purpose of this part, the following definitions shall apply:
- (1) **Acceptance checklist**— A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.
 - (2) **Approval**⁷-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 (Doc. 9284) state that such goods may be carried with an approval; or
 - (ii) Other purposes as provided for in the Technical Instructions (Doc. 9284).
 - (3) **Cargo Aircraft**—any aircraft, other than a passenger aircraft, which is carrying goods or property.
 - (4) **Consignment** —One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address;

- (5) **Crew member**—A person assigned by an operator to duty on an aircraft during a flight duty period.
- (6) **Dangerous Goods**— Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions (Doc. 9284) or which are classified according to those Instructions.
- (7) **Dangerous Goods Accident**— An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage;
- (8) **Dangerous Goods Incident**— An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident;
- (9) **Dangerous Goods Security**— means measures or precautions to be taken by operators, shippers and others involved in the transport of dangerous goods a board aircraft to minimize theft or misuse of dangerous goods that may endanger persons or property;
- (10) **Dangerous Goods Security Exception**"—A provision in this Regulation which excludes a specific item of dangerous goods from the requirements normally applicable to that item;
- (11) **Dangerous goods transport document**— A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air (See definition, below). It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labelled and in a proper condition for transport.
- (12) **Elevated Temperature Substance**"—A substance which is transported or offered for transport:
 - (i) in the liquid state at a temperature of 100oc or above;
 - (ii) in the liquid state with a flash point above 60.5oc and which is intentionally heated to a temperature above is flash point or in a solid state an data temperature of 240oc or above;
- (13) **Exemption**— An authorization issued by an appropriate national authority providing relief from the provisions of this Regulation;
- (14) **Freight container**— A freight container is an article of transport equipment for radioactive materials, designed to facilitate the transport of such materials, either packaged or unpackaged, by one or more modes of transport.
- (15) **Flight crew member** —A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- (16) **Freight Forwarder** —A person or organization who offers the service of arranging the transport of cargo by air

- (17) **Freight Forwarder Incompatible**— Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance ;
- (18) **Handling agent**— An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.
- (19) **Operator** —A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
- (20) **Overpack** —An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage;
- (21) **Package** —The complete product of the packing operation consisting of the packaging and its **contents** prepared for transport;
- (22) **Packaging** —Receptacles and any other components or materials necessary for the receptacle to perform its containment function;
- (23) **Passenger aircraft** —An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.
- (24) **Pilot-in-command** —The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.
- (25) **Proper shipping name**— The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging
- (26) **Serious Injury** —An injury which is sustained by a person in an accident and which :
- (i) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
 - (ii) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
 - (iii) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or
 - (iv) involves injury to any internal organ; or
 - (v) involves second or third degree burns, or any burns affecting more than 5percent of the body surface; or
 - (vi) involves verified exposure to infectious substances or injurious radiation.
- (27) **Solid Desensitized** —Explosives are explosive substances which are wetted with water or alcohols or are diluted with other substances to form a homogeneous solid mixture to suppress their explosive properties;
- (28) **State of Destination** —The State in the territory of which the consignment is finally to be unloaded from an aircraft.
- (29) **State of Origin** —The State in the territory of which the consignment is first to be loaded on an aircraft.
- (30) **State of the Operator** —The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's

permanent residence.

- (31) **Technical Instructions** —The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.
- (32) **Underclared or Misdeclared Dangerous Goods**—Dangerous goods discovered in cargo which are not accompanied by a dangerous goods transport document;
- (33) **UN Number** —The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of substances.
- (34) **Unit Load Device** —Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

15.1.3 ACRONYMS & ABBREVIATIONS

(a) As used in this Part, the acronyms and abbreviations as follows—

IATA – International Air Transport Association
IATA-DGR – IATA Dangerous Goods Regulations
ICAO – International Civil Aviation Organization
UN – United Nations

15.2 GENERAL PROHIBITIONS

- (a) No person may carry on any aircraft articles or substances classified as dangerous goods except as established in this Part and the detailed specifications and procedures provided in—
 - (1) The Technical Instructions; and
 - (2) As amplified by, the IATA-DGR.
- (b) With respect to any goods which a person knows or ought to know or suspect to be dangerous goods, that person shall not, without determining and complying with the restrictions regarding carriage by air—
 - (1) Take or cause it to be taken on board;
 - (2) Suspend or cause it to be suspended beneath, or
 - (3) Deliver or cause it to be delivered for load or suspend beneath an aircraft.

15.3 AUTHORIZATION REQUIRED

- (a) No person may operate an aircraft with any dangerous goods therein or suspended thereunder, unless such goods are carried, loaded or suspended—
 - (1) With the written authorization of the Liberia Civil Aviation Authority and in accordance with any conditions to which such approvals may be subject, and
 - (2) In accordance with the Technical Instructions and any conditions specified therein.

15.4 CONVEYANCE OF DANGEROUS GOODS FORBIDDEN

- (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

15.5 EXCEPTIONS AND EXEMPTIONS

15.5.1 APPLICABILITY

- (a) This Subpart provides the basis for exceptions and exemptions to the requirements of the—
- (1) ICAO *Technical Instructions*; and
 - (2) IATA Dangerous Goods Regulations.

15.5.2 GENERAL EXCEPTIONS

- (a) These requirements shall not apply to dangerous goods of the classifications specified in Part I of the Technical Instructions provided that—
- (1) The dangerous goods do not exceed the appropriate quantity limitations specified therein; and
 - (2) Such other conditions as are specified therein are complied with.

15.5.3 PASSENGER OR CREW MEMBER PERSONAL ITEMS

- (a) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Part to the extent specified in the *Technical Instructions*.
- (b) Small Lithium Battery Powered Personal Transportation Devices including hover boards, self-balancing single or multi-wheels, and mini-segways are required to be carried by the passenger in the cabin. The following provisions shall apply when they are carried by passengers or crew and when they are transported as cargo:
- (1) When carried by passengers or crew, devices containing lithium ion batteries having Watt-hour rating or 100 Wh or less may be permitted under the provisions for portable electronic devices containing lithium metal or lithium ion cells or batteries contained in Part 8 of ICAO Doc 9284, provided all applicable criteria listed in the restrictions column of Table 8-1 of ICAO Doc 9284 are met. Devices containing lithium ion batteries having a Watt-hour rating exceeding 100 Wh but not more than 160 Wh may be carried subject to an approval by the Operator. Those

exceeding 160 Wh are not permitted to be carried by passengers or crew.

- (2) When transported as cargo, devices containing batteries must be assigned to UN 3171 – Battery-Powered vehicle and are subject to all applicable requirements of the Technical Instructions. Batteries not contained in the devices must be consigned as UN 3481 – Lithium ion Batteries. (per Memorandum Circular no. 08-16, series of 2016)
- (3) All shipments of Lithium-ion batteries are forbidden as cargo on passenger aircraft. However, Lithium-ion batteries packed with equipment or lithium-ion batteries containing in personal electronic devices may be carried by passengers or crew in the cabin of the aircraft.

15.5.4 **REQUIRED FOR AIRCRAFT OPERATIONS**

- (a)** Articles and substances which would otherwise be classed as dangerous goods shall be excepted from the provisions of this Part if they are required to be aboard the aircraft—
 - (1) In accordance with the pertinent airworthiness requirements and operating regulations; or
 - (2) For those specialized purposes identified in the *Technical Instructions*.
- (b)** Additional articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of this Part to the extent specified in the *Technical Instructions*, provided they are—
 - (1) Carried as catering or cabin service supplies;
 - (2) Carried for use in flight as veterinary aid or as a humane killer for an animal; or
 - (3) Carried for use in flight for medical aid for a patient, provided that—
 - (i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;
 - (ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;
 - (iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and
 - (iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or
- (c)** Where articles and substances intended as replacements for those described in paragraphs (a) and (b) of this Section or which have been removed or the replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this Part and as permitted in the *Technical Instructions*.

15.5.5 **DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNLESS EXEMPTED**

- (a) No person may offer for transport on an aircraft or carry on an aircraft the dangerous goods unless—
- (1) Exempted by LCAA under provisions similar to Section 15.5.7 of this Part, or
 - (2) The provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin:
 - (i) articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances.
 - (ii) Infected live animals on any aircraft.

15.5.6 **DANGEROUS GOODS PERMITTED FOR TRANSPORT BY AIR**

- (a) The transport of dangerous goods by air shall be forbidden except as established in this Part and the detailed specifications and procedures provided in the *Technical Instructions*.

15.5.7 **EXEMPTIONS**

- (a) Where specifically provided for in the Technical Instructions, the CAAP may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.
- (1) In instances:
 - (i) of extreme urgency; or
 - (ii) when other forms of transport are inappropriate; or
 - (iii) When full compliance with the prescribed requirements is contrary to the public interest, the CAAP may grant an exemptions from these provisions provided that in *such instances every effort shall be made to achieve an overall level of safety in transport* which is equivalent to the level of safety provided by the requirements of this Part and the Technical Instructions.
- (b) Where Liberia is the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption with specific routing and other restrictions may be granted by the Authority based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note: Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, paragraphs 1.2 and 1.3).

15.6 RESPONSIBILITIES

15.6.1 APPLICABILITY

- (a) This Subpart consolidates the primary organization and individual responsibilities that are applicable to the preparation and transport of dangerous goods by air.

15.6.2 SHIPPER'S RESPONSIBILITIES

- (a) The shipper shall ensure that its personnel conform to the requirements of this Part and the *Technical Instructions* in the performance of their duties and responsibilities.
- (b) The shipper shall ensure that each employee completes all dangerous goods training requirements and their training records are updated prior to their performance of tasks associated with transport of dangerous goods by air.
- (c) To ensure proper completion of their assigned tasks, the shipper shall provide employees with all necessary—
 - (1) Shipping instructions and guidance;
 - (2) Reference documents;
 - (3) Shipping documents; and
 - (4) Packaging, labelling, and marking supplies.
- (d) Before consigning any packaged containing dangerous goods for transport by air, the shipper shall ensure that—
 - (1) The goods are not of a category whose carriage by air is prohibited by the provisions of the *Technical Instructions*;
 - (2) The goods are classified and packed and the packaging used are in accordance with such provisions of the *Technical Instructions* as apply to the goods;
 - (3) The package is marked and labelled in accordance with such provisions of as related to marking and labelling and in accordance with the *Technical Instructions*;
 - (4) The package is in a fit condition for carriage by air; and
 - (5) The dangerous goods transport documents has been completed and that the declaration therein has been made.
- (e) The shipper shall establish, implement and update dangerous goods training programs for its personnel as prescribed by the *Technical Instructions* and the Authority.

15.6.3 OPERATOR'S RESPONSIBILITIES

- (a) No operator may transport dangerous goods unless approved to do so by the Authority.
- (b) The operator shall ensure that its personnel conform to the requirements of this Part and

the Technical Instructions in the performance of their duties and responsibilities on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside the territory of Liberia.

- (c)** Where dangerous goods are to be transported outside the territory of Liberia, the operator shall ensure that its personnel have reviewed and are in compliance with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions.
- (d)** The operator shall ensure that each employee completes all applicable dangerous goods training requirements and their training records are updated prior to their performance of tasks associated with transport of dangerous goods by air.
- (e)** To ensure proper completion of their assigned tasks, the operator shall provide employees with all necessary—

 - (1) Operator manuals;
 - (2) Reference documents;
 - (3) Shipping documents; and
 - (4) Packaging, labelling, and marking supplies.
- (f)** An operator shall not accept dangerous goods for transport by air unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required.
- (g)** An operator shall not accept dangerous goods for transport by air until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.
- (h)** An operator shall develop and ensure the use of an acceptance checklist as an aid to compliance with the requirements of this Part and the Technical Instructions.
- (i)** The operator shall not allow the loading, stowage and securing of dangerous goods subject to this Part and the Technical Instructions on the aircraft except in accordance with the dangerous goods manual acceptable to the Authority.
- (j)** The operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions.
- (k)** The operator shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.
- (l)** The operator shall ensure that packages of dangerous goods bearing the “Cargo Aircraft Only” label are carried on a cargo aircraft and loaded as specified in the Technical Instructions.
- (m)** The operator shall provide a qualified employee to directly supervise the loading,

segregation and securing of the dangerous goods.

- (n) The operator shall establish, implement and update dangerous goods training programs for its personnel as prescribed by the Technical Instructions and the Authority.
- (o) The operator shall have a quality assurance program acceptable to the Authority that includes audits of the conformance of the operator's and service provider's organization and employees to the requirements applicable to the transport of dangerous goods by air.

15.6.4 **SERVICE PROVIDER'S RESPONSIBILITIES**

- (a) No organization may perform duties and responsibilities on behalf of the operators that are associated with the transport of dangerous goods by air unless they comply with the requirements of—
 - (1) The operator's Operation Manual;
 - (2) This Part;
 - (3) The Technical Instructions, or
 - (4) The IATA-DGR.
- (b) No person may accomplish functions for the operator involving preparation of the dangerous goods for transport by air unless they have completed the applicable initial and continuation dangerous goods training program.
- (c) The service provider shall establish, implement and update dangerous goods training programs for its personnel as prescribed by the Technical Instructions and the Authority.

15.6.5 **RESPONSIBILITIES OF PERSONS PREPARING SHIPMENT**

- (a) No person may prepare dangerous goods for transport by air unless they comply with the requirements of—
 - (1) The shipper's guidance instructions;
 - (2) This Part; and
 - (3) The Technical Instructions, as amplified by The IATA-DGR.
- (b) No person may accomplish functions for the shipper involving preparation of the dangerous goods for transport by air unless they have completed the applicable initial and continuation dangerous goods training program.

15.6.6 **RESPONSIBILITIES OF PERSONS ACCEPTING SHIPMENT**

- (a) No person may accept dangerous goods for transport by air unless they use and complete the operator's acceptance checklist in accordance with the procedures provided by the operator and the Technical Instructions.

- (b) No person may prepare dangerous goods for transport by air unless they comply with the requirements of—
- (1) The operator's Operations Manual;
 - (2) This Part; and
 - (3) The Technical Instructions, as amplified by The IATA-DGR.
- (c) No person may accomplish functions for the operator involving the acceptance of dangerous goods for transport of dangerous goods by air unless they have completed the applicable initial and continuation dangerous goods training program.

15.6.7 **RESPONSIBILITIES OF PERSON HANDLING & LOADING SHIPMENT**

- (a) No person may handle, load, stow, segregate or secure dangerous goods for transport by air unless they comply with the requirements of—
- (1) The operator's Operations Manual;
 - (2) This Part; and
 - (3) The Technical Instructions.
- (b) No person may accomplish functions for the operator involving handling, loading, stowage, segregation or securing of dangerous goods for transport by air unless they have completed the applicable initial and continuation dangerous goods training program.

15.6.8 **PILOT-IN-COMMAND RESPONSIBILITIES**

- (a) No person may accomplish the pilot-in-command responsibilities associated with dangerous goods for transport by air unless they comply with the requirements of—
- (1) The operator's Operations Manual;
 - (2) This Part; and
 - (3) The Technical Instructions.
- (b) No person may accomplish functions for the operator involving the pilot-in-command responsibilities associated with the transport of dangerous goods by air unless they have completed the applicable initial and continuation dangerous goods training program.

15.6.9 **OTHER CREW MEMBERS' RESPONSIBILITIES**

- (a) No person may accomplish the crew member responsibilities associated with dangerous goods for transport by air unless they comply with the requirements of—
- (1) The operator's Operations Manual;
 - (2) This Part; and
 - (3) The Technical Instructions.

- (b) No person may accomplish functions for the operator involving their crew member responsibilities associated with the transport of dangerous goods by air unless they have completed the applicable initial and continuation dangerous goods training program.

15.6.10 **COMPLETION OF DANGEROUS GOODS TRAINING PROGRAM**

- (a) No person may serve and no person may assign another person to serve in any capacity relating to the preparation, acceptance, loading, segregation, storage, securing, security and flight operations involved in the transportation of dangerous goods by air unless they have completed the initial and continued dangerous goods training programs prescribed by the Technical Instructions and the Authority.

15.7 PREPARATION FOR TRANSPORT BY AIR

15.7.1 **APPLICABILITY**

- (a) This Subpart provides the basis for application of the requirements contained in the Technical Instructions regarding the preparation of dangerous goods for transport by air.

15.7.2 **PREPARATION FOR TRANSPORT: GENERAL**

- (a) No person shall offer any package or overpack of dangerous goods for transport by air, unless that person has ensured, as specified in this Part and the Technical Instructions, that the dangerous goods are—
 - (1) Not forbidden for transport by air and
 - (2) Properly classified, packed, marked, and labelled; and
 - (3) Accompanied by a properly executed dangerous goods transport document.

15.7.3 **LANGUAGES TO BE USED FOR MARKINGS & DOCUMENTATION**

- (a) The markings and documentation related to the transportation of dangerous goods by air shall be provided in English.
- (b) The markings may, in addition to the requirement of paragraph (a) of this Section, be provided in—
 - (1) The language required by the State of Origin; and/or
 - (2) Any other form of expression for universal use as outlined in the Technical Instructions.

15.7.4 **CLASSIFICATION**

- (a) The classification of an article or substance of dangerous goods shall be in accordance with the provisions of the Technical Instructions (ICAO DOC 9284).

15.7.5 **GENERAL PACKAGING REQUIREMENTS**

- (a) No person may package dangerous goods for transport by air unless packaging is in accordance with the provisions of IATA-DGR and as provided for in the Technical Instructions.
- (b) No person may prepare dangerous goods that have been received through the postal services for transport by air.
- (c) Packaging shall—
 - (1) Meet the material and construction specifications in the Technical Instructions; and
 - (2) Be suitable for the contents.
- (d) Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

15.7.6 **PREVENTION OF LEAKAGE**

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

15.7.7 **INSPECTION & TESTING OF PACKAGING**

- (a) Packaging shall be tested in accordance with the provisions of the Technical Instructions.

15.7.8 **RE-USE OF PACKAGING**

- (a) No person may re-use packaging unless it has been inspected and found free from corrosion or other damage.
- (b) Where a packaging is re-used, the persons re-using the packaging shall take all necessary measures to prevent contamination of subsequent contents.

15.7.9 **PREVENTION OF HAZARDS**

- (a) If, because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- (b) No packaging shall be used if a harmful quantity of a dangerous substance is adhering to the outside of packages.

15.7.10 **LABELS**

- (a) Unless otherwise provided for in the Technical Instructions, each package, overpack and freight container of dangerous goods shall be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions.

15.7.11 **MARKINGS**

- (a) Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be—
 - (1) Marked with the proper shipping name of its contents; and
 - (2) When assigned, the UN number and such other markings as may be specified in those Instructions.

15.7.12 **SPECIFICATION MARKINGS ON PACKAGING**

- (a) Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions.
- (b) No packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in the Technical Instructions.

15.7.13 **DANGEROUS GOODS TRANSPORT DOCUMENT**

- (a) Unless otherwise provided for in the Technical Instructions, no person may offer dangerous goods for transport by air unless they have completed, signed and provided to the operator a dangerous goods transport document, which shall contain the information required by those Instructions.
- (b) The transport document shall bear a declaration signed by the person who offers dangerous goods for transport indicating that the dangerous goods are—
 - (1) Fully and accurately described by their proper shipping names; and
 - (2) Classified, packed, marked, and labelled, and
 - (3) In proper condition for transport by air in accordance with the relevant regulations
- (c) The dangerous goods transport document shall be completed in duplicate.

15.8 ACCEPTANCE, HANDLING, LOADING & STOWAGE

15.8.1 APPLICABILITY

- (a) This Subpart provides the basis for application of the requirements contained in the Technical Instructions regarding the acceptance, handling, loading and stowage of dangerous goods for transport by air.

15.8.2 ACCEPTANCE PROCEDURES

- (a) The operator of the aircraft, upon acceptance of dangerous goods shall conduct an inspection of the consignment of dangerous goods intended for transportation by air.
- (b) No person shall accept dangerous goods except in accordance with the—
 - (1) Operator's acceptance checklist,
 - (2) Technical Instructions; and
 - (3) IATA Dangerous Goods Regulations.
- (c) The person conducting the inspection on behalf of the operator shall complete a checklist specifically designed for this purpose.
- (d) No person may accept dangerous goods for transport by air that have been received through the postal services.

15.8.3 RETENTION OF DOCUMENTS

- (a) The operator of an aircraft shall retain for not less than 6 months after the date of transport—
 - (1) A dangerous goods transport document which has been furnished to him in accordance with these requirements, and
 - (2) Checklist used in the acceptance of the dangerous goods consignment.
- (b) The AOC holder shall retain the following information for 12 months after the date of transport—
 - (1) The name and address of each shipper of dangerous goods, and
 - (2) The name and address of the person who—
 - (i) Accepts each shipment of dangerous goods or directly supervises the acceptance of the dangerous goods, or
 - (ii) Loads and secures the dangerous goods or directly supervises the loading and securing of the dangerous goods;
 - (iii) The approximate date of transport,

- (iv) The locations to and from which the dangerous goods are to be transported,
- (v) The shipping name, the UN number, the class and the quantity of dangerous goods to be transported, and
- (vi) The name of the employee who prepares the information.

- (c) An AOC holder shall produce a record, notice or report required by this Section within 15 days after the day on which a written request is received from an inspector.

15.8.4 LOADING RESTRICTIONS IN PASSENGER CABIN OR ON FLIGHT DECK

- (a) Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

15.8.5 SEPARATION, SEGREGATION & SECURING: GENERAL REQUIREMENTS

- (a) Packages containing dangerous goods which might react dangerously one with another shall not be stowed—

- (1) On an aircraft next to each other; or
- (2) In a position that would allow interaction between them in the event of leakage.

- (b) When dangerous goods subject to the requirements of this Part and the Technical Instructions are loaded in an aircraft, the operator shall—

- (1) Protect the dangerous goods from being damaged; and
- (2) Secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages.

15.8.6 STOWAGE OF TOXIC & INFECTIOUS SUBSTANCES

- (a) Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions (ICAO DOC 9284).

15.8.7 STOWAGE & SECURING OF RADIOACTIVE MATERIALS

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

- (b) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the requirements in the Technical Instructions.

- (c) The securing of packages of radioactive materials shall be adequate to ensure that the separation requirements are met at all times

15.8.8 PACKAGES RESTRICTED TO CARGO AIRCRAFT ONLY

- (a) Except as otherwise provided in the Technical Instructions, no person may load packages of dangerous goods bearing the “Cargo aircraft only” label on an aircraft unless they are loaded in such a manner that a crew member or other authorized person can—
 - (1) See;
 - (2) Handle; and
 - (3) Where size and weight permit, separate such packages from other cargo in-flight

15.8.9 LEAKAGE OR DAMAGE

- (a) No person may load leaking or damaged packages, overpacks or freight containers on an aircraft.

15.8.10 INSPECTION REQUIREMENTS: GENERAL

- (a) No person may load packages and overpacks containing dangerous goods and freight containers containing radioactive materials or other dangerous goods unless they have been inspected for evidence of leakage or damage before—
 - (1) Loading on an aircraft; or
 - (2) Into a unit load device.
- (b) No person may load a unit load device aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.
- (c) No person allows the surface transportation or re-loading of packages or overpacks containing dangerous goods and freight containers containing radioactive materials unless they have been inspected for signs of damage or leakage upon unloading from the—
 - (1) Aircraft; or
 - (2) Unit load device

15.8.11 ACTIONS WHEN POSSIBLE LEAKAGE OR DAMAGE IS FOUND

- (a) Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the person making this determination shall follow the operator’s corrective procedures for such an occurrence.
- (b) Upon identification of a damaged or leaking package, the operator shall—
 - (1) Remove such package from the aircraft; or
 - (2) Arrange for its removal by an appropriate authority or organization.
- (c) Following the action specified in paragraph (a) of this Section, the operator shall ensure

that—

- (1) The remainder of the consignment is in a proper condition for transport by air; and
 - (2) No other package has been contaminated.
- (d) If evidence of damage or leakage is found, the operator shall inspect the area where the dangerous goods or unit load device were stowed on the aircraft for damage or contamination before loading other cargo in that location.
- (1) If damage is found, the operator shall repair the damage in accordance with the manufacturer's approved data.
 - (2) If contamination is found, the operator and assigned personnel shall comply with the requirements of Section 15.8.12 of this Part.

15.8.12 REMOVAL OF CONTAMINATION

- (a) The pilot-in-command and the operator shall ensure that any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods is removed without delay
- (b) The pilot-in-command and the operator shall ensure that an aircraft which has been contaminated by radioactive materials is immediately be taken out of service
- (c) No person may allow an aircraft that has been contaminated by radioactive materials to be returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

15.9 PROVISION OF DANGEROUS GOODS INFORMATION

15.9.1 APPLICABILITY

- (a) This Subpart provides the consolidation of the requirements for provision of information relating to the transport of dangerous goods by air.

15.9.2 INFORMATION TO GROUND STAFF & OTHER PERSONS

- (a) Operators, shippers or other organizations involved in the transport of dangerous goods by air shall provide adequate manuals, documents and instructions to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods.
- (b) The documentation and instructions required by paragraph (a) of this Section shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods
- (c) Where applicable, this documentation and instructions shall also be provided to the handling agents.

15.9.3 **INFORMATION TO PASSENGERS**

- (a) Each operator shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aircraft.

15.9.4 **INFORMATION TO ACCEPTANCE POINTS PERSONNEL**

- (a) Each operator and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods.

15.9.5 **INFORMATION TO CREW MEMBERS**

- (a) Each operator shall ensure that information is provided in the Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of dangerous goods.
- (b) The documentation and instructions required by paragraph (a) of this Section shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods

15.9.6 **INFORMATION TO THE PILOT-IN-COMMAND**

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

15.9.7 **INFORMATION FROM PILOT-IN-COMMAND TO AERODROME AUTHORITIES**

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

15.9.8 **INFORMATION IN THE EVENT OF AN AIRCRAFT INCIDENT OR ACCIDENT**

- (a) The pilot-in-command and the operator which is involved in an aircraft incident shall—
 - (1) As soon as possible, inform the appropriate authority of the State in which the aircraft accident occurred of any dangerous goods carried; and
 - (2) On request, provide any information required to minimize the hazards created by any dangerous goods carried.
- (b) The pilot-in-command and the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command, in the event of—

- (1) An aircraft accident; or

- (2) A serious incident

- (c) Where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command.

- (d) As soon as possible, the pilot-in-command and the operator shall also provide this information to the Authority and the appropriate authorities in the State in which the accident or serious incident occurred.

- (e) In the event of an aircraft incident, the pilot-in-command and the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to—
 - (1) Emergency services responding to the incident; and

 - (2) The appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.

15.10 TRAINING

- (a) Any person(s), aircraft operator, agency and organization involved in the transport of dangerous goods by air shall establish, update and implement a training programs provided for in the Technical Instructions (Doc. 9284).

The Authority will notify ICAO of any variations (where applicable) for publication in the ICAO Technical Instructions (Doc. 9284).

- (b) The initial and recurrent dangerous goods training programme must be established and maintained by or on behalf of:
 - (1) Shipper of dangerous goods, including a packer and shipper's agent;
 - (2) Aircraft operator; or
 - (3) Person:
 - (i) who performs the act of accepting, handling, loading, unloading, transferring or other processing of cargo, on behalf of an aircraft operator;
 - (ii) located at an aerodrome, who performs the act of processing passengers on behalf of an aircraft operator;
 - (iii) not located at an aerodrome, who performs the act of checking in passengers on behalf of an aircraft operator;
 - (iv) other than an aircraft 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.
- (c) Training as required by these Regulations shall only be provided by a dangerous goods training organization approved by the Authority.
- (d) The subject matter of dangerous goods training and refresh her program shall be as prescribed in ICAO Doc. 9284.
- (e) Any person, employee or agency, referred to in 15.10(b) shall complete refresher dangerous goods training every 24 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.
- (f) Upon the successful completion of the initial dangerous goods training or the refresher dangerous goods training referred to in sub section 15.10(c), the dangerous goods training organization concerned shall issue to the candidate a certificate in the handling of dangerous goods to be conveyed by air.

15.11 SPECIAL REQUIREMENTS

15.11.1 APPLICABILITY

- (a) This Subpart provides the requirements relating to specific types of operations that involve the transport of dangerous goods by air.

15.11.2 GENERAL AVIATION

- (a) A person may handle or transport dangerous goods within Liberia by small aircraft or helicopter involved in general aviation operations that—
- (1) Are intended for non-commercial recreational use; and
 - (2) Are not forbidden for transport by the Technical Instructions.

15.11.3 AERIAL WORK

- (a) A person may handle, offer for transport or transport dangerous goods by aircraft within Liberia if the dangerous goods are being used at the location where the following aerial work takes place—
- (1) Active fire suppression;
 - (2) Aerial cloud seeding;
 - (3) Aerial drip torching;
 - (4) Agriculture;
 - (5) Forestry;
 - (6) Horticulture;
 - (7) Hydrographic or seismographic work; or

(8) Pollution control.

(b) The dangerous goods shall be contained in a means of containment that is—

- (1) A tank, a container or an apparatus that is an integral part of the aircraft or that is attached to the aircraft in accordance with the certificate of airworthiness;
- (2) A cylindrical collapsible rubber drum that is transported in or suspended from an aircraft and that is constructed, tested, inspected and used in accordance with data acceptable to the Authority;
- (3) A collapsible fabric tank that is transported suspended from a helicopter and that is constructed of material and seamed in accordance with technical data acceptable to the Authority; or
- (4) A small means of containment designed, constructed, filled, closed, secured and maintained so that under normal conditions of transport, including handling, there will be no accidental release of dangerous goods that could endanger public safety.

15.11.4 **AIR AMBULANCE**

(a) A person may handle or transport dangerous goods within Liberia by an air ambulance dedicated to and configured for the transport of patients, of persons who are accompanying or who have accompanied a patient or of medical personnel if—

- (1) The transport of the dangerous goods is not forbidden by Technical Instructions;
- (2) The dangerous goods are contained in a means of containment that—
 - (i) Has displayed on it the package markings and labels required by the ICAO Technical Instructions;
 - (ii) For a cylinder, is in compliance with containment requirements; and
 - (iii) Is secured to prevent movement during transport.

15.12 **COMPLIANCE**

15.12.1 **INSPECTION SYSTEM**

(a) LCAA shall establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport of dangerous goods with a view to achieving compliance with those regulations.

15.12.2 **NATIONAL AUTHORITY**

(a) The Authority is the designated body in Liberia responsible for ensuring compliance with this Part.

15.12.3 **DESIGNATION OF DANGEROUS GOODS INSPECTORS**

(a) The Authority may designate dangerous goods inspectors to exercise the powers referred

to in 15.11.4.

- (b) The conditions and requirements for the designation referred to in 15.11.3(a) shall be as prescribed in ICAO Doc. 9284 and these Regulations.
- (c) The Authority 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 accordance with 15.11.3(a).; and
 - (2) such inspectors authorized to exercise the powers referred to in 15.11.4.

15.12.4 POWERS OF DESIGNATED DANGEROUS GOODS INSPECTOR

- (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 repacked, 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 Act 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.
- (b) 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 Act 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.
- (c) 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;
 - (i) any baggage, consignment, freight container or unit load device received after being conveyed by air ; and
 - (ii) 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 sub-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;
- (3) satisfy himself or herself that the requirements and standards as prescribed in these Regulations 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 Act 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 determines to be dangerous.