



# **PART 175**

## **Transport of dangerous goods**

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## SUBPART A

### (175.1) Definitions , Abbreviations, Synonyms

#### (a) Definitions

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

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

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

#### **Aircraft Operator:**

Is the person, organisation or enterprise (including a lessee) engaged in or offering to engage in aircraft operations.

#### **Carrier:**

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

#### **Cargo Aircraft:**

Means any aircraft, other than a passenger aircraft, which is carrying goods or property.

#### **Consignment:**

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

#### **Crew Member:**

Is a person assigned by an operator to duty on an aircraft during a flight duty period.

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

#### **Dangerous goods:**

Articles or substances which are capable of posing a risk to health, safety, property or the environment and

which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

#### **Dangerous goods accident.**

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

#### **Dangerous goods incident.**

An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property 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.

#### **Dangerous Goods Transport Document**

(Also known as Shipper's Declaration) means a document, not a waybill, which is required to accompany a consignment of dangerous goods.

**Delivery Service:**

The surface carriage of inbound shipment from the airport/destination to address of consignee or that of his designated agent or to the custody of the appropriate government agency when required, including any incidental surface carriage between airports.

**Designated postal operator.**

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

**Exception:**

An authorization issued by ECAA or an appropriate national authority providing relief from the provisions of this publication.

**Exemption:**

An authorization issued by ECAA or an appropriate national authority providing relief from the provisions of this publication.

**Flight crew member:**

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

**Ground Handling Agency:**

Is that airport service contracted by an airline to act on its behalf in fulfilling airport requirements outlined in ECAA and airline regulations such as:

**Agencies** which perform, on behalf of the air operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo;

**Agencies** located at an aerodrome which perform, on behalf of the air operator, the act of processing passengers;

**Agencies** not located at an aerodrome which perform, on behalf of the air operator, the act of checking passengers;

**Agencies** other than air operators involved in processing cargo;

**Agencies** engaged in the security screening of passengers and their baggage;

**Any other person** or agency performing a function on behalf of the air operator.

**ID Number**

Temporary Identification number (ID) assigned to an article or substance for which no UN number has been assigned

**Incompatible.**

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

**IATA DG Regulations:**

Means the current edition of the IATA Dangerous Goods Regulations as promulgated by the IATA.

**Munitions of War:**

Are any type of explosives and arms including ammunition.

**Operator:**

Is a person, organisation or enterprise engaged in or offering to engage in an aircraft operation.

**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.

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

**Package (Non-Radioactive Material):**

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

**Package (Radioactive Material Only):**

Is the packaging with its radioactive contents as presented for transport.

**Packaging :**

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

**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.

**Person:**

Means an individual, firm, partnership, corporation, company, association, joint-stock association or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

**Safety management systems (SMS).**

A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures

**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.

**Shipment:**

Means the specific movement of a consignment from origin to destination.

**Shipper:**

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

**State of Destination:**

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

**State of Origin:**

The State in the territory of which the cargo was first loaded on an aircraft.

**State of Registry:**

The country on whose register the aircraft is entered.

**State of the Operator:**

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

**Surface Transport:**

The surface carriage of any shipment from/to the airport, including any incidental surface carriage between airports.

**Serious injury**

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

- (1) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- (2) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (3) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (4) Involves injury to any internal organ; or
- (5) Involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- (6) Involves verified exposure to infectious substances or injurious radiation .

**Technical Instruction:**

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.

**Unit load device:**

Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet.

**With a net over an igloo:**

**UN number:**

The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on globally harmonized system of classification and labeling of chemicals to identify of substance or particular group of articles or substances.

**(b) Abbreviations**

ARE	Arab Republic of Egypt
CAAA	Central Administration for Aviation Accidents
DG	Dangerous Goods
DGR	Dangerous Goods Regulations
GDDG	General Directorate Dangerous Goods
ECAA	Egyptian Civil Aviation Authority
ECAR	Egyptian Civil Aviation Regulations
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
MoCA	Ministry of Civil Aviation
ULD	Unit Load Device

**(c) Synonyms**

Terms used in this Part	Synonyms
Commander	Pilot in Command, PIC
DGD	SD, Shippers Declaration Dangerous Goods

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## SUBPART B

### (175.2) Applicability

#### (a) General Applicability

- (1) The requirements presented in this Part shall be applicable to all Domestic and international operations of civil aircraft.
- (2) ECAA 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.
- (3) Incases of:
  - (i) Extreme urgency or;
  - (ii) When other forms of transport are inappropriate or;
  - (iii) Full compliance with the prescribed requirements is contrary to the public interest, Egyptian Civil Aviation Authority may grant exemptions from these provisions provided that in such cases every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by these provisions.
- (4) For the state of overflight, if none of the criteria for granting an exemption are relevant, and exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

#### (b) Dangerous Goods Technical Instructions

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

ECAA takes the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council and also takes the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

NOTE(1).— Each operator should inform ECAA of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.

NOTE(2).— Each operator adopts more restrictive requirements than thoses specified in the Technical Instructions should notify ECAA which in turn will report to ICAO, the notification of such operator variation should be published in the Technical Instructions

NOTE(3).—Although an amendment to the technical instructions with an immediate applicability for reasons of safety may not yet have been implemented in Egypt, ECAA should facilitate the movement of dangerous goods in its territory which are consigned from another contracting state in accordance with that amendment, providing the goods comply in total with the revised requirements.

NOTE(4)Where ECAA a doupts different provisions from those specified in the Technical Instructions, ECAA sould notify ICAO promptly of such State variations for publication in the Technical Instructions.

#### (c) Exceptions:

These Regulations shall not apply to dangerous goods of a type specified in the Technical Instructions or IATA DG Regulations which are:

- (1) Articles and substances which would otherwise be classed as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent

airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted from the provisions of this part.

- (2) Where articles and substances intended as replacements for those described in 175.2(C)(1) or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this part except as permitted in the Technical Instructions.
- (3) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this ECAR to the extent specified in the Technical Instructions.
- (4) To provide veterinary aid or a humane killer for an animal during flight; and
- (5) To provide medical aid to a person or persons during flight.
- (6) Where articles and substances intended as replacements for those described in (1) and (2) above or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this procedure except as permitted in the Technical Instructions and published in IATA DG Regulations.

The goods specified in sub-paragraphs (3) and (4) above shall only be carried if: they are or may be required for use during the flight; they are or may be required for use during a subsequent flight by the same aircraft and it will not be practicable to load the goods on the aircraft in the intervening period before the commencement of that subsequent flight; and they were used or might have been required for use during a previous flight by the same aircraft and it has not been practicable to unload them from the aircraft since that flight.
- (7) Dangerous goods in Excepted Quantities as specified in the Technical Instructions or IATA DG Regulations, may be exempt from the marking, labelling and documentation requirements of this Regulation.
- (8) Subject to the provisions of this subpart, nothing in this Part shall apply to any aircraft operation involving the spraying or dropping of articles/substances involved in agricultural, horticultural, forestry, pollution or disaster control.

#### **(d) Surface transport**

Air operators and shippers involved in the activities of air transport of dangerous goods must establish appropriate processes of acceptance for surface transport of dangerous goods prepared in accordance with the Technical Instructions as published in the IATA DG Regulations to or from aerodromes.

#### **(e) National authority**

ECAA designates and specifies to ICAO an appropriate authority within its administration to be responsible for ensuring compliance with Annex 18.

#### **(f) Requirements**

The standards of Annex 18 to the Convention of International Civil Aviation, as amended, "The safe transport of dangerous goods by air", and the associated ICAO Doc.9284-AN/905, "Technical Instructions for the safe transport of dangerous goods by air" and its supplement shall constitute the rules of this Part.

Air operators should also comply with the standard practices of transport of dangerous goods by air specified in the IATA DG Regulations, and shall comply with all state variations published when operating to the respective state.

For flights to/from or through the United States of America, Hazardous materials regulations (HMR) - carriage by aircraft issued by US HMR as amended, can be used as a reference for any other detailed requirements.



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## SUBPART C

### (175.3) Classifications And Limitations

#### (a) Classification of dangerous goods

The classification of an article or substance shall be in accordance with the provisions of the ICAO technical instructions and IATA DG Regulations.

##### (1) Dangerous goods permitted for transport by air:

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 as published in the IATA DG Regulations.

##### (2) Dangerous Goods in Air Mail:

In accordance with the standards of the Universal Postal Union Convention the carriage of dangerous goods in mail is forbidden except for the items specifically listed in the ICAO Technical Instructions and IATA DG Regulations provided they are classified, packed and marked as required by this Part.

##### (3) Dangerous goods forbidden for transport by air unless exempted:

The dangerous goods described hereunder shall be forbidden on aircraft unless specified by the States concerned or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin\*

- (i) Articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- (ii) Infected live animals.

##### (4) Dangerous goods forbidden for transport by air under any circumstances

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

An aircraft operating to/from/through the ARE or overflying Egypt Flight Information Region (FIR) shall not carry, or have loaded therein, or suspended there under, dangerous goods which, in accordance with the Technical Instructions or IATA DG Regulations, are forbidden for transport by air.

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

#### (b) Limitations on the transport of dangerous goods by air

##### (1) Transportation Requirements for Dangerous Goods:

Egyptian Civil Aviation Regulations expressly prohibits the transport of the following items by aircraft except with prior permission from Egyptian Civil Aviation Authority and in accordance with the conditions mentioned in this permission:

- Weapons and munitions,
- Poisonous Gases,
- Germs.
- Explosives, unless required on board the aircraft for its operation, or for signalling.
- Radioactive materials, radioisotopes and similar substances;
- Any other forbidden item as determined by the competent authorities.

Application for permission to transport the above items shall be submitted, in writing, to the Egyptian Civil Aviation Authority.

An aircraft operating to/from/through the ARE or overflying Egypt Flight Information Region (FIR) may not carry, or have loaded therein, or suspended there under, dangerous goods which, in accordance with the Technical Instructions or IATA DG Regulations, are forbidden for transport by air, without the written exemption issued by Egyptian Civil Aviation Authority (ECAA) in accordance with requirements specified in the Technical Instructions or IATA DG Regulations.

Note: Exemption granted by ECAA must accompany the relevant consignment.

- (2) Explosive Materials: No person shall accept, process or transport Class 1 explosive material unless they hold a valid written permission from the Egyptian Ministry of Interior and the ECAA.

Note: Pursuant to Article No. 12 of the Egyptian Civil Aviation law.

- (3) Radioactive Materials: No person shall accept, process or transport Class 7 radioactive materials unless they hold a valid written permission from the Egyptian National Centre for Safety and Radiation control (NCNSRC), Atomic Energy Authority, and the ECAA.

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## SUBPART D

### (175.4) PACKING , LABELING & MARKING

#### General requirements

Dangerous Goods Shall Be Packed In Accordance With The Provisions Of This Section And As Provided In The ICAO Technical Instructions And IATA Dg Regulations.

(a) Packaging:

- (1) Packagings 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.
- (2) Packagings shall be suitable for the contents. Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.
- (3) Packagings shall meet the material and construction specifications in the Technical Instructions.
- (4) Packagings shall be tested in accordance with the provisions of the Technical Instructions.
- (5) Packagings for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.
- (6) Inner packagings shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packagings.
- (7) No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
- (8) If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- (9) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

(b) Labeling and marking

- (1) Each package of dangerous goods shall be labelled and marked as specified in the ICAO Technical Instructions and IATA DG Regulations with the proper shipping name of its contents and when assigned, the UN number and such other markings as may be specified in those Instructions.
- (2) Specification markings on packaging. Unless otherwise provided for in the ICAO Technical Instructions and IATA DG Regulations, each packaging manufactured to a specification contained in those instructions shall be so marked in accordance with the appropriate provisions of those instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specifications contained in those instructions.
- (3) In addition to the languages required by the State of Origin and pending on the development and adoption of a more suitable form of expression for universal use, English should be used for the markings related to dangerous goods.

**Note:** In addition to the languages required by the State of Origin and pending the development and adoption of a more suitable form of expression for universal use, English should be used for the markings related to dangerous goods

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**SUBPART E****(175.5) RESPONSIBILITIES****(a) Shippers and Freight Forwarder responsibilities:**

- (1) The shipper, and the shipper alone, is responsible for properly preparing a shipment of dangerous goods for transport by air as he is the only person having direct knowledge of what is being shipped. All other parties subsequently involved in the shipment are reliant on information provided by the shipper. Where the shipper does not have staff trained in accordance with the Technical Instructions or IATA DG Regulations, the freight forwarder may act on the shipper's behalf to provide such technical support/advise as may be required in order to correctly and safely prepare the shipment.

However, the Transport Document (TD) or Shippers Declarations for Dangerous Goods (SD) always remains the Shippers responsibility.

- (2) Before consigning any package of dangerous goods for carriage by air, the shipper and freight forwarder shall ensure that:
  - (i) The goods are correctly identified and classified. When in doubt as to the correct identification of the goods in question, the shipper should refer to the Manufacturer to obtain the necessary information - or - should seek the services of a reputable chemical laboratory for substance analysis. The latter also applies as/when a leak or spill occurs in the aircraft cargo hold, on the apron, or elsewhere on the aerodrome, of a substance of unknown and questionable composition;
  - (ii) The goods are not of a category whose carriage by air is forbidden by relevant provisions of the Technical Instructions or IATA DG Regulations;
  - (iii) The goods are packed, marked and labelled in accordance with the Technical Instructions or IATA DG Regulations and also that the packaging used is in compliance with specifications as stipulated in those documents;
  - (iv) The Special Provisions and the State and Operator variations applied to articles and substances as contained in the List of Dangerous Goods are appropriately administered;
  - (v) The package fulfils all requirements and conditions for carriage by air;
  - (vi) The Dangerous Goods Transport Document or Shipper's Declaration as required by of this Part, has been completed and the declaration therein has been signed by the true shipper of the goods.

**(b) Responsibilities of Ground Handling Agents**

- (1) The Ground Handling Agency acting on behalf of the operator of an aircraft shall ensure that dangerous goods to be transported by air are:
  - (i) Received from an ECAA certified freight forwarders and that the accompanying Airway bill contains the statement "ECAA Certified Dangerous Goods Agency Licence Nr." In the Handling Information Box;
  - (ii) Identified, packaged, marked, labelled and documented in accordance with an appropriate acceptance checklist which shall be completed in duplicate;
  - (iii) Not leaking or damaged so that the contents may escape or become damaged:
    - (A) Before accepting the package; and
    - (B) Before loading or causing the package to be loaded on board the aircraft or before suspending or causing the package to be suspended beneath the aircraft, as the case may be.
- (2) The ground handling agent acting on behalf of an operator shall unload or cause to be unloaded any package or dangerous goods which appears to be leaking or damaged on or beneath an aircraft and shall ensure that other cargo or baggage loaded on or suspended beneath that aircraft is in a fit state for carriage by air and has not been contaminated.
- (3) The ground handling agency acting on behalf of an operator shall, after unloading, inspect for signs of damage or contamination on any part of the

aircraft, or any sling or other apparatus which has been used to suspend goods beneath the aircraft, in which:

- (i) A unit load device containing dangerous goods was stowed; or
- (ii) Any damaged or leaking package of dangerous goods was loaded, and the operator shall remove any contamination or repair any damage.

(c) Operators' responsibilities:

(1) Approval of Operators for the Carriage of Dangerous Goods by Air

An Operator intending to transport dangerous goods by air must first obtain necessary approvals from the concerned authorities.

Approval for transport of dangerous goods by air is granted to an Operator under the provisions contained in ICAO Annex 18 - The Safe Transport of Dangerous Goods by Air, the ICAO Technical Instructions, the IATA DG Regulations and this Part.

Dangerous goods must not be carried in an aircraft cabin occupied by passengers or on a flight deck of an aircraft except in circumstances permitted by the provision of the ECAA, the Technical Instructions and the IATA DG Regulations.

The Technical Instructions provide internationally agreed standards, practices and procedures on the preparation, handling and storage of dangerous goods, so they can be safely transported by air. If a dangerous goods shipment does not fully meet all the applicable requirements in the Technical Instructions as published in the IATA DG Regulations, it can present a risk to the safety of the aircraft, passengers, crew and ground staff. It is a criminal offence to accept dangerous goods for carriage by air without the appropriate approval.

(2) Application by an Operator for the Carriage of Dangerous Goods

An Operator may apply for the Carriage of Dangerous Goods by Air at the Egyptian Civil Aviation Authority

The Operator is required to demonstrate compliance with the requirements of this Part, Part 121 section 434 (Training Requirements), the Technical Instructions and the IATA DG Regulations, including the training of personnel.

The operator is also required to appoint a Dangerous Goods Coordinator who will be responsible to oversee the operator's compliance with this Part and will act as focal point of communication for the ECAA on all Dangerous Goods matters. He is obliged to report any non-compliance, accident, incident or occurrences to the ECAA.

When satisfied, ECAA may grant an approval to an Operator to carry Dangerous Goods by Air for a specified period of maximum 24 months, for certain flights, or on a case by case basis. In case the Operator does not comply with the Dangerous Goods requirements, ECAA shall refuse, suspend or revoke such approval.

(3) Acceptance for Transport

The operator must ensure that all relevant documents accompanying the dangerous goods must be duly completed and certified unless the Technical Instructions or IATA DG Regulations indicate that such document is not required.

The operator must ensure that the package, overpack or freight containers containing dangerous goods must be inspected in accordance with the acceptance procedures in the Technical Instructions.

(4) Acceptance Checklist

To comply with the requirements, operators and handling agencies are to ensure that acceptance checklist is available and complied with.

(5) Loading and Stowage

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

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(6) Inspection for Damage or Leakage

Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of damage or leakage before loading on an aircraft or into a Unit Load Device (ULD). Leaking or damaged packages, overpacks or freight containers shall not be loaded on aircraft.

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

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

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

(7) Separation and Segregation

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

Packages and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions or the IATA DG Regulations.

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

(8) Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions or the IATA DG Regulations.

(9) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions or the IATA DG Regulations.

(10) Securing of Dangerous Goods Cargo Loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, or shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages

For packages containing radioactive materials, the securing shall be adequate to ensure that the segregation requirements of section 175.5.c(9) are met at all times.

(9) Loading on Cargo Aircraft

Except as otherwise provided in the Technical Instructions as published in the IATA DG Regulations, packages of dangerous goods bearing the "Cargo Aircraft only" label shall be loaded in such manner that a crew member or other authorized person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

(10) Carriage of Dangerous Goods when Overflying ARE

An Operator planning to carry Dangerous Goods and applying for permission to overfly the Egyptian Flight Information Region (FIR), must ensure that all dangerous goods have been packed, marked, labeled, and handled in accordance with ICAO Annex 18 – Safe Transport of Dangerous Goods by Air, and the requirements of ICAO Doc. 9284-AN/905, and must make a statement to the

ECAA to this effect. This statement must be made at the time of providing notification overflying/applying for the required permission.

(11) Transportation of Arms, Ammunition and all Classes of Explosives

The transportation of arms of war, ammunition and all classes of explosives from/to/through ARE requires prior permission to be obtained from the Ministry of Interior and the ECAA.

Requests for carriage of the above types of dangerous goods may be considered for approval by the ECAA when:

- (i) The Ministry of Interior has no Public Security objections; and
- (ii) The goods are transported in accordance with Technical Instructions and the IATA DG Regulations.

(12) Removal of contamination:

- (i) Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay; and
- (ii) An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination is not more than the values specified in the technical instructions.

(d) Personal Responsibility

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

- (1) Take or cause to be taken on board;
- (2) Suspend or cause to be suspended beneath; or
- (3) Deliver or cause to be delivered for loading on, or suspension beneath, an aircraft

Any dangerous goods which he/she knows, or ought to know, or suspect to be, goods capable of posing significant risk to health, safety, or property unless the Technical Instructions or IATA DG Regulations have been complied with and the shipment of those goods is safe for transport by air.

(e) Provisions of information

(1) Information to pilot-in-command NOTOC

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 as published in the IATA DG Regulations.

(2) Information and instructions to flight crew members

The operator shall provide such information in the Operations Manual (refer to ECAR Part 121, subpart G, section 133 (a)(11)(i)(ii) as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

(3) Information to passengers

ECAA will ensure that information is promulgated in such a manner that passengers are warned as to the types of dangerous goods which they are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions as published in the IATA DG Regulations.

(4) Information to other persons

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

(5) Emergency Response Information

The operator must ensure that for consignments for which a dangerous goods transport document is required by this Part, appropriate information is

immediately available at all times for emergency response to accidents and incidents involving dangerous goods in air transport. The information must be available to the pilot in command and can be provided by:

- (i) The ICAO document "Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods" (Doc.9481); or
- (ii) Any other document which provides similar information concerning the dangerous goods on board.

(6) Information at Cargo Acceptance Areas

An operator or the operator's handling agent must ensure that sufficient notices, prominently displayed, are provided at cargo acceptance points, giving information about the transport of dangerous goods.

(7) Information from commander to ATC and/or aerodrome authorities

If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft. Whenever possible this information should include the proper shipping name and/or UN number, the class/division and for Class 1 the compatibility group, any identified subsidiary risk(s), the quantity and the location on board of the aircraft. When it is not considered possible to include all the information, those parts thought most relevant in the circumstances should be given.

(8) Information in the event of an aircraft accident or incident

In the event of :

- (i) An aircraft accident or
- (ii) A incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

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

Note: The terms "accident" and "incident" are as defined in Subpart A.

**Note.**—ECAA should take the necessary measures to ensure that when an operator adopts more restrictive requirements than those specified in the Technical Instructions, the notification of such operator variations is made to ICAO for publication in the Technical Instructions.

(f) The Dangerous Goods Transport Document (TD) or Shippers Declaration (SD)

An aircraft shall not carry dangerous goods unless the shipper of the goods has furnished the operator of the aircraft, with a TD or SD except that such document shall not be required in respect of those categories of dangerous goods specified in the Technical Instructions or IATA DG Regulations as being goods for which such document is not required.

The TD or SD shall be completed and signed only by the actual shipper of the goods and it shall:

- (1) Describe the dangerous goods in accordance with, and contain such information as is required by, the provisions of the Technical Instructions or IATA DG Regulations; and
- (2) Contain declaration stating that the dangerous goods are:
  - fully and accurately described by their proper shipping name;
  - (i) Correctly classified, packaged, marked and labelled; and



(ii) In all respects in proper condition for carriage by air according to applicable international and national governmental regulations.

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

**Note:**

In addition to information specified by the Technical Instructions/IATA DG Regulations as required for inclusion on the TD or SD, the emergency response (24 hour) telephone numbers for consignor and consignee shall also be included in the entries identifying each.

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**SUBPART F****(175.6) Training****(a) General**

Approval of training program

- Dangerous goods training programmes for operators shall be approved by ECAA.
  - Dangerous goods training programmes for designated postal operators shall be approved by ECAA where the mail is accepted by the designated postal operator
  - Dangerous goods training programs required for entities other than operators and designated postal operators should be approved as determined by ECAA.
- (1) All operators and enterprises obliged to follow the regulations concerning the transport of dangerous goods shall provide initial and recurrent training to all employees mentioned in this Part.
  - (2) Training must be provided or verified upon the employment of personnel identified in the categories specified in current IATA DG Regulations table 1.5.A before this personnel is asked to start his/her duty in that function.
  - (3) Recurrent training must take place within 24 months of previous training
  - (4) No person may conduct a certified DGR Training without, or in violation of, Training Approval issued by the ECAA.

**(b) Establishment of Training Programmes**

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

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

**(c) Training Curricula**

For this purpose, they shall establish and undertake training programmes as required and outlined in Part 1, Chapter 4 of the Technical Instructions or Section 1.5 of the IATA DG Regulations as pertain to various categories of personnel. Dangerous Goods training programmes conducted in or outside Egypt for Operator's personnel and the instructors conducting such programmes may be subject to examination and approval by the ECAA Refer to section 175.31(b).

The current records/certificates of staff/employees for whom training is required shall be maintained on file and be readily available for inspection as/when required by an ECAA Inspector.

**(d) Training Facilities**

Training facilities shall be adequate to ensure that training objectives can be achieved.

Facilities shall be:

- (1) Quiet and free of distractions,
- (2) Suitably lighted for the type of instructions to be given, e.g. lectures,
- (3) slides and audio-visual furnished with sufficient desks,
- (4) chairs, chalk boards, and other appropriate equipment; and equipped with training aids such as films, systems components, audio-visual, current IATA DG Regulations Manual, and other documents related to Dangerous Goods Regulations Course.
- (5) Placards: ICAO/IATA Hazard and Handling Label

(e) Instructors Requirements

(1) Instructor Qualification:

The instructors used for dangerous goods training shall have:

- (i) Successfully completed a current ICAO DGR course or IATA dangerous goods training accreditation in the applicable category; and
- (ii) Successfully completed at least dangerous goods acceptance training course; and
- (iii) Successfully completed a course in Instructor Techniques.

(2) Instructor Approval:

In order to receive ECAA/GDDG approval for the instructor to conduct the DGR Course, the applicant shall submit all relevant documents showing his/her qualification and experience to the ECAA/GDDG for evaluation.

After evaluation of the documents submitted according section 175.32, ECAA will issue an initial approval to the applicant for conducting 1 to 3 DGR courses under the supervision of ECAA authorized instructor and observation of a ECAA Inspector. Upon completion of the courses, ECAA Authorized Instructor shall submit an evaluation report of the applicant to the ECAA. Based on the evaluation report, and if found satisfactory, ECAA will issue a final approval for the applicant valid for 24 months.

(3) Instructor Renewal

Instructors delivering initial and recurrent dangerous goods training programmes must at least every 24 months deliver such a course; or in the absence of this attend successfully recurrent training on dangerous goods category 6.

**Note:** ECAA/GDDG may to suspend, revoke or cancel, the Instructor's approval if found violating the standards or requirement of this Part according to Appendix A "Enforcement Sanctions Guidance Table".

(f) Approval Requirements

(1) In order to obtain approval from ECAA / GDDG to conduct DGR Course, the Organization shall: -

- (i) Submit the duly filled along with the fees Qualifications and experience of instructors to be used according to section 175.29,
- (ii) Training Programme Curriculum with lesson plan,
- (iii) Questions to be used in final tests,
- (iv) Training Programmes to be conducted

(2) After evaluation of the above documents, ECAA/GDDG will conduct an initial evaluation on the facilities. If found satisfactory, ECAA/GDDG will issue a initial approval for the organization to conduct the DGR Course; The final approval certificate valid for two years will be issued after ECAA/GDDG evaluates 1 to 3 courses, conducted by the organization.

(g) Inspection Authority

ECAA 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.

Egyptian Civil Aviation Authority reserve the right to inspect the organization at any time of the year during the validity of the approval. The inspections could be scheduled or non-scheduled without prior notification. In case of any non-compliance with this Part found during the inspection, ECAA/GDDG reserves the right to suspend, revoke or cancel the approval.

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**SUBPART G****(175.7) Compliance with Procedures****(a) ECAA Inspection Authority**

- (1) Each person holds a certificate under this part (or applied for such certificate) shall grant unrestricted and unlimited access for ECAA inspectors to inspect his personnel, facilities, equipment, documents and records to determine:
  - (i) Eligibility to continue to hold his certificate.
  - (ii) Compliance with this ECAR part
- (2) Failure to comply with paragraph (a) above shall be a basis to suspend, withdraw or revoke any certificate issued under this part.
- (3) In the case of Freight Forwarders/Cargo Handling Agents, on completion of inspection, the successful application is awarded an ECAA Certificate for Exercising Air Cargo Activities. The Certificate Number shown on this Certificate must be quoted in the "Additional Handling Information" box of the Airway bill accompanying the dangerous goods consignment, as follows:  
"ECAA Certified Dangerous Goods Agent" and the Certificate Number.

**(b) Inspection system**

ECAA shall establish inspection (on the training program), 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.

**Note1**— It is envisaged that these procedures would include provisions for inspection dangerous goods consignment prepared, offered, accepted or transported by the entities referred to in 175.7;

— inspecting the practices of the entities referred to in 175.7; and

— investigating alleged violations (see 175.7(f)).

**Note2**— Guidance on dangerous goods inspection and enforcement may be found in the Supplement to the Technical Instructions (Part S-5 Chapter 1 and Chapter 5 and 6).

**(c) Authority of the inspector**

- (1) An ECAA / GDDG DG inspector may examine, take samples of, and seize any goods, which the inspector has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of these regulations have not been complied with.
- (2) An ECAA / GDDG DG inspector may open, or require to be opened, any baggage or package, which the authorised person has reasonable grounds to suspect, may contain dangerous goods in respect of which the provisions of these regulations have not been complied with.
- (3) Any sample taken or goods seized by an ECAA / GDDG DG Inspector under these regulations shall be retained or detained for so long as the ECAA considers necessary in all the circumstances and shall be disposed of in such manner as the ECAA considers appropriate.

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

- (i) For forensic examination; or
- (ii) For investigation in connection with an offence; or
- (iii) For use as evidence at a trial for an offence.

Non-compliance with the provisions of this Part may result in penalties as specified in the Egypt Civil Aviation Regulations.

**(d) Shippers and Freight Forwarders Certificate**

Shippers of dangerous goods must process such goods for transport by air utilising the services of only those freight forwarder agencies that have been inspected and

certified by ECAA as being competent to perform such operations. Such agencies will prominently display a ECAA Agency Certificate Number. The DG training of a minimum of two full time freight forwarding agency staff members must be current.

(e) Violation of this regulation

Acceptance and processing of dangerous goods by a non-certified freight forwarder (either directly or by temporary assignment to an alternative freight forwarder in subversion of section 175.14 above) would be considered to be in violation of the Egyptian Civil Aviation Law (Article 159.5(a) and 159.9) and will subject the violator to applicable penalties according to Egyptian Law.

(f) Penalties

- (1) ECAA shall take measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.
- (2) dangerous goods regulations, including the prescription of appropriate penalties for violations, when information about a violation is received from another Contracting State, such as when a consignment of dangerous goods is found not to comply with the requirements of the Technical Instructions on arrival in a Contracting State and that State reports the matter to the State of Origin.

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**SUBPART H****(175.8) Dangerous Goods Accident / Incident Reporting****(a) General**

An operator's coordinator shall report dangerous goods accidents, incidents and/or occurrences to the appropriate authorities of the State of the operator and the State in which the accident or incident occurred, in accordance with the reporting requirements of those appropriate authorities. In the ARE the appropriate authority is the ECAA.

The ECAA mandatory occurrence reporting system as stated in ECAR Part 39 subpart B, provides the requirements of the ECAA by following the procedures as outlines in the IATA DG Regulations section 9.6.

**(b) Immediate Action**

In case of an incident or when a package containing Dangerous Goods is suspected to be damaged, leaking or emitting dangerous fumes, the following action shall be taken immediately:-

- (1) Call and report the incident to the Operations Centre and Crisis Management in the Ministry of Civil Aviation (OC&CM).
- (2) Ensure the area is sealed off and that all persons are kept clear.
- (3) Inform Ministry of Civil Aviation (Central Administration for Aviation Accidents) by telephone or any other means available.
- (4) Scrutinize cargo documents to identify hazards to assist the fire service.

The initial report should be dispatched within 72 hours by completing the DG Occurrence Report Form (IATA DG Regulations 9.6) with whatever information is available and forward it to Ministry of Civil Aviation (Central Administration for Aviation Accidents)

**(c) Investigation**

In case of an accident, ECAA CAFAA investigation committee shall undertake the necessary investigation in accidents and incidents involving dangerous goods and submit reports and recommendations in accordance with ICAO guidelines and ECAR Part 801, subpart A.

**NOTE :** ECAA should participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations. Cooperative efforts could include coordination of investigations and enforcement actions; exchanging information on a regulated party's compliance history; joint inspections and other technical liaisons, exchange of technical staff, and joint meetings and conferences. Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories; proposed and completed regulatory actions; incident reports; documentary and other evidence developed in the investigation of incidents; proposed and final enforcement actions; and educational/outreach materials suitable for public dissemination.

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**SUBPART I**

**(175.9) DANGEROUS GOODS SECURITY PROVISIONS**

ECAA should establish dangerous goods security measures, 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. These measures should be commensurate with security provisions specified in ECAR, other Annexes and the Technical Instructions.

Appendix ATECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT  
OF DANGEROUS GOODS BY AIR ( related COVID-19 vaccine)

The following amendments are approved and published by decision of the Council of ICAO and should be incorporated into the 2021-2022 Edition of the Technical Instructions (Doc 9284) with an applicability date of 1 January 2021:

In Part 1, Chapter 2, page 1-2-1, paragraph 2.2.1, insert the following new sub-paragraph d) and renumber subsequent sub-paragraph as follows:

d) alcohol-based hand sanitizers and alcohol-based cleaning products carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights for the purposes of passenger and crew hygiene;

e) electronic devices, such as electronic flight bags, personal entertainment devices, and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that the batteries meet the provisions of Table 8-1,

Item 1). Spare lithium batteries must be individually protected so as to prevent short circuits when not in use. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out the functions for which they are responsible.

In Part 1, Chapter 2, page 1-2-1, paragraph 2.2.3, amend the reference to read: 2.2.1 b), c) and d).

In Part 1, Chapter 2, page 1-2-1, paragraph 2.2.4, amend the reference to read: 2.2.1 e).

In Part 2, Chapter 9, page 2-9-2, Table 2-16, under the “Notes” column for “Genetically modified micro-organisms (GMMOs) and genetically modified organisms (GMOs)”, add the following paragraph:

COVID-19 vaccines containing GMOs or GMMOs, including those in clinical trials, are not subject to these Instructions.

In Part 3, Chapter 2, page 3-2-132, “Lithium ion batteries contained in equipment (including lithium ion polymer batteries)”, UN 3481, column 7, add “A220”.

In Part 3, Chapter 2, page 3-2-132, “Lithium metal batteries contained in equipment (including lithium alloy batteries)”, UN 3091, column 7, add “A220”.

In Part 3, Chapter 3, page 3-3-28, add the following new special provision:

A220 Packages containing COVID-19 vaccines accompanied by data loggers and/or cargo tracking devices containing lithium batteries are not subject to the marking and documentation requirements of Section II of Packing Instruction 967 or 970, as applicable.



APPENDIX A (Conti.)

TECHNICAL INSTRUCTIONS FOR THE SAFE TRANSPORT  
OF DANGEROUS GOODS BY AIR ( related TO COVID-19 pharmaceuticals)

The following amendments are approved and published by decision of the Council of ICAO and should be incorporated into the 2021-2022 Edition of the Technical Instructions (Doc 9284) with an applicability date of 23 February 2021:

In Part 3, Chapter 3, page 3-3-28, Special Provision A220, amend “COVID-19 vaccines” to read “COVID-19 pharmaceuticals” and add the following new sentence:

This same package configuration, when consigned without the COVID-19 pharmaceutical for the purpose of use or reuse, is also not subject to the marking and documentation requirements of Section II of Packing Instruction 967 or 970, as applicable, provided prior arrangements have been made with the operator.

In Part 7, Chapter 1, page 7-1-3, paragraph 1.7, add the following note:

Note 3.— Specific guidance on safety risk assessments related to consignments containing COVID-19 pharmaceuticals is provided at [www.icao.int/safety/OPS/OPS-Normal/Pages/Safety-transport-vaccines.aspx](http://www.icao.int/safety/OPS/OPS-Normal/Pages/Safety-transport-vaccines.aspx).