

International Standards  
and Recommended Practices



**Annex 18**  
to the Convention on  
International Civil Aviation

# The Safe Transport of Dangerous Goods by Air

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This edition incorporates all amendments adopted by the Council prior to 8 March 2001 and supersedes, on 1 November 2001, all previous editions of Annex 18.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword and the relevant clauses in each Chapter.

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July 2001

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## FOREWORD

### Historical background

The material in this Annex was developed by the Air Navigation Commission in response to a need expressed by Contracting States for an internationally agreed set of provisions governing the safe transport of dangerous goods by air. In order to assist in achieving compatibility with the regulations covering the transport of dangerous goods by other modes of transport, the provisions of this Annex are based on the Recommendations of the United Nations Committee of Experts on the Transport of Dangerous Goods and the Regulations for the Safe Transport of Radioactive Materials of the International Atomic Energy Agency.

### Relationship with the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)

The provisions of Annex 18 govern the international transport of dangerous goods by air. The broad provisions of this Annex are amplified by the detailed specifications of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

### Action by Contracting States

*Notification of differences.* The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the

Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

In the specific case of 2.2.1 of this Annex, it should be noted that States are expected to file a difference only if they are unable to accept the binding nature of the Technical Instructions. Variations from the detailed provisions of the Technical Instructions are to be reported to ICAO for publication in that document as required by 2.5 of this Annex. Such detailed variations from the Technical Instructions will not be published with any other differences in a Supplement to this Annex and are not expected to be published under the provisions of Annex 15.

*Promulgation of information.* The establishment and withdrawal of any changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

### Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

#### 1.— *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

*Standard:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

*Recommended Practice:* Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- d) *Tables* and *Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.

- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

### Selection of language

This Annex has been adopted in six languages — English, Arabic, Chinese, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

### Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

It will be noted that in the English text the following practice has been adhered to when writing the specifications: Standards employ the operative verb “shall” while Recommended Practices employ the operative verb “should”.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Table A. Amendments to Annex 18

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/approved Effective Applicable</i>
1st Edition	Air Navigation Commission Study		26 June 1981 1 January 1983 1 January 1984
1	Sixth Meeting of the Dangerous Goods Panel	Miscellaneous amendments for alignment with Recommendations of the UN Committee of Experts and IAEA.	26 November 1982 26 March 1983 1 January 1984
2	Fifth, Sixth and Seventh Meetings of the Dangerous Goods Panel	Improved definitions for overpack and unit load device. Definitions of package and packaging aligned with Recommendations of the UN Committee of Experts. Addition of a paragraph covering surface transport to or from aerodromes. The requirement to provide information to the pilot-in-command revised to indicate when this information should be given.	1 June 1983 1 October 1983 1 January 1984
3	Eighth Meeting of the Dangerous Goods Panel	Clarification of the circumstances when exemptions may be granted. Clarification of the segregation requirements of poisons or infectious substances from animals or foodstuffs.	25 March 1985 29 July 1985 1 January 1986
4 (2nd Edition)	Eleventh Meeting of the Dangerous Goods Panel	General simplification of the provisions of Annex 18 through the removal of technical detail. Miscellaneous amendments to various provisions.	24 February 1989 23 July 1989 16 November 1989
5	Fourteenth and Sixteenth Meetings of the Dangerous Goods Panel	Clarification of the responsibility of States to achieve compliance with any amendment to the <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (Doc 9284). Clarification of the exceptions to dangerous goods carried by passengers and crew members.	10 March 1999 19 July 1999 4 November 1999
6 (3rd Edition)	Seventeenth Meeting of the Dangerous Goods Panel and Amendment 25 to Annex 6, Part I	a) revised definitions of dangerous goods, crew member, flight crew member and pilot-in-command; b) revision of the provisions to grant exemptions in special circumstances by the States of Overflight to facilitate the movement of dangerous goods in an aircraft overflying its territory; c) alignment of provisions regarding packaging with the Technical Instructions; d) introduction of provisions to cover the requirement to load and stow dangerous goods in accordance with the Technical Instructions; e) revision of the provisions to place the overall responsibility with States to provide information to passengers; f) revision of the provisions to ensure that emergency response personnel are informed without delay, after an accident or incident, about the dangerous goods carried as cargo on board the aircraft; g) revision of the provisions to enhance cooperation between States in taking action against shippers who wilfully violate the dangerous goods transport regulations; and h) revision of the provisions of the pilot to provide information on dangerous goods on board in the event of an emergency.	7 March 2001 16 July 2001 1 November 2001



<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted/approved Effective Applicable</i>
7	Eighteenth Meeting of the Dangerous Goods Panel	<ul style="list-style-type: none"> <li>a) notification to ICAO of appropriate national authorities responsible for dangerous goods; and</li> <li>b) provision of emergency response information regarding dangerous goods.</li> </ul>	24 February 2003 14 July 2003 27 November 2003
8	Nineteenth Meeting of the Dangerous Goods Panel	<ul style="list-style-type: none"> <li>a) a refinement of paragraph 9.6.1 to make it clear that the presence of dangerous goods needs to be reported only in the case of a serious incident in which the dangerous goods were likely to have been involved; and</li> <li>b) introduction of a new Chapter 13 requiring States to establish dangerous goods security measures.</li> </ul>	16 February 2005 11 July 2005 24 November 2005
9	Twentieth Meeting of the Dangerous Goods Panel	The extension of the provisions in Chapter 12 relating to the investigation of dangerous goods accidents and incidents to include cases of misdeclared and undeclared dangerous goods.	19 February 2007 16 July 2007 20 November 2008

# INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

## CHAPTER 1. DEFINITIONS

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

- Cargo aircraft.** 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.** A person assigned by an operator to duty on an aircraft during a flight duty period.
- 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.
- 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.
- Exception.** A provision in this Annex which excludes a specific item of dangerous goods from the requirements normally applicable to that item.
- Exemption.** An authorization issued by an appropriate national authority providing relief from the provisions of this Annex.
- Flight crew member.** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
- Incompatible.** Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.
- Operator.** A person, organization 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.
- Note.— A unit load device is not included in this definition.*
- Package.** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
- Packaging.** Receptacles and any other components or materials necessary for the receptacle to perform its containment function.
- Note.— For radioactive material, see Part 2, paragraph 7.2 of the Technical Instructions.*
- 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.
- 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.

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

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

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

**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.

**UN number.** The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.

**Unit load device.** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

*Note.— An overpack is not included in this definition.*

## CHAPTER 2. APPLICABILITY

### 2.1 General applicability

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

*Note 1.— The States concerned are the States of Origin, transit, overflight and destination of the consignment and the State of the Operator.*

*Note 2.— Refer to 4.2 for dangerous goods normally forbidden for which States may grant an exemption.*

*Note 3.— Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.*

*Note 4.— It is not intended that this Annex be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.*

### 2.2 Dangerous Goods Technical Instructions

2.2.1 Each Contracting State shall take 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. Each Contracting State shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

2.2.2 **Recommendation.**— *Each Contracting State should inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.*

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

### 2.3 Domestic civil aircraft operations

**Recommendation.**— *In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, Contracting States should also take the necessary measures to achieve compliance with the Annex and the Technical Instructions for domestic civil aircraft operations.*

### 2.4 Exceptions

2.4.1 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 Annex.

2.4.2 Where articles and substances intended as replacements for those described in 2.4.1 or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this Annex except as permitted in the Technical Instructions.

2.4.3 Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Annex to the extent specified in the Technical Instructions.

### 2.5 Notification of variations from the Technical Instructions

2.5.1 Where a Contracting State adopts different provisions from those specified in the Technical Instructions, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions.

*Note.*— Contracting States are expected to notify a difference to the provisions of 2.2.1 under Article 38 of the Convention only if they are unable to accept the binding nature of the Technical Instructions. Where States have adopted different provisions from those specified in the Technical Instructions, they are expected to be reported only under the provisions of 2.5.

**2.5.2 Recommendation.**— *The State of the Operator 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.*

## **2.6 Surface transport**

**Recommendation.**— *States should make provisions to enable dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.*

## **2.7 National authority**

Each Contracting State shall designate and specify to ICAO an appropriate authority within its administration to be responsible for ensuring compliance with this Annex.

## CHAPTER 3. CLASSIFICATION

The classification of an article or substance shall be in accordance with the provisions of the Technical Instructions.

*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.*

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## **CHAPTER 4. LIMITATION ON THE TRANSPORT OF DANGEROUS GOODS BY AIR**

### **4.1 Dangerous goods permitted for transport by air**

The transport of dangerous goods by air shall be forbidden except as established in this Annex and the detailed specifications and procedures provided in the Technical Instructions.

a) articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and

b) infected live animals.

### **4.2 Dangerous goods forbidden for transport by air unless exempted**

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

### **4.3 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.

## CHAPTER 5. PACKING

### 5.1 General requirements

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

### 5.2 Packagings

5.2.1 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.

5.2.2 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.

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

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

5.2.5 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.

5.2.6 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.

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

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

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



## CHAPTER 6. LABELLING AND MARKING

### 6.1 Labels

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

### 6.2 Markings

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

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

### 6.3 Languages to be used for markings

**Recommendation.**— *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.*

## CHAPTER 7. SHIPPER'S RESPONSIBILITIES

### 7.1 General requirements

Before a person offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labelled and accompanied by a properly executed dangerous goods transport document, as specified in this Annex and the Technical Instructions.

### 7.2 Dangerous goods transport document

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

7.2.2 The transport document shall bear a declaration signed by the person who offers dangerous goods for transport indicating that the dangerous goods are fully and accurately described by their proper shipping names and that they are classified, packed, marked, labelled, and in proper condition for transport by air in accordance with the relevant regulations.

### 7.3 Languages to be used

**Recommendation.**— *In addition to the languages which may be 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 dangerous goods transport document.*

## CHAPTER 8. OPERATOR'S RESPONSIBILITIES

### 8.1 Acceptance for transport

An operator shall not accept dangerous goods for transport by air:

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

*Note 1.— See Chapter 12 concerning the reporting of dangerous goods accidents and incidents.*

*Note 2.— Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.*

### 8.2 Acceptance checklist

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 8.1.

### 8.3 Loading and stowage

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

### 8.4 Inspection for damage or leakage

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

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

8.4.3 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.

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

### 8.5 Loading restrictions in passenger cabin or on flight deck

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

### 8.6 Removal of contamination

8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

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

### 8.7 Separation and segregation

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

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

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

**8.8 Securing of dangerous goods cargo loads**

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged,

and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times.

**8.9 Loading on cargo aircraft**

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

## CHAPTER 9. PROVISION OF INFORMATION

### 9.1 Information to pilot-in-command

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

### 9.2 Information and instructions to flight crew members

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

### 9.3 Information to passengers

Each Contracting State shall 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.

### 9.4 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.

### 9.5 Information from pilot-in-command to aerodrome authorities

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

### 9.6 Information in the event of an aircraft accident or incident

9.6.1 In the event of:

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

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

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

*Note.— The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.*

## **CHAPTER 10. ESTABLISHMENT OF TRAINING PROGRAMMES**

Dangerous goods training programmes shall be established and updated as provided for in the Technical Instructions.

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## CHAPTER 11. COMPLIANCE

### 11.1 Inspection systems

Each Contracting State shall establish inspection, surveillance and enforcement procedures with a view to achieving compliance with its dangerous goods regulations.

*Note.— It is envisaged that these procedures would include provisions for the inspection of both documents and cargo and operators' practices as well as providing a method for the investigation of alleged violations (see 11.3).*

### 11.2 Cooperation between States

**Recommendation.—** *Each Contracting State 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.*

### 11.3 Penalties

11.3.1 Each Contracting State shall take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.

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

### 11.4 Dangerous goods by mail

**Recommendation.—** *Each Contracting State should establish procedures with a view to controlling the introduction of dangerous goods into air transport through its postal services.*

*Note.— International procedures for controlling the introduction of dangerous goods into air transport through the postal services have been established by the Universal Postal Union.*

## CHAPTER 12. DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING

12.1 With the aim of preventing the recurrence of dangerous goods accidents and incidents, each Contracting State shall establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such accidents and incidents shall be made in accordance with the detailed provisions of the Technical Instructions.

12.2 **Recommendation.**— *With the aim of preventing the recurrence of dangerous goods accidents and incidents, each Contracting State should establish procedures for investigating and compiling information concerning such accidents and incidents which occur in its territory other than those described in 12.1. Reports on such accidents and incidents should be made in accordance with the detailed provisions of the Technical Instructions.*

12.3 With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, each Contracting State shall establish procedures for investigating and compiling information concerning such occurrences which occur in its territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.

12.4 **Recommendation.**— *With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, each Contracting State should establish procedures for investigating and compiling information concerning such occurrences which occur in its territory other than those described in 12.3. Reports on such instances should be made in accordance with the detailed provisions of the Technical Instructions.*



## **CHAPTER 13. DANGEROUS GOODS SECURITY PROVISIONS**

Each Contracting State shall 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 other Annexes and the Technical Instructions.

— **END** —

*Technical Instructions for the Safe Transport of Dangerous Goods by Air* are approved, issued and amended by the Council and amplify the basic provisions of Annex 18. They contain all the detailed instructions necessary for the safe international transport of dangerous goods by air. Though not Standards themselves, they assume the character of Standards by virtue of Standard 2.2.1 of Annex 18. For this reason, the detailed requirements of the Technical Instructions are considered binding on a State unless, in the event that the State is unable to accept the binding nature of the Technical Instructions, it has notified a difference to the provisions of paragraph 2.2.1 of Annex 18 under Article 38 of the Convention. The Technical Instructions are published by ICAO in Doc 9284 which represents the only authentic source material.

## ICAO TECHNICAL PUBLICATIONS

*The following summary gives the status, and also describes in general terms the contents of the various series of technical publications issued by the International Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the Aeronautical Chart Catalogue or the Meteorological Tables for International Air Navigation.*

**International Standards and Recommended Practices** are adopted by the Council in accordance with Articles 54, 37 and 90 of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications contained in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article 38 of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

**Procedures for Air Navigation Services (PANS)** are approved by the Council for world-wide application. They contain, for the most part, operating procedures regarded as not yet having attained a sufficient degree of

maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome.

**Regional Supplementary Procedures (SUPPS)** have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

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*The following publications are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.*

**Technical Manuals** provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

**Air Navigation Plans** detail requirements for facilities and services for international air navigation in the respective ICAO Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

**ICAO Circulars** make available specialized information of interest to Contracting States. This includes studies on technical subjects.

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