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**NIGERIA CIVIL AVIATION REGULATIONS**

**PART 15—SAFE TRANSPORT OF DANGEROUS GOODS BY AIR**

**INTRODUCTION**

Part 15 incorporates the principles, Standard and Recommended Practices (SARPs) governing the safe transport of dangerous goods by air as contained in Annex 18 to the Chicago Convention and ICAO Technical Instructions for Safe Transport of Dangerous Goods by Air (Doc. 9284).

The Part sets out regulatory requirements for the safe transport of dangerous goods by air.

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**NIGERIA CIVIL AVIATION REGULATIONS**

**PART 15—SAFE TRANSPORT OF DANGEROUS GOODS BY AIR**

**CARRIAGE OF DANGEROUS GOODS BY AIR ARRANGEMENT OF REGULATIONS**



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## NIGERIA CIVIL AVIATION REGULATIONS

### PART 15—CARRIAGE OF DANGEROUS GOODS BY AIR

#### 15.0. APPLICABILITY.

This Part prescribes the requirements for :

- (i) the safe transport of dangerous goods for both domestic and international operations by AOC holders ; and
- (ii) packaging, accepting, handling, storing, loading, processing of cargo, mail and baggage.

Definitions.

**15.1.**—(a) When the following terms are used in these Regulations, they have the following meanings :

(1) “*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 (Doc. 9284) state that such goods may be carried with an approval ; or

(b) other purposes as provided for in the Technical Instructions (Doc. 9284).

(2) “*Cargo Aircraft*”—Any aircraft, other than a passenger aircraft, which is carrying goods or property.

(3) “*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 ;

(4) “*Crew member*”—A person assigned by an operator to duty on an aircraft during a flight duty period.

(5) “*Dangerous Goods*”—Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions (Doc. 9284) or which are classified according to those Instructions ;

(6) “*Dangerous Goods Accident*”—An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage ;

(7) “*Dangerous Goods Incident*”—An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the

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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 ;

(8) "*Dangerous Goods Security*"—means measures or precautions to be taken by operators, shippers and others involved in the transport of dangerous goods a board aircraft to minimize theft or misuse of dangerous goods that may endanger persons or property ;

(9) "*Dangerous Goods Security Exception*"—A provision in this Regulation which excludes a specific item of dangerous goods from the requirements normally applicable to that item ;

(10) "*Elevated Temperature Substance*"—A substance which is transported or offered for transport :

(a) in the liquid state at a temperature of 100°C or above ;

(b) in the liquid state with a flash point above 60.5°C and which is intentionally heated to a temperature above its flash point or in a solid state an data temperature of 240°C or above ;

(11) "*Exemption*"—An authorization issued by an appropriate national authority providing relief from the provisions of this Regulation ;

(12) "*Flight crew member*"—A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

(13) "*Freight Forwarder*"—A person or organisation who offers the service of arranging the transport of cargo by air ;

(14) "*Freight Forwarder Incompatible*"—Describing dangerous goods which, if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance ;

(15) "*Operator*"—A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

(16) "*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 ;

(17) "*Package*"—The complete product of the packing operation consisting of the packaging and its contents prepared for transport ;

(18) "*Packaging*"—Receptacles and any other components or materials necessary for the receptacle to perform its containment function ;

(19) "*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.



(20) "*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.

(21) "*Serious Injury*"—An injury which is sustained by a person in an accident and which :

(a) requires hospitalization for more than 48 hours, commencing with in 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 tend on damage ; or

(d) involves injury to any internal organ ; or

(e) involves second or third degree burns, or any burns affecting more than 5percent of the body surface ; or

(f) involves verified exposure to infectious substances or injurious radiation.

(22) "*Solid Desensitized*"—Explosives are explosive substances which are wetted with water or alcohols or are diluted with other substances to form a homogeneous solid mixture to suppress their explosive properties ;

(23) "*State of Destination*"—The State in the territory of which the consignment is finally to be unloaded from an aircraft.

(24) "*State of Origin*"—The State in the territory of which the consignment is first to be loaded on an aircraft.

(25) "*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.

(26) "*Technical Instructions*"—The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

(27) "*Underdeclared or Misdeclared Dangerous Goods*"—Dangerous goods discovered in cargo which are not accompanied by a dangerous goods transport document ;

(28) "*UN Number*"—The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of substances.

(29) "*Unit Load Device*"—Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

15.2. General Provisions.

15.2.1. The general provisions of these Regulations shall apply to-

- (a) any aircraft used for the conveyance of dangerous goods ;
- (b) any person who-
  - (i) offers dangerous goods for conveyance by air ;
  - (ii) conveys dangerous goods by air ; or
  - (iii) accepts dangerous goods conveyed by air ; and
- (c) any passenger or flight crew member on board or to be taken on board an aircraft.
- (d) all international operations of civil aircraft

15.2.2. These Regulations shall not apply in respect of :

- (a) dangerous goods carried in an aircraft where such goods are intended.
  - (i) to provide medical aid to a patient during a flight ;
  - (ii) to provide veterinary aid or a humane killer for an animal during a flight ;
  - (iii) for spraying, dusting or dropping in connection with agricultural, horticultural, forestry or pollution control operations ; or
  - (iv) for purposes of game and livestock management during a flight ;

(b) articles and substances which would other wise constitute dangerous goods but which are required to be on board the aircraft in accordance with the appropriate airworthiness requirements and the provisions of the operations manual concerned provided the articles and substances intended as replacements for such articles and substances, shall be conveyed in accordance with the requirements and standards prescribed in ICAO Doc. 9284- Dangerous Goods Manual.

(c) articles and substances which would other wise constitute dangerous goods but which are on board the aircraft for the specialised purposes as prescribed in ICAO Doc. 9284 ; and

(d) articles and substances intended for the personal use of passengers and flight crew members to the extent as prescribed in ICAO Doc. 9284.

15.2.3. The operator of an aircraft shall comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods By Air, ICAO Doc. 9284 on all occasions when dangerous goods are carried, and 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.

15.3. Conveyance of Dangerous Goods forbidden.

No person shall offer, convey or accept in an aircraft :

(a) the dangerous goods specifically identified by name or by generic description in ICAO Doc. 9284 and these Regulations, as being forbidden for conveyance by air under any circumstances ;

(b) the dangerous goods identified in ICAO Doc. 9284 and these Regulations as being forbidden for conveyance by air under normal circumstances ;

(c) any other dangerous goods, unless in accordance with the provisions of the Civil Aviation Regulations and the requirements and standards prescribed in ICAO Doc. 9284 and these Regulations ; and

(d) infected live animals.

15.4. Exemption.

15.4.1. The Authority may, upon application in writing by any person referred to in 15.2.1.(b) of these Regulations, exempt such person from the provisions of 15.3 of these Regulations, in the case of :

(a) extreme urgency ;

(b) other forms of conveyance being in appropriate ; or

(c) full compliance with the provisions of these Regulations being contrary to aviation safety.

15.4.2. The Authority may grant an exemption referred to in 15.4.1, under such conditions and for such period which the Authority may determine, but only after the applicant has made every effort to achieve the overall level of safety required by the Civil Aviation Act, these Regulations and ICAO Doc. 9284.

The exemption process shall be in accordance with Part 1.4 of these Regulations.

15.4.3. Where specifically provided for in the Technical Instructions, the Authority may grant an approval provided that in such instances an overall level of safety provided for in the Technical Instructions is achieved.

15.5. Classification, Division and listing of Dangerous Goods.

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

15.6. National Authority

The Authority is the designated body in Nigeria responsible for ensuring compliance with this Part.

**15.7. DESIGNATION OF DANGEROUS GOODS INSPECTORS.**

15.7.1. The Authority may designate dangerous goods inspectors to exercise the powers referred to in 15.8.

15.7.2. The conditions and requirements for the designation referred to in 15.7.1, shall be as prescribed in ICAO Doc. 9284 and these Regulations.-IS 15.7.2 to be developed by AvSEC and DOT.

15.7.3. The Authority shall sign and issue to each designated dangerous goods Inspector a document which shall state the full name of such inspector and contain a statement indicating that :

- (a) such inspector has been designated in accordance with 15.7.1. ; and
- (b) such inspector is authorised to exercise the powers referred to in 5.8.

**15.8. POWERS OF DESIGNATED DANGEROUS GOODS INSPECTOR**

15.8.1. A designated dangerous goods Inspector may :

(a) enter and inspect any :

(i) aerodrome or hangar ;

(ii) premises where goods intended for conveyance by air are made, produced, manufactured, where goods or baggage intended for conveyance by air are repacked, held or received or where goods or baggage are received after being conveyed by air ; and

(iii) aircraft, vehicle, freight container or unit load device used for the conveyance of dangerous goods, in order to ensure compliance with the provisions of the Civil Aviation Act and these Regulations ; and

(b) request any person to produce or furnish him or her with all documents and information relating to dangerous goods or baggage in so far as this may be necessary for the proper execution of his or her functions.

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

15.8.3. A designated dangerous goods inspector may at any time :

(a) search :

(i) any baggage, consignment, freight container or unit load device presented or accepted for conveyance by air ;

(ii) any baggage, consignment, freight container or unit load device received after being conveyed by air ; and

(iii) any person who has disembarked from an aircraft or who intends to board an aircraft, or the baggage or personal possessions of such person, in order to ascertain whether dangerous goods have been or are to be conveyed by air, and a search referred to in sub-paragraph (i) shall be conducted with strict regard to decency and order and a person shall be searched only by a person of the same gender ;

(b) satisfy himself or herself that the mass, quantity or composition of any :

(i) goods or baggage offered or presented for conveyance in any consignment ;

(ii) passengers' baggage ;

(iii) freight container or unit load device ;

(iv) stores conveyed by the owner of an aircraft, or his or her agent ; and

(v) goods or baggage on board an aircraft, comply with the requirements and standards as prescribed in ICAO Doc. 9284 ;

(c) satisfy himself or herself that the requirements and standards as prescribed in these Regulations are complied with regarding the separation of the classes of dangerous goods in storage are as,unit load devices,vehicles and aircraft ;

(d) require goods to be removed from an aircraft if the requirements and standards referred to in paragraphs (b) and (c) are not complied with ;

(e) request any person to produce or cause to be produced for inspection any document relating to a consignment intended for conveyance by air or which has been conveyed by air, or any other document specified in ICAO Doc. 9284 ;

(f) question any person handling dangerous goods in order to ascertain whether that person complies with the provisions of the Civil Aviation Act and these Regulations and the requirements and standards as prescribed in ICAO Doc. 9284 relating to the handling of such dangerous goods ; and

(g) disallow the transport by air of any dangerous goods which, in his or her opinion, are not in a good condition, or the storage or use of which he or she determines to be dangerous.

## **15.9. TRAINING.**

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

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

15.9.2. The initial and recurrent dangerous goods training programme must be established and maintained by or on behalf of:

(a) Shipper of dangerous goods, including a packer and shipper's agent ;

(b) Aircraft operator ; or

(c) Person :

(i) who performs the act of accepting, handling, loading, unloading, transferring or other processing of cargo, on behalf of an aircraft operator ;

(ii) located at an aerodrome, who performs the act of processing passengers on behalf of an aircraft operator ;

(iii) not located at an aerodrome, who performs the act of checking in passengers on behalf of an aircraft operator ;

(iv) other than an aircraft operator, involved in processing cargo ; or

(v) engaged in the security screening of passengers and their baggage, shall ensure that the following categories of personnel in his or her employment, successfully complete initial dangerous goods training and refresher dangerous goods training :

(1) Cargo personnel ;

(2) personnel engaged in the ground handling, storage and loading of dangerous goods ;

(3) passenger handling personnel ;

(4) security personnel who deal with the screening of passengers and their baggage ;

(5) flight crew members ;

(6) packers ;

(7) shippers ; and

(8) shipper's agents.

15.9.3. Training as required by these Regulations shall only be provided by a dangerous goods training organisation approved by the Authority.

15.9.4. The subject matter of dangerous goods training and refresher programme shall be as prescribed in ICAO Doc. 9284.

15.9.5. Any person, employee or agency, referred to in 15.9.2. shall complete refresher dangerous goods training every 24 months, calculated from the date of the successful completion of the initial dangerous goods training or the preceding refresher dangerous goods training, as the case may be.

15.9.6 Upon the successful completion of the initial dangerous goods training or the refresher dangerous goods training referred to in paragraph (3), the

dangerous goods training organisation concerned shall issue to the candidate a certificate in the handling of dangerous goods to be conveyed by air.

**15.10. VALIDATION OF FOREIGN CERTIFICATES.**

15.10.1. The Authority may validate any foreign certificate issued in the handling of dangerous goods to be conveyed by air, if the holder of the certificate-

(a) has obtained such certificate from an approved foreign training organisation ; and

(b) has successfully completed the refresher dangerous goods training referred to in 15.9.4.

15.10.2. The provisions of 15.9.5. and 15.9.6. shall apply equally to the holder of a certificate referred to in 15.10.1.

**15.11. Packing and Packaging.**

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

15.11.2. shipper shall ensure that any packaging used for the conveyance of dangerous goods by air shall :

(a) comply with the material and construction specifications of, and be tested initially in accordance with the requirements and standards as prescribed in ICAO Doc. 9284 ; and

(b) be of good quality and constructed and securely closed so as to prevent leakage caused by changes in temperature, humidity, pressure or vibration under normal conditions of conveyance by air.

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

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

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

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

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

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

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

### **15.12. Responsibility of Shipper.**

15.12.1. A shipper shall ensure that dangerous goods offered for conveyance by air, are not dangerous goods identified as prohibited from conveyance by air in line with 15.3. and are :

(a) identified, classified, packed, marked and labeled ; and

(b) accompanied by a properly executed dangerous goods transport document, in accordance with the provisions of these Regulations and the requirements and standards as prescribed in ICAO Doc. 9284.

15.12.2. A shipper shall ensure that any person employed by him or her or any person employed to act on his or her behalf, who is involved in the preparation of a consignment of dangerous goods to be conveyed by air, is trained in accordance with the provisions of 15.9.

### **15.13. LABELING AND MARKING.**

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

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

15.13.3. (a) Any person who offers any package containing dangerous goods for conveyance by air, shall ensure that each packaging which is manufactured in accordance with a packaging specification as prescribed in ICAO Doc. 9284, is marked with the appropriate packaging specification marking as prescribed in ICAO Doc. 9284.



(b) No packaging shall be marked with a packaging specification marking unless such packaging complies with the appropriate packaging specification as prescribed in ICAO Doc. 9284.

**15.14. DANGEROUS GOODS TRANSPORT DOCUMENT.**

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

15.14.2. A dangerous goods transport document shall contain the information as prescribed in ICAO Doc. 9284 as well as a declaration, signed by the person referred to in paragraph (1), indicating that the dangerous goods offered for conveyance by air are :

- (a) fully and accurately described by their proper shipping names ;
- (b) identified, classified, packed, marked and labeled in accordance with the requirements and standards as prescribed in ICAO Doc. 9284 ;
- (c) in proper condition for conveyance by air in accordance with the requirements and standards as prescribed in ICAO Doc. 9284 ; and
- (d) not dangerous goods identified as prohibited from conveyance by air in line with 15.3.

**15.15. ACCEPTANCE PROCEDURES.**

15.15.1. The operator of an aircraft in which dangerous goods are to be conveyed, shall not accept such dangerous goods for conveyance by air :

- (a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where ICAO Doc. 9284 provides that such document is not required ; and
- (b) until such operator has inspected the exterior of the package, over pack or freight container containing the dangerous goods in accordance with the acceptance procedures as prescribed in ICAO Doc. 9284.

15.15.2. The operator referred to in paragraph (1) shall develop and use an acceptance checklist to ensure that the provisions of paragraph (1) regarding the acceptance of dangerous goods for conveyance by air are complied with.

15.15.3. The acceptance check list referred to in paragraph (2), shall comply with the requirements as prescribed in ICAO Doc. 9284.

**15.16. INFORMATION TO BE PROVIDED.**

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

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

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

15.16.4. In event of an in-flight emergency occurring, the pilot in Command shall, as soon as situation permits, inform the appropriate airtraffic unit, for the information of aerodrome authorities, of any dangerous goods on board the aircrafts, as provided for in the Technical Instructions (Doc. 9284).

15.16.5. In the event of aircraft accident or serious incident where dangerous goods carried as cargo are involved, the aircraft operator carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot in command. The aircraft operator shall, as soon as possible, also provide information to the appropriate authorities of the state of operator and the state in which the dangerous goods accident or serious incident occurred.

15.16.6. In the event of an aircraft incident, an aircraft operator carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to emergency services responding to the incident and to the appropriate authority of the state in which the incident occurred, as shown on the written information to the Pilot in Command.

15.16.7 Nigeria through its appropriate authority would consider participating in co-operative efforts with other states concerning violations of dangerous goods regulations with the aim of eliminating such violations through co-ordination of investigations and enforcement actions, joint inspections and other liaisons, exchange of technical staff, and joint meetings and conferences.

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

15.16.9. With the aim of preventing the recurrence of dangerous goods accidents and incidents, the Authority will 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 or destined for another State. Reports on such accidents and incidents shall be made in accordance with detailed provisions of the Technical Instructions.

15.16.10. With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, the Authority will 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.

**15.17. INSPECTION FOR DAMAGE OR LEAKAGE BY OPERATOR.**

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

15.17.2. The operator referred to in paragraph (1) shall inspect a unit load device before loading such device in the aircraft to ensure that there is no damage to or leakage from any dangerous goods contained there in.

15.17.3. No damaged or leaking package, overpack, freight container or unit load device shall be loaded in an aircraft.

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

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

15.17.6. If a package, overpack or freight container containing radioactive materials is found to be damaged or leaking, the operator shall :

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(a) take all necessary precautions to restrict access to such package, overpack or freight container containing radio-active materials ; and

(b) designate a qualified person to assess the extent of the contamination and the radiation level.

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

15.17.8. The operator referred to in paragraph (1) shall remove an aircraft from service immediately when such aircraft is contaminated by radioactive materials and shall not return such aircraft to service until the radiation level resulting from the fixed contamination at any accessible surface and the non-fixed contamination, is below the values as prescribed in ICAO Doc. 9284.

15.17.9. Any person responsible for the conveyance or opening of packages containing infectious substances who become aware of damage to or leakage from such packages, shall :

(a) avoid handling such infectious substances, where possible ;

(b) inspect adjacent packages for contamination ;

(c) inform the appropriate public health authority or veterinary authority of such damage or leakage ;

(d) provide the appropriate authority of the country of transit with information regarding any possible contamination ; and

(e) notify the shipper or the consignee accordingly.

### **15.18. STORAGE AND LOADING.**

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

### **15.19. LOADING RESTRICTIONS IN CABIN OR ON FLIGHT DECK.**

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

### **15.20. SEPARATION AND SEGREGATION.**

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

15.20.2. The operator referred to in paragraph (1) shall ensure that a package containing poison or an infectious substance is stowed in an aircraft in accordance with the requirements and standards as prescribed in ICAO Doc. 9284.

15.20.3. The operator referred to in paragraph (1) shall ensure that a package containing radioactive materials is stowed in an aircraft in a manner which separates the package from persons, live animals and undeveloped film, in accordance with the requirements and standards as prescribed in ICAO Doc. 9284.

**15.21. SECURING OF DANGEROUS GOODS.**

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

15.21.2. When securing packages containing radioactive materials, the operator shall ensure that the security is adequate in order that the requirements regarding the separation of radioactive materials referred to in 15.20.3 are complied with.

**15.22. LOADING IN CARGO AIRCRAFT.**

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

**15.23. DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING.**

15.23.1. The operator of an aircraft involved in a dangerous goods accident or Goods incident in Nigeria, shall immediately notify :

(a) in the case of an accident, any airtraffic service unit or the nearest police station ; or

(b) in the case of an incident, any airtraffic service unit, of such incident, and such air traffic service unit or police station, as the case may be, shall immediately on receipt of the notification, notify :

(i) the Authority ; and

(ii) where such accident or incident occurs at an aerodrome, the aerodrome manager.

15.23.2. The operator of a Nigerian aircraft involved in a dangerous goods accident or dangerous goods incident outside the Country, shall, as soon as practicable, notify :

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- (a) the appropriate authority in the State or territory where the accident or incident has occurred, directly or through any airtraffic service unit ; and
- (b) the Authority, of such accident or incident.

15.23.3. Any notification of a dangerous goods accident or dangerous goods incident referred to in 15.23.1. or 15.23.2. shall, in addition to the particulars of notification required under the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations contain the particulars as prescribed in ICAO Doc. 9284.

### **15.24. DANGEROUS GOODS ACCIDENT AND INCIDENT INVESTIGATION.**

In Nigeria, Accident Investigation Bureau is the body responsible for the investigation of dangerous goods accidents and incidents of which the Authority and/or the Accident Investigation Bureau is notified in line with 15.23.1.

### **15.25. DANGEROUS GOODS ACCIDENT AND INCIDENT INFORMATION.**

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

### **15.26. NOTIFICATION OF UNDECLARED OR MIS-DECLARED DANGEROUS GOODS.**

The operator of an aircraft in which dangerous goods are conveyed within or outside Nigeria shall within 48hours after the discovery of :

- (a) any undeclared or mis-declared dangerous goods ; or
- (b) dangerous goods not permitted under 15.28. on board the aircraft or in the baggage of a passenger or flight crew member, notify the Authority or the appropriate thereof, as the case may be.

### **15.27. RETENTION OF DOCUMENTS.**

The operator of an aircraft in which dangerous goods are conveyed, shall ensure that at least one copy of all documents pertaining to a flight on which dangerous goods are conveyed, including the :

- (a) dangerous goods transport document ;
- (b) acceptance check list, if completion of the check list is required ; and
- (c) written information provided to the pilot-in-command under 15.16.1., are retained for a period of 90days, calculated from the date of such flight.

### **15.28. DANGEROUS GOODS CARRIED BY PASSENGERS OR FLIGHT CREW MEMBERS.**

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

**15.29.** INFORMATION TO PASSENGER.

Any operator shall ensure that information regarding the types of goods that passengers are forbidden to carry on board an aircraft is available to such passengers and such information shall include :

- (a) applicable information accompanying the passenger ticket ; and
- (b) notices which are prominently displayed :
  - (i) at any location where tickets are issued and baggage checked ; and
  - (ii) in aircraft boarding are as and baggage claim are as.