



Isle of Man  
Government  
*Keeltyg Ellen Vannin*

**Isle of Man**  
CIVIL AVIATION ADMINISTRATION

# CIVIL AVIATION (SAFE TRANSPORT OF DANGEROUS GOODS BY AIR) ORDER

## Consultation Response

October 2019



## 1. Background

The Civil Aviation Administration, part of the Department for Enterprise, is the aviation safety and security regulator for the Isle of Man (IOM CAA).

The consultation on proposals to develop legislation for the safe transport of dangerous goods by air is part of a wider package covering all aspects of aviation in the Isle of Man.

The aim of the consultation was to invite comment on the draft Civil Aviation (Safe Transport of Dangerous Goods by Air) Order which will replace the current Air Navigation (Dangerous Goods) Regulations 2002 which are UK Regulations that were applied to the Island in 2006.

The order will apply to the Island the International Civil Aviation Organisation's (ICAO) Technical Instructions which are an internationally agreed set of provisions governing the requirements for transporting dangerous goods by air.

The consultation was open for a period of four weeks from 5 August 2019 to 30 August 2019.

It was considered that the proposals would be of particular interest to aircraft operators, shippers, freight forwarders and aerodrome operators.

## 2. Summary of responses and outcome

We received 3 responses to the consultation.

Of the 3 responses none disagreed with the proposals and no issues were raised with the drafting of the order.

Therefore no significant changes were made to the draft order as a result of the consultation. Please see the summary of responses below.

We are grateful for the response received and value the views expressed.

In case of query please email [caa@gov.im](mailto:caa@gov.im).

## Summary of responses and outcome

<b>Article 5 Appropriate National Authority</b>	
<b>Response received</b>	<b>IOM CAA</b>
Dangerous Goods by air courses must be undertaken by all staff in the D of E involved in information dissemination.	IoM CAA have qualified staff who utilise ICAO courses on a consistent basis.

<b>Article 7 Classification</b>	
<b>Response received</b>	<b>IOM CAA</b>
Which issue of the Technical Instructions is referenced? Do we have any control over the content of the TIs? It would appear that this legislation is blindly enacting some global requirements, which is not unreasonable but there is no control to approve any changes in these Technical Instructions.	<p>The issue of the Technical Instructions referenced is the current issue at that particular time. Primary legislation provides for the order to make direct reference to technical standards in civil aviation. These references are capable of being ambulatory, referencing to the most up-to-date text of the technical standards at any given moment without the need for notices to direct users to any particular version.</p> <p>This question is repeated under article 8, 12 – 14 and the response is the same from the IOM CAA.</p>

<b>Article 8 Prohibition of transport of dangerous goods by air</b>	
<b>Response received</b>	<b>IOM CAA</b>
As long as we are in line with ICAO Doc 9284-AN/905 and its exemptions according PROVISIONS FOR DANGEROUS GOODS CARRIED BY PASSENGERS OR CREW	The Order applies ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air.

<b>Article 11 - Exemptions</b>	
<b>Response received</b>	<b>IOM CAA</b>
Approval must be obtained from the state e.g. UK, Ireland as well as the aircraft operator	Noted.

<b>Article 12 - General Requirements</b>	
<b>Response received</b>	<b>IOM CAA</b>
Exporting of dangerous goods by air in the Isle Of Man is extremely limited and must be shipped through air freight. Imports may be hospital radioactive supplies/dry ice shipments/limited quantities. This limited movement causes a problem in itself in that a lack of knowledge of procedures exists by both shippers and airline or handling agent staff.	Noted.

<b>Article 13 - Packing and the Schedule</b>	
<b>Response received</b>	<b>IOM CAA</b>
Packaging usually complies with UN Specification requirements as per Dangerous Goods regulations.	Noted.

<b>Article 14 - Labelling and markings</b>	
<b>Response received</b>	<b>IOM CAA</b>
Dangerous Goods regulations apply.	Noted.

<b>Article 15 - Acceptance for carriage</b>	
<b>Response received</b>	<b>IOM CAA</b>
Air freight handling agents must be fully trained / certificated in Dangerous Goods Regulations by an accredited training body	Covered by article 29 of the order.

<b>Article 16 - Loading</b>	
<b>Response received</b>	<b>IOM CAA</b>
Accredited Basic training also applies to Aircraft loading staff	Covered by article 29 of the order.

<b>Article 17 - Inspection for damage or leakage</b>	
<b>Response received</b>	<b>IOM CAA</b>
Accredited Training required for loading staff	Covered by article 29 of the order.

<b>Article 18 - Removal of contamination by the aircraft operator</b>	
<b>Response received</b>	<b>IOM CAA</b>
Health & Safety executive to be informed	Noted.

<b>Article 28 - Procedures to be approved</b>	
<b>Response received</b>	<b>IOM CAA</b>
The problem is undeclared Dangerous Goods in mail and rigorous procedures must be in place for extending any further acceptance. This would be an extensive and in depth project by an experienced air freight expert.	This is covered under Part 7 of the order. Postal operators must provide dangerous goods training which must be approved by the Department.