



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM

TO : ALL CONCERNED

SUBJECT : NOTICE OF PROPOSED RULEMAKING (NPRM)
RE: PROPOSED AMENDMENTS TO THE PHILIPPINE CIVIL AVIATION REGULATIONS (PCAR) PARTS 8, 9, AND 18 - TRANSPORTATION OF DANGEROUS GOODS BY AIR.

DATE : _____

The Flight Standards Inspectorate Service of the Civil Aviation Authority of the Philippines (CAAP) proposes amendments to the Philippine Civil Aviation Regulations (PCAR) Parts 8, 9, and 18 concerning the Transportation of Dangerous Goods by Air.

These amendments aim to enhance the accessibility and clarity of the regulations for all stakeholders by consolidating provisions related to the carriage of Dangerous Goods from various parts of the PCAR into a single section—Part 18, and to harmonize the Authority's regulations with the standards established by the International Civil Aviation Organization (ICAO).


All concerned individuals and stakeholders are hereby invited to review the proposed amendments and submit their comments, suggestions, or recommendations using *Attachment B – NPRM Response Form*, within fifteen (15) days from the date of issuance of this Memorandum.

Responses may be submitted through the following:

- **Email:** rsdd@caap.gov.ph or rsd@caap.gov.ph
- **Postal Mail:**
Acting Assistant Director General II
Flight Standards Inspectorate Service
Civil Aviation Authority of the Philippines
MIA Road, Pasay City

All comments must reference: "**NPRM: 004-2025**" in the subject line. The complete text of the proposed amendments is available for download on the CAAP website: www.caap.gov.ph

For information and guidance.


CAPTAIN FLORENDO JOSE C. AQUINO III
Acting Assistant Director General II
Flight Standards Inspectorate Service, Civil Aviation Authority of the Philippines





Notice of Proposed Rule Making Form

Notice of Proposed Rulemaking (NPRM)

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| Notice No. NPRM 004-2025 | Issuing Office: Regulatory Standards Development Division (RSDD) |
| Issue Date. 30 July 2025 | |
| Publication Date. 16 October 2025 | |
| Expiry Date. 20 August 2025 | |
| Related Reg. <i>Philippine Civil Aviation Regulations Parts 8, 9, and 18</i> | |
| Status: <i>Amendment</i> | |

PROPOSED NEW/AMENDMENTS TO NATIONAL REGULATIONS/STANDARDS

The text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

| | |
|--|-----------------------------------|
| Text to be deleted is shown with a line through it. | text to be deleted |
| New text to be inserted is highlighted with grey shading. | new text to be inserted |
| Text to be deleted is shown with a line through it, followed by the replacement text which is highlighted with grey shading. | new text to replace existing text |

PHILIPPINE CIVIL AVIATION REGULATIONS PART 8

8.5.1.27 CARRIAGE OF DANGEROUS GOODS

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

8.5.1.27.1 GENERAL

- (a) ~~No person shall carry dangerous goods in an aircraft registered in Republic of the Philippines or operated in Republic of the Philippines except:~~
- ~~(1) With the written permission of the Authority and in accordance with the regulations and/or conditions set by the Authority in granting such permission; and~~
 - ~~(2) In accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air issued by the Council of International Civil Aviation Organization and with any variations to those instructions that the Authority may from time to time mandate and provide notification of to ICAO.~~
- (b) ~~Operators wishing to carry dangerous goods in an aircraft to, from or over the territory of Republic of the Philippines must obtain prior written permission from the Director General. The application must include details of Dangerous Goods Training Program.~~



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- ~~(c) The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's operational approval and limitations with regard to the transport of dangerous goods.~~
- ~~(d) On shipments to, from, within, or transiting through Republic of the Philippines, a 24-hour emergency response information must be provided for all dangerous goods, except for dangerous goods for which no transport document is required.~~
- ~~(e) The transport document must include a 24-hour emergency response telephone number (including the area codes and for international number for location outside Republic of the Philippines, the international access code, country and city codes are needed). The telephone number must be monitored at all times by a person who:~~
 - ~~(1) Has complete knowledge of emergency response and accident information for dangerous goods;~~
 - ~~(2) Has immediate access to a person who possesses such knowledge and information; and~~
 - ~~(3) Is knowledgeable of the hazards and characteristics of the dangerous goods being transported.~~
- ~~(f) Infectious substances other than human blood, human urine and tissue are prohibited from entry to Republic of the Philippines without approval from the Department of Health Authorities and must be transported only on a cargo aircraft. Infectious substances are not allowed in airmail.~~
- ~~(g) An operator who is involved in a dangerous goods incident and/or accident in the Republic of the Philippines must provide the Authority all the necessary information to allow the Authority take necessary accident mitigation action. A written report must be prepared and sent by the operator (or his authorized representative) to the Authority within 72 hours of the occurrence.~~
- ~~(h) No person may offer for transport aboard a passenger aircraft, a package or an overpack with an activity greater than 3.0.~~
 - ~~(1) No package may be offered for transport aboard a passenger aircraft, a package or an over-pack with an activity greater than 3,000 x A1 or 3,000 x A2 1,000 TBq (27,000 Ci), whichever is less.~~
 - ~~(2) All type B (U), type B (M), type H (U) type H (M) and fissile package design must be certified by the Philippine Nuclear Research Institute (PNRI). Request for a package design certification and approval should be directed to the appropriate authority of the Philippine (PNRI).~~

~~8.5.1.27.2 STATE RESPONSIBILITIES~~

- ~~(a) The Authority shall indicate in the operations specification if an operator is approved or is not approved to transport dangerous goods as cargo. When an operator is approved to transport dangerous goods as cargo any limitations should be included.~~



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- ~~(b) An operational approval may be granted for the transport of specific types of dangerous goods only (e.g. dry ice, biological substance, Category B, and dangerous goods in excepted quantities) or COMAT.~~
- ~~(c) The Supplement to the Technical Instructions contains guidance on a State's responsibilities with respect to operators. This includes additional information to Part 7 of the Technical Instructions on storage and loading, provision of information, inspections, enforcement and CAR Parts 8, 9 and 18 information relevant to the State's responsibilities for dangerous goods.~~
- ~~(d) Carriage of dangerous goods other than as cargo (e.g. medical flights, search and rescue) are addressed in Part 1, Chapter 1, of the Technical Instructions. The exceptions for the carriage of dangerous goods that are either equipment or for use on board the aircraft during flight are detailed in Part 1, 2.2.1, of the Technical Instructions.~~

8.5.1.27.3 — OPERATOR RESPONSIBILITIES

- ~~(a) An operator's training programme should cover, as a minimum, the aspects of the transport of dangerous goods listed in the Technical Instructions in Table 1-4 for operators holding an approval or Table 1-5 for operators without an approval. Recurrent training must be provided within 24 months of previous training, except as otherwise provided by the Technical Instructions.~~
- ~~(b) Details of the dangerous goods training programme including the policies and procedures regarding third-party personnel involved in the acceptance, handling, loading and unloading of dangerous goods cargo should be included in the operations manual.~~
- ~~(c) The Authority requires that operators provide information in the operations manual and/or other appropriate manuals that will enable flight crews, other employees and ground handling agents to carry out their responsibilities with regard to the transport of dangerous goods and that initial training be conducted prior to performing a job function involving dangerous goods as provided in the Technical Instructions.~~
- ~~(d) Operators should meet and maintain requirements established by the States in which operations are conducted.~~
- ~~(e) Operators may seek approval to transport, as cargo, specific dangerous goods only, such as dry ice, biological substance, Category B, COMAT and dangerous goods in excepted quantities.~~
- ~~(f) Attachment 1 to Part S-7, Chapter 7, of the Supplement to the Technical Instructions contains additional guidance and information on requirements regarding operators not approved to transport dangerous goods as cargo and for operators that are approved to transport dangerous goods as cargo.~~
- ~~(g) All operators should develop and implement a system that ensures they will remain current with regulatory changes and updates. The Technical Instructions contain detailed instructions necessary for the Safe Transport of Dangerous Goods by Air. These Instructions are issued biennially, becoming effective on 1 January of an odd-numbered year.~~



~~8.5.1.27.3.1 OPERATORS WITH NO OPERATIONAL APPROVAL TO TRANSPORT DANGEROUS GOODS AS CARGO (NO DG CARRY OPERATOR)~~

~~The Authority shall ensure that operators not approved to transport dangerous goods have:~~

- ~~(a) established a dangerous goods training programme that meets the applicable requirements of the Technical Instructions, Part 1, Chapter 4 and Part 18, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;~~
- ~~(b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18 to allow operator personnel to:~~
 - ~~(1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and~~
 - ~~(2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
 - ~~(i) occasions when undeclared dangerous goods are discovered in cargo or mail;~~
 - ~~and~~
 - ~~(ii) dangerous goods accidents and incidents.~~

~~8.5.1.27.3.2 OPERATORS TRANSPORTING DANGEROUS GOODS AS CARGO (DG CARRY OPERATORS)~~

~~The Authority shall approve the transport of dangerous goods and ensure that the operator:~~

- ~~(a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, Table 1-4 and the requirements of Part 18, as appropriate. Details of the dangerous goods training programme operator's shall be included in the operations manuals.~~
- ~~(b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18 to enable operator personnel to:~~
 - ~~(1) identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;~~
 - ~~(2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
 - ~~(i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and~~
 - ~~(ii) dangerous goods accidents and incidents;~~



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- ~~(3) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried;~~
 - ~~(i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions Part 7, Chapter 2; and~~
 - ~~(ii) without information having been provided to the pilot in command (NOTOC);~~
- ~~(4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and~~
- ~~(5) provide the pilot in command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.~~

PHILIPPINE CIVIL AVIATION REGULATIONS PART 9

9.6.1.2 APPROVAL TO TRANSPORT DANGEROUS GOODS

- ~~(a) No operator may transport dangerous goods unless approved to do so by the Authority.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.3 SCOPE

- ~~(a) Each operator shall comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, ICAO Doc. 9284 (Technical Instructions) on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside the territory of Republic of the Philippines. Where dangerous goods are to be transported outside the territory of Republic of the Philippines, the AOC holder shall review and comply with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions.~~
- ~~(b) Articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of Subpart 9.6, to the extent specified in the Technical Instructions, provided they are~~
 - ~~(1) Required to be aboard the aircraft for operating reasons;~~
 - ~~(2) Carried as catering or cabin service supplies;~~
 - ~~(3) Carried for use in flight as veterinary aid or as a humane killer for an animal; or~~
 - ~~(4) Carried for use in flight for medical aid for a patient, provided that-~~
 - ~~(i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;~~
 - ~~(ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;~~
 - ~~(iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and~~



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- ~~(iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or~~
- ~~(v) They are carried by passengers or crewmembers.~~
- ~~(c) Articles and substances intended as replacements for those in paragraph (b) (1) may be transported on an aircraft as specified in the Technical Instructions.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.4 LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS

- ~~(a) Each operator shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aircraft.~~
- ~~(b) Each operator shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances or infected live animals are transported only when:~~
 - ~~(1) They are exempted by the States concerned under the provisions of the Technical Instructions; or~~
 - ~~(2) The Technical Instructions indicate they may be transported under an approval issued by the State of Origin.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.6 PACKING

- ~~(a) Each operator shall ensure that dangerous goods are packed as specified in the Technical Instructions.~~
- ~~(b) Packing used for the transport of dangerous goods shall:~~
 - ~~(1) 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) Be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.~~
 - ~~(3) Meet the material and construction specifications in the Technical Instructions.~~
 - ~~(4) Be tested in accordance with the provisions of the Technical Instructions.~~
 - ~~(5) 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) For inner packaging, shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging.~~



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- ~~(7) Not be reused until it has been inspected and found free from corrosion or other damage. Where packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.~~
- ~~(c) If because of the nature of their former contents, un-cleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.~~
- ~~(d) No harmful quantity of a dangerous substance shall adhere to the outside of packages.~~

9.6.1.7 LABELING AND MARKING

- ~~(a) Each operator shall ensure that packages, over-packs and freight containers are labeled and marked as specified in the Technical Instructions.~~
- ~~(b) Each operator shall ensure that packages, over-packs and freight containers are labeled and marked with:
 - ~~(1) The proper shipping name of its contents;~~
 - ~~(2) The UN number, when assigned; and~~
 - ~~(3) Other such markings as may be specified in the Technical Instructions.~~~~
- ~~(c) Each operator shall ensure that packaging manufactured to a specification contained in the Technical Instructions shall be so marked in accordance with the Technical Instructions.~~
- ~~(d) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of Republic of the Philippines, the operator shall ensure that~~
- ~~(e) labeling and marking are in the English language in addition to any other language requirements.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.11 REMOVAL OF CONTAMINATION

- ~~(a) Each operator shall ensure that
 - ~~(1) Any contamination found as a result of the leakage or damage of dangerous goods is removed without delay; and~~
 - ~~(2) An aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.~~~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.12 LOADING RESTRICTIONS AND STOWAGE OF DANGEROUS GOODS



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- ~~(a) Each operator shall ensure that packages and over-packs containing dangerous goods and freight containers containing radioactive materials are loaded and stowed in accordance with the Technical Instructions.~~
- ~~(1) *Passenger Cabin and Flight Deck.* Each operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions.~~
- ~~(2) *Cargo Compartments.* Each AOC holder shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.~~
- ~~(3) *Dangerous Goods Designated for Carriage Only on Cargo Aircraft.* Each operator shall ensure that packages of dangerous goods bearing the "Cargo Aircraft Only" label are carried on a cargo aircraft and loaded as specified in the Technical Instructions, and in 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.~~
- ~~(b) Packages containing dangerous goods shall be separated when stowing as follows:~~
- ~~(1) Those packages that might react dangerously with other packages shall not be stowed next to each other or in a position that might allow interaction between them in the event of a leakage.~~
- ~~(2) Those packages containing toxic and infectious substances shall be stowed in accordance with the Technical Instructions.~~
- ~~(3) Those packages containing radioactive materials shall be stowed so that they are separated from persons, live animals and undeveloped film, and secured in flight in accordance with the Technical Instructions.~~
- ~~(c) The operator shall protect and secure any dangerous goods in such a manner that will prevent any movement in flight that might change the orientation of the packages.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.13 PROVISION OF INFORMATION

- ~~(a) *Information to Ground Staff.* Each operator shall ensure that:~~
- ~~(1) Information is provided to enable ground staff to carry out their duties with regard to the transport of dangerous goods, including the actions to be taken in the event of incidents and accidents involving dangerous goods; and~~
- ~~(2) Where applicable, the information referred to in paragraph (a) (1) is also provided to the handling agent.~~
- ~~(b) *Information to Passengers.* Each operator shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aircraft.~~
- ~~(c) *Information to Shippers.* Each operator shall ensure that information is promulgated as required by the Technical Instructions so that shippers of dangerous goods are provided with the information as required by the Technical Instructions to enable them~~



Notice of Proposed Rule Making Form

- ~~to carry out their responsibilities with regard to the transport of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods.~~
- ~~(d) Information to Acceptance Points Personnel. Each operator and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods.~~
- ~~(e) Information to Crew Members. Each operator shall ensure that information is provided in the Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.~~
- ~~(f) Information to the PIC: Each operator shall ensure that the PIC is provided with written information, as specified in the Technical Instructions.~~
- ~~(g) Information in the Event of an In-Flight Emergency. If an in-flight emergency occurs, the PIC shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of the aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.~~
- ~~(h) Information in the Event of an Aircraft Incident or Accident. Each operator which is involved in an aircraft incident shall~~
- ~~(1) As soon as possible, inform the appropriate authority of the State in which the aircraft accident occurred of any dangerous goods carried; and~~
 - ~~(2) On request, provide any information required to minimize the hazards created by any dangerous goods carried.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.15 DANGEROUS GOODS INCIDENT AND ACCIDENT REPORTS

- ~~(a) Each operator shall report dangerous goods incidents and accidents to the Authority within 72 hours of the event, unless exceptional circumstances prevent this.~~
- ~~(b) Each operator shall report undeclared or mis-declared dangerous goods discovered in cargo or passenger's baggage to the Authority within 72 hours of the discovery, unless exceptional circumstances prevent this.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.16 SHIPPER'S RESPONSIBILITIES

- ~~(a) No person shall offer a package, over-pack or freight container containing dangerous goods for shipment by air unless that person has, in accordance with the Technical Instructions, ensured that the dangerous goods are properly:~~
- ~~(1) Classified;~~
 - ~~(2) Packed;~~
 - ~~(3) Labeled and~~
 - ~~(4) Accompanied by a properly executed dangerous good transport document.~~



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- (b) ~~In completing the dangerous goods transport document for the operator, the shipper shall, in accordance with the Technical Instructions and any other regulations of Republic of the Philippines:~~
- ~~(1) Declare that the dangerous goods are fully and accurately described by their proper shipping names;~~
 - ~~(2) Declare that the dangerous goods are classified, packed, marked and labeled and in the proper condition for transport;~~
 - ~~(3) Complete the form in English; and~~
 - ~~(4) Sign the form.~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

9.6.1.17 DANGEROUS GOODS SECURITY PROVISIONS

- (a) ~~Each shipper, operator and other individuals engaged in the transport of dangerous goods by air shall establish security measures, consistent with these regulations, to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment~~

Note: Refer to PCAR Part 18 – Transportation of Dangerous Goods by Air

PHILIPPINE CIVIL AVIATION REGULATIONS PART 18

SUBPART A: GENERAL

18.001 APPLICABILITY

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



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- ~~(d) Any instructions or limitations contained in the *Technical Instructions* for the carriage of dangerous goods on passenger or cargo aircraft, as therein defined shall for the purpose of this Part be interpreted as applying also to the carriage of such goods beneath passenger or cargo aircraft.~~

~~18.002 DANGEROUS GOODS TECHNICAL INSTRUCTIONS~~

- ~~(a) The CAAP takes the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. CAAP 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. (per Memorandum Circular no. 22-15, series of 2015)~~

~~18.005 RESERVED~~

~~18.010 ACRONYMS & ABBREVIATIONS~~

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

~~**IATA**—International Air Transport Association~~

~~**IATA-DGR**—IATA Dangerous Goods Regulations~~

~~**ICAO**—International Civil Aviation Organization~~

~~**UN**—United Nations~~

~~18.015 GENERAL PROHIBITIONS~~

- ~~(a) No person may carry on any aircraft articles or substances classified as dangerous goods except as established in this Part and the detailed specifications and procedures provided in—~~

~~(1) The *Technical Instructions*; and~~

~~(2) As amplified by, the IATA-DGR.~~

- ~~(b) With respect to any goods which a person knows or ought to know or suspect to be dangerous goods, that person shall not, without determining and complying with the restrictions regarding carriage by air—~~

~~(1) Take or cause it to be taken on board;~~

~~(2) Suspend or cause it to be suspended beneath, or~~

~~(3) Deliver or cause it to be delivered for load or suspend beneath an aircraft.~~

~~18.020 AUTHORIZATION REQUIRED~~

- ~~(a) No person may operate an aircraft with any dangerous goods therein or suspended thereunder, unless such goods are carried, loaded or suspended—~~

~~(1) With the written authorization of the Authority and in accordance with any~~



Notice of Proposed Rule Making Form

- ~~conditions to which such approvals may be subject, and~~
~~(2) In accordance with the Technical Instructions and any conditions specified therein.~~

SUBPART B: EXCEPTIONS

18.025 APPLICABILITY

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

18.030 GENERAL EXCEPTIONS

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

18.035 PASSENGER OR CREW MEMBER PERSONAL ITEMS

- ~~(a) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Part to the extent specified in the *Technical Instructions*.~~
- ~~(b) Small Lithium Battery Powered Personal Transportation Devices including hover boards, self-balancing single or multi-wheels, and mini-segways are required to be carried by the passenger in the cabin. The following provisions shall apply when they are carried by passengers or crew and when they are transported as cargo:~~
- ~~(1) When carried by passengers or crew, devices containing lithium ion batteries having Watt-hour rating of 100 Wh or less may be permitted under the provisions for portable electronic devices containing lithium metal or lithium ion cells or batteries contained in Part 8 of ICAO Doc 9284, provided all applicable criteria listed in the restrictions column of Table 8-1 of ICAO Doc 9284 are met. Devices containing lithium ion batteries having a Watt-hour rating exceeding 100 Wh but not more than 160 Wh may be carried subject to an approval by the Operator. Those exceeding 160 Wh are not permitted to be carried by passengers or crew.~~
- ~~(2) When transported as cargo, devices containing batteries must be assigned to UN 3171—Battery Powered vehicle and are subject to all applicable requirements of the Technical Instructions. Batteries not contained in the devices must be consigned as UN 3481—Lithium ion Batteries. (per Memorandum Circular no. 08-16, series of 2016)~~
- ~~(c) All shipments of Lithium-ion batteries are forbidden as cargo on passenger aircraft. However, Lithium-ion batteries packed with equipment or lithium-ion~~



Notice of Proposed Rule Making Form

~~batteries containing in personal electronic devices may be carried by passengers of crew in the cabin of the aircraft.~~

~~18.040 REQUIRED FOR AIRCRAFT OPERATIONS~~

~~(a) Articles and substances which would otherwise be classed as dangerous goods shall be excepted from the provisions of this Part if they are required to be aboard the aircraft—~~

~~(1) In accordance with the pertinent airworthiness requirements and operating regulations; or~~

~~(2) For those specialized purposes identified in the *Technical Instructions*.~~

~~(b) Additional articles and substances which would otherwise be classed as dangerous goods are excluded from the provisions of this Part to the extent specified in the *Technical Instructions*, provided they are—~~

~~(1) Carried as catering or cabin service supplies;~~

~~(2) Carried for use in flight as veterinary aid or as a humane killer for an animal; or (3) Carried for use in flight for medical aid for a patient, provided that—~~

~~(i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;~~

~~(ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;~~

~~(iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and~~

~~(iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or~~

~~(c) Where articles and substances intended as replacements for those described in paragraphs (a) and (b) of this Section or which have been removed or the replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this Part and as permitted in the *Technical Instructions*.~~

~~18.045 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNLESS EXEMPTED~~

~~(a) No person may offer for transport on an aircraft or carry on an aircraft the dangerous goods unless—~~

~~(1) Exempted by CAAP under provisions similar to Section 18.050 of this Part, or~~

~~(2) The provisions of the *Technical Instructions* indicate they may be transported under an approval granted by the State of Origin:~~

~~(i) articles and substances that are specifically identified by name or by generic description in the *Technical Instructions* as being forbidden for transport by air under any circumstances.~~



Notice of Proposed Rule Making Form

- ~~(ii) Infected live animals on any aircraft. (per Memorandum Circular no. 22-15, series of 2015)~~

~~18.046 DANGEROUS GOODS PERMITTED FOR TRANSPORT BY AIR~~

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

~~18.050 EXEMPTIONS~~

- ~~(a) Where specifically provided for in the Technical Instructions, the CAAP may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.~~

~~(1) In instances:~~

~~(A) of extreme urgency; or~~

~~(B) when other forms of transport are inappropriate; or~~

~~(C) when full compliance with the prescribed requirements is contrary to the public interest, the CAAP may grant an exemptions from these provisions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by the requirements of this Part and the Technical Instructions.~~

- ~~(b) Where the Philippines is the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption with specific routing and other restrictions may be granted by the Authority based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.~~

~~Note: Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, paragraphs 1.2 and 1.3). (per Memorandum Circular no.~~

~~SUBPART C: RESPONSIBILITIES~~

~~18.055 APPLICABILITY~~

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

~~18.059 STATES RESPONSIBILITIES~~

~~Note 1.— Part 18 contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions.~~

~~Note 2.— Operator responsibilities for the transport of dangerous goods are contained in Part 8 and this Part. Part 7 of the Technical Instructions for the~~



Notice of Proposed Rule Making Form

~~Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.~~

~~Note 3.— The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions.~~

~~Note 4.— COMAT that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).~~

18.060 SHIPPER'S RESPONSIBILITIES

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



~~18.065 OPERATOR'S RESPONSIBILITIES~~

- ~~(a) No operator may transport dangerous goods unless approved to do so by the Authority.~~
- ~~(b) The operator shall ensure that its personnel conform to the requirements of this Part and the Technical Instructions in the performance of their duties and responsibilities on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside the territory of the Philippines.~~
- ~~(c) Where dangerous goods are to be transported outside the territory of the Philippines, the operator shall ensure that its personnel have reviewed and are in compliance with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions.~~
- ~~(d) The operator shall ensure that each employee completes all applicable dangerous goods training requirements and their training records are updated prior to their performance of tasks associated with transport of dangerous goods by air.~~
- ~~(e) To ensure proper completion of their assigned tasks, the operator shall provide employees with all necessary—~~
 - ~~(1) Operator manuals;~~
 - ~~(2) Reference documents;~~
 - ~~(3) Shipping documents; and~~
 - ~~(4) Packaging, labelling, and marking supplies.~~
- ~~(f) An operator shall not accept dangerous goods for transport by air unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required.~~
- ~~(g) An operator shall not accept dangerous goods for transport by air until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.~~
- ~~(h) An operator shall develop and ensure the use an acceptance checklist as an aid to compliance with the requirements of this Part and the Technical Instructions.~~
- ~~(i) The operator shall not allow the loading, stowage and securing of dangerous goods subject to this Part and the Technical Instructions on the aircraft except in accordance with the dangerous goods manual acceptable to the Authority.~~
- ~~(j) The operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions.~~
- ~~(k) The operator shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.~~
- ~~(l) The operator shall ensure that packages of dangerous goods bearing the "Cargo Aircraft Only" label are carried on a cargo aircraft and loaded as specified in the Technical Instructions.~~



Notice of Proposed Rule Making Form

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

~~18.070 SERVICE PROVIDER'S RESPONSIBILITIES~~

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

~~18.075 RESPONSIBILITIES OF PERSONS PREPARING SHIPMENT~~

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

~~18.080 RESPONSIBILITIES OF PERSONS ACCEPTING SHIPMENT~~

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



Notice of Proposed Rule Making Form

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

~~18.085 RESPONSIBILITIES OF PERSON HANDLING & LOADING SHIPMENT~~

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

~~18.090 PILOT-IN-COMMAND RESPONSIBILITIES~~

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

~~18.095 OTHER CREW MEMBERS' RESPONSIBILITIES~~

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



Notice of Proposed Rule Making Form

~~air unless they have completed the applicable initial and continuation dangerous goods training program.~~

~~18.100 COMPLETION OF DANGEROUS GOODS TRAINING PROGRAM~~

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

~~SUBPART D: PREPARATION FOR TRANSPORT BY AIR~~

~~18.105 APPLICABILITY~~

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

~~18.110 PREPARATION FOR TRANSPORT: GENERAL~~

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

~~18.115 LANGUAGES TO BE USED FOR MARKINGS & DOCUMENTATION~~

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

~~18.120 CLASSIFICATION~~

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

~~18.125 GENERAL PACKAGING REQUIREMENTS~~



Notice of Proposed Rule Making Form

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

18.130 PREVENTION OF LEAKAGE

- ~~(a) 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.~~
- ~~(b) 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~~
- ~~(c) 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.~~
- ~~(d) The cushioning and absorbent materials shall not react dangerously with the contents of the packaging.~~

18.135 INSPECTION & TESTING OF PACKAGING

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

18.140 RE-USE OF PACKAGING

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

18.145 PREVENTION OF HAZARDS

- ~~(a) 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.~~
- ~~(b) No packaging shall be used if a harmful quantity of a dangerous substance is adhering to the outside of packages.~~



Notice of Proposed Rule Making Form

~~18.150 LABELS~~

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

~~18.155 MARKINGS~~

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

~~18.160 SPECIFICATION MARKINGS ON PACKAGING~~

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

~~18.165 DANGEROUS GOODS TRANSPORT DOCUMENT~~

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

~~SUBPART E: ACCEPTANCE, HANDLING, LOADING & STOWAGE~~
~~18.170 APPLICABILITY~~

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



Notice of Proposed Rule Making Form

~~18.175 ACCEPTANCE PROCEDURES~~

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

~~18.180 RETENTION OF DOCUMENTS~~

- ~~(a) The operator of an aircraft shall retain for not less than 6 months after the date of transport—~~
 - ~~(1) A dangerous goods transport document which has been furnished to him in accordance with these requirements; and~~
 - ~~(2) Checklist used in the acceptance of the dangerous goods consignment.~~
- ~~(b) The AOC holder shall retain the following information for 12 months after the date of transport—~~
 - ~~(1) The name and address of each shipper of dangerous goods; and~~
 - ~~(2) The name and address of the person who—~~
 - ~~(i) Accepts each shipment of dangerous goods or directly supervises the acceptance of the dangerous goods; or~~
 - ~~(ii) Loads and secures the dangerous goods or directly supervises the loading and securing of the dangerous goods;~~
 - ~~(iii) The approximate date of transport;~~
 - ~~(iv) The locations to and from which the dangerous goods are to be transported;~~
 - ~~(v) The the shipping name, the UN number, the class and the quantity of dangerous goods to be transported; and~~
 - ~~(vi) The name of the employee who prepares the information.~~
- ~~(c) An AOC holder shall produce a record, notice or report required by this Section within 15 days after the day on which a written request is received from an inspector.~~

~~18.185 LOADING RESTRICTIONS IN PASSENGER CABIN OR ON FLIGHT DECK~~

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



Notice of Proposed Rule Making Form

~~permitted by the provisions of the Technical Instructions.~~

~~18.190 SEPARATION, SEGREGATION & SECURING: GENERAL REQUIREMENTS~~

- ~~(a) Packages containing dangerous goods which might react dangerously one with another shall not be stowed—
 - ~~(1) On an aircraft next to each other; or~~
 - ~~(2) In a position that would allow interaction between them in the event of leakage.~~~~
- ~~(b) When dangerous goods subject to the requirements of this Part and the Technical Instructions are loaded in an aircraft, the operator shall—
 - ~~(1) Protect the dangerous goods from being damaged; and~~
 - ~~(2) Secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages~~~~

~~18.195 STOWAGE OF TOXIC & INFECTIOUS SUBSTANCES~~

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

~~18.200 STOWAGE & SECURING OF RADIOACTIVE MATERIALS~~

- ~~(a) Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.~~
- ~~(b) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the requirements in the Technical Instructions.~~
- ~~(c) The securing of packages of radioactive materials shall be adequate to ensure that the separation requirements are met at all times~~

~~18.205 PACKAGES RESTRICTED TO CARGO AIRCRAFT ONLY~~

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

~~18.210 LEAKAGE OR DAMAGE~~

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



Notice of Proposed Rule Making Form

~~18.215 INSPECTION REQUIREMENTS: GENERAL~~

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

~~18.220 ACTIONS WHEN POSSIBLE LEAKAGE OR DAMAGE IS FOUND~~

- ~~(a) Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the person making this determination shall follow the operator's corrective procedures for such an occurrence.~~
- ~~(b) Upon identification of a damaged or leaking package, the operator shall— (1) Remove such package from the aircraft; or~~
- ~~(2) Arrange for its removal by an appropriate authority or organization.~~
- ~~(c) Following the action specified in paragraph (a) of this Section, the operator shall ensure that—~~
- ~~(1) The remainder of the consignment is in a proper condition for transport by air; and (2) No other package has been contaminated.~~
- ~~(d) If evidence of damage or leakage is found, the operator shall inspect the area where the dangerous goods or unit load device were stowed on the aircraft for damage or contamination before loading other cargo in that location.~~
- ~~(1) If damage is found, the operator shall repair the damage in accordance with the manufacturer's approved data.~~
- ~~(2) If contamination is found, the operator and assigned personnel shall comply with the requirements of Section 18.225 of this Part.~~

~~18.225 REMOVAL OF CONTAMINATION~~

- ~~(a) The pilot-in-command and the operator shall ensure that any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods is removed without delay~~



Notice of Proposed Rule Making Form

- ~~(b) The pilot-in-command and the operator shall ensure that an aircraft which has been contaminated by radioactive materials is immediately be taken out of service~~
- ~~(c) No person may allow an aircraft that has been contaminated by radioactive materials to be returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.~~

SUBPART F: PROVISION OF DANGEROUS GOODS
INFORMATION 18.230 APPLICABILITY

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

18.235 INFORMATION TO GROUND STAFF & OTHER PERSONS

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

18.240 INFORMATION TO PASSENGERS

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

18.245 INFORMATION TO ACCEPTANCE POINTS PERSONNEL

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

18.250 INFORMATION TO CREW MEMBERS

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



Notice of Proposed Rule Making Form

~~18.255 INFORMATION TO THE PILOT-IN-COMMAND~~

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

~~18.260 INFORMATION FROM PILOT-IN-COMMAND TO AERODROME AUTHORITIES~~

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

~~18.265 INFORMATION IN THE EVENT OF AN AIRCRAFT INCIDENT OR ACCIDENT~~

- ~~(a) The pilot-in-command and the operator which is involved in an aircraft incident shall—~~
- ~~(1) As soon as possible, inform the appropriate authority of the State in which the aircraft accident occurred of any dangerous goods carried; and~~
- ~~(2) On request, provide any information required to minimise the hazards created by any dangerous goods carried.~~
- ~~(b) The pilot-in-command and the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command, in the event of—~~
- ~~(1) An aircraft accident; or~~
- ~~(2) A serious incident~~
- ~~(c) Where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command.~~
- ~~(d) As soon as possible, the pilot-in-command and the operator shall also provide this information to the Authority and the appropriate authorities in the State in which the accident or serious incident occurred.~~
- ~~(e) In the event of an aircraft incident, the pilot-in-command and the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to—~~
- ~~(1) Emergency services responding to the incident; and~~
- ~~(2) The appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.~~



SUBPART G: SPECIAL REQUIREMENTS

18.270 APPLICABILITY

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

18.275 GENERAL AVIATION

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

18.280 AERIAL WORK

- (a) A person may handle, offer for transport or transport dangerous goods by aircraft within the Philippines if the dangerous goods are being used at the location where the following aerial work takes place—
- (1) Active fire suppression;
 - (2) Aerial cloud seeding;
 - (3) Aerial drip torching;
 - (4) Agriculture;
 - (5) Forestry;
 - (6) Horticulture;
 - (7) Hydrographic or seismographic work; or
 - (8) Pollution control.
- (b) The dangerous goods shall be contained in a means of containment that is—
- (1) A tank, a container or an apparatus that is an integral part of the aircraft or that is attached to the aircraft in accordance with the certificate of airworthiness;
 - (2) A cylindrical collapsible rubber drum that is transported in or suspended from an aircraft and that is constructed, tested, inspected and used in accordance with data acceptable to the Authority;
 - (3) A collapsible fabric tank that is transported suspended from a helicopter and that is constructed of material and seamed in accordance with technical data acceptable to the Authority; or
 - (4) A small means of containment designed, constructed, filled, closed, secured and maintained so that under normal conditions of transport, including handling, there will be no accidental release of dangerous goods that could endanger public safety.

18.285 AIR AMBULANCE



Notice of Proposed Rule Making Form

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

~~(1) The transport of the dangerous goods is not forbidden by Technical Instructions; (2) The dangerous goods are contained in a means of containment that—~~

- ~~(i) Has displayed on it the package markings and labels required by the ICAO Technical Instructions;~~
- ~~(ii) For a cylinder, is in compliance with containment requirements; and~~
- ~~(iii) Is secured to prevent movement during transport.~~

SUBPART H: COMPLIANCE

18.290 INSPECTION SYSTEM

~~(a) CAAP 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 these regulations. (per Memorandum Circular no. 22-15, series of 2015)~~

18.1 GENERAL

The requirements of this PCAR 18 apply to the offering, acceptance, and transportation of dangerous goods in commerce by aircraft to, from, or within the Republic of the Philippines, and to any aircraft of Philippine registry anywhere in air commerce. PCAR 18 contains additional requirements applicable to any person who performs, attempts to perform, or is required to perform a function subject to ICAO Technical Instructions (TI) and is also applicable to air passengers and crew.

18.1.1 APPLICABILITY

This subpart defines the requirements of the Republic of the Philippines for the air transport of Dangerous Goods, based on ICAO Technical Instructions (Doc 9284). It applies to all aircraft operators and related personnel involved in handling or shipping such goods across all types of aviation operations, as well as provisions for No-DG-carry operators and other non-airline entities.

18.1.2 SPECIFIC

(a) This Part prescribes the requirements of the Republic of the Philippines that apply to the carriage of Dangerous Goods by air in international and domestic operations of aircraft as specified in –

- (1) The latest edition of the International Civil Aviation Organization document *Technical Instructions for the Safe Transport of Dangerous*



Notice of Proposed Rule Making Form

- Goods by Air* (Doc 9284), and all applicable amendments and supplements; and
- (2) As amplified by the latest edition of the *Dangerous Goods Regulations* of the International Air Transport Association.
- (b) This Part is applicable to all Dangerous Goods (DG) and No-DG-carry operators of aircraft in—
- (1) Aerial work;
- (2) Commercial air transport; and
- (3) General aviation.
- (c) This Part is also applicable to all organizations and individuals involved in the handling and shipping process of Dangerous Goods by air, which includes but is not limited to all airline operators, ground service providers, cargo shippers, freight forwarders, maintenance organizations and aerodromes, who perform duties required by these regulations.
- (d) Any instructions or limitations contained in the Technical Instructions for the carriage of Dangerous Goods on passenger or cargo aircraft, as therein defined, shall, for the purposes of this Part, be interpreted as also applying to the carriage of such goods beneath passenger or cargo aircraft.

18.1.3 ACRONYMS & ABBREVIATIONS

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

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

18.1.4 DANGEROUS GOODS APPROVALS AND PERMITS OVERVIEW

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

18.1.4.1 DANGEROUS GOODS APPROVAL VALIDITY

- (a) Initial 2-Year Validity



Notice of Proposed Rule Making Form

- (1) All DG approval issued by the Authority shall be valid for two (2) years. This period allows the Authority to monitor if the operator keeps their DG procedures, training, and manuals updated with the latest ICAO Technical Instructions.

(b) Extension to 5 Years (Based on Performance)

- (1) An AOC holder may be granted a DG approval valid for up to five (5) years if they meet all of the following conditions:
 - (i) Completed at least two (2) consecutive 2-year approval with no major findings;
 - (ii) Maintained positive results in surveillance inspections;
 - (iii) Submitted timely updates of DG manuals, procedures, and training in line with ICAO changes.

(c) Ongoing Compliance Monitoring

- (1) Even during a 5-year validity, the operator must undergo compliance checks at least every two (2) years. Failure to maintain compliance may result in suspension, downgrade, or return to a shorter validity period.

(d) Link to AOC Validity

- (1) If the AOC of the operator expires and is not renewed, the associated DG authorization shall automatically be considered expired, regardless of its stated validity period.

18.1.5 EXCEPTIONS

- (a) Articles and substances that would otherwise be classified as Dangerous Goods, but are required to be aboard the aircraft in accordance with pertinent airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted.
- (b) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this regulation to the extent specified in the Technical Instructions.

18.1.6 EXEMPTIONS

- (a) Where specifically provided in the Technical Instructions, this Authority may grant an approval, provided that in such instances an overall level of safety in transport is equivalent to the level of safety provided for in the Technical Instructions is achieved.
 - (1) In instances:



Notice of Proposed Rule Making Form

- (i) of extreme urgency; or
- (ii) when other forms of transport are inappropriate; or
- (iii) when full compliance with the prescribed requirements is contrary to the public interest, this Authority may grant an exemption from these provisions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by the requirements of this Part and the Technical Instructions.

- (b) Where the Philippines is the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption with specific routing and other restrictions may be granted by the Authority based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note: Refer to IS: 18.1.7 for Guidance on processing exemptions, including examples of situations involving extreme urgency.

18.1.7 NOTIFICATION OF VARIATIONS FROM THE TECHNICAL INSTRUCTIONS

- (a) This Authority will ensure that when the Philippines, as a Contracting State, adopts provisions differing from those specified in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, such variations shall be notified promptly to ICAO for publication in the Technical Instructions.
- (b) When adopting more restrictive requirements than those specified in the Technical Instructions, proper notification of such operator-specific variations is forwarded to ICAO for publication, and coordinated with the Authority.

18.1.8 STATE RESPONSIBILITIES

- (a) The Authority shall indicate in the operations specification if an operator is approved or is not approved to transport Dangerous Goods as cargo. When an operator is approved to transport Dangerous Goods as cargo any limitations should be included.
- (b) An operational approval may be granted for the transport of specific types of Dangerous Goods only (e.g. dry ice, biological substance, Category B, and Dangerous Goods in excepted quantities) or COMAT.
- (c) The Supplement to the Technical Instructions contains guidance on the state's responsibilities with respect to operators. This includes additional information to Part 7 of the Technical Instructions on storage and loading, provision of information, inspections, enforcement and CAR Parts 8, 9 and 18, and information relevant to the State's responsibilities for Dangerous Goods.



Notice of Proposed Rule Making Form

- (d) Carriage of Dangerous Goods other than as cargo (e.g. medical flights, search and rescue) are addressed in Part 1, Chapter 1, of the Technical Instructions. The exceptions for the carriage of Dangerous Goods that are either equipment or for use on board the aircraft during flight are detailed in Part 1, 2.2.1, of the Technical Instructions.

18.1.9 OPERATOR RESPONSIBILITIES

Note: A training program includes elements such as design methodology, assessment, initial and recurrent training, instructor qualifications and competencies, training records and evaluation of the effectiveness of training.

- (a) Operators shall establish, maintain and update a Dangerous Goods training program regardless of whether or not they are approved to transport Dangerous Goods as cargo.
- (b) Operators of personnel that perform functions aimed at ensuring that Dangerous Goods are transported in accordance with these Instructions shall establish and maintain a Dangerous Goods training program.

Note 1: An approach to ensuring personnel is competent to perform any function for which they are responsible is provided in Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment (Doc 10147).

Note 2: Security personnel who are involved with the screening of passengers and crew and their baggage and cargo or mail are required to be trained irrespective of whether the operator on which the passenger or cargo is to be transported carries Dangerous Goods as cargo.

- (c) The Authority requires that operators provide information in the operations manual and/or other appropriate manuals that will enable flight crews, other employees and ground handling agents to carry out their responsibilities with regard to the transport of Dangerous Goods and that initial training be conducted prior to performing a job function involving Dangerous Goods as provided in the Technical Instructions.
- (d) Operators should meet and maintain requirements established by the States in which operations are conducted.
- (e) Operators may seek approval to transport, as cargo, specific Dangerous Goods only, such as dry ice, biological substance, Category B, COMAT and Dangerous Goods in excepted quantities.
- (f) Attachment 1 to Part S-7, Chapter 7, of the Supplement to the Technical Instructions contains additional guidance and information on requirements



Notice of Proposed Rule Making Form

regarding operators not approved to transport Dangerous Goods as cargo and for operators that are approved to transport Dangerous Goods as cargo.

- (g) All operators should develop and implement a system that ensures they will remain current with regulatory changes and updates

18.1.10 CAAP DG INSPECTION SYSTEMS

- (a) The following entities involved in the shipping of Dangerous Goods shall be subject to inspection, surveillance, and enforcement by the Authority. These entities involved in the shipping of Dangerous Goods shall also be subject to the oversight of the Authority:
- (1) Shippers of Dangerous Goods, including packers and persons or organizations undertaking the responsibilities of the shipper;
 - (2) Operators;
 - (3) Ground handling agencies which perform, on behalf of the operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo or mail;
 - (4) Ground handling agencies located at an aerodrome which perform, on behalf of the operator, the act of processing passengers;
 - (5) Agencies, not located at an aerodrome, which perform, on behalf of the operator, the act of checking in passengers;
 - (6) Freight forwarders;
 - (7) Agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail; and
 - (8) Designated postal operators
- (b) This Authority shall ensure that Operators comply with the requirements governing the carriage of Dangerous Goods by crew members or passengers on board an aircraft, in accordance with the provisions of Part 8, Chapter 1 of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air.
- (c) This Authority shall ensure that operators comply with the requirements for the carriage of Dangerous Goods by crew members, passengers, and company material (COMAT) classified as Dangerous Goods, in accordance with Part 8, Chapter 1 and Part 1;2.2.2 or 2.2.3 of the ICAO Technical Instructions.

18.1.11 COOPERATION BETWEEN STATES

- (a) This Authority shall engage in cooperative efforts with other States to address violations of Dangerous Goods regulations, including joint investigations, enforcement coordination, exchange of compliance history, technical collaboration, and sharing of safety information, regulatory actions, and outreach materials.



18.1.12 PENALTIES

- (a) This Authority shall implement measures to ensure compliance with Dangerous Goods regulations, including the imposition of appropriate penalties for any violations.

18.1.13 DANGEROUS GOODS BY MAIL

- (a) The procedures of designated postal operators for controlling the introduction of Dangerous Goods in mail into air transport shall be approved by the civil aviation authority of the State where the mail is accepted.

Note: See IS: 18.1.14 for further information.

18.1.13 RETENTION OF DOCUMENTS

- (a) An operator shall ensure that the following information or documentation is retained for the periods shown in the table below:
- (1) The operator shall ensure that at least one copy of the documents or information appropriate to the transport by air of a consignment of dangerous goods is retained for a minimum period of three months after the flight on which the dangerous goods were transported. As a minimum, the documents or information which must be retained are the dangerous goods transport documents, the acceptance checklist (when this is in a form which requires completion), the identification of the person who performed the acceptance check and the written information to the pilot-in-command. These documents or the information must be made available to the appropriate national authority upon request.

Note: Where the documents or information are kept electronically or in a computer system, they should be capable of being reproduced in a printed manner.

- (2) Training and assessment records shall be retained by the Operator for a minimum period of 36 months from the most recent training and assessment completion month and shall be made available upon request to personnel or the appropriate national authority.

Note: For further information see IS: 18.1.14.

18.2 OPERATORS WITH NO OPERATIONAL APPROVAL TO TRANSPORT DANGEROUS GOODS AS CARGO (NO-DG-CARRY OPERATOR)



Notice of Proposed Rule Making Form

18.2.1 APPLICABILITY

This subpart outlines the certification requirements applicable to the management of operational personnel and their respective functions for Air Operator Certificate (AOC) holders not authorized to transport dangerous goods. It is intended to serve as a reference for ensuring effective oversight, personnel competence, and compliance with applicable regulatory standards in the field of commercial air operations involving non-dangerous goods.

18.2.2 COMPLIANCE REQUIREMENTS

- (a) Operators with No Operational approval to transport dangerous goods (No-DG-Carry Operator) shall comply with the following reference of this part:
 - (1) Each AOC holder shall establish a Dangerous Goods training program approved by the Authority, whether or not the AOC holder is approved to transport Dangerous Goods.

Note: Refer to Subpart 18.6 (Training Program and Assessment) of this Part for additional guidance.

- (2) Operators who do not accept, handle, or store Dangerous Goods shall provide procedures and instructions in the operator's manual as follows:
 - (i) Personnel handling cargo acceptance and storage must receive adequate training to recognize Dangerous Goods and provide appropriate mitigation should a DG incident occur;
 - (ii) Pilots, cabin crew, operations personnel above and below-wing must also receive adequate training to recognize Dangerous Goods and provide appropriate mitigation should a DG incident occur.
 - (iii) No packages containing Dangerous Goods are accepted;
 - (iv) Damaged or suspected Dangerous Goods packages are reported per ICAO Technical Instructions, Part 7;
 - (v) COMAT classified as Dangerous Goods is sent via alternate modes or authorized operators;
 - (vi) Staff preparing/offering COMAT classified as Dangerous Goods are trained as Dangerous Goods shippers.
 - (vii) Relocation of cabin baggage to transfer to cargo compartment

18.2.2.1 SUPPLEMENTARY REQUIREMENTS

- (a) Identification and Classification of Dangerous Goods
- (b) Prevention of Hazards
- (c) Removal of Contamination



Notice of Proposed Rule Making Form

- (d) Provision of Information
- (e) Dangerous Goods Incident and Accident Reports

Note. See Subpart 18.5 (Preparation of Dangerous Goods) for further information.

18.2.3 OPERATIONS REQUIREMENTS

- (a) The Operator not approved to transport Dangerous Goods shall establish, maintain, update and have approved by the Authority:
 - (1) A Dangerous Goods training program that meets the applicable requirements of the Technical Instructions, Part 1, Chapter 4 and Part 18, as appropriate. Details of the Dangerous Goods training program shall be included in the operator's operations manuals;
 - (2) Dangerous Goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18, to allow operator personnel to:
 - (i) identify and reject undeclared Dangerous Goods, including COMAT classified as Dangerous Goods; and
 - (ii) report to the appropriate authorities of the State of the Operator and the State in which the occurrence took place;
 - (A) occasions when undeclared Dangerous Goods are discovered in cargo or mail; and
 - (B) Dangerous Goods accidents and incidents.

18.2.3.1 DANGEROUS GOODS TRAINING PROGRAM

- (a) Operators that are not approved for the shipping of Dangerous Goods shall establish, maintain, and have approved by the Authority, initial and recurrent personnel training programs, as required by the Technical Instructions and ICAO Doc 10147.

18.3 OPERATORS TRANSPORTING DANGEROUS GOODS AS CARGO (DG CARRY OPERATORS)

18.3.1 APPLICABILITY

This subpart outlines the requirements applicable to the management of operational personnel and their respective functions for Air Operator Certificate (AOC) holders authorized to transport dangerous goods. It is intended to serve as a reference for ensuring oversight,

Notice of Proposed Rule Making Form

personnel competence, and full compliance with the regulatory standards governing the safe handling and carriage of dangerous goods in commercial air transport operations.

18.3.2 SCOPE

- (a) Each operator 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, irrespective of whether the flight is wholly or partly within, or wholly outside the territory of the Republic of the Philippines. When Dangerous Goods are to be transported outside the territory of the Republic of the Philippines, the AOC holder shall review and comply with the appropriate variations of contracting States as contained in Attachment 3 to the Technical Instructions.
- (b) Articles and substances which would otherwise be classified as Dangerous Goods are excluded from the provisions of Chapter 2, to the extent specified in the Technical Instructions, provided they are:
 - (1) Required to be aboard the aircraft for operating reasons;
 - (2) Carried as catering or cabin service supplies;
 - (3) Carried for use in flight as veterinary aid or as a humane killer for an animal; or
 - (4) Carried for use in flight for medical aid for a patient, provided that:
 - (i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;
 - (ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft;
 - (iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of electrolytes; and
 - (iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety; or
 - (v) They are carried by passengers or crew members.
- (c) Articles and substances intended as replacements for those in paragraph (b)(1) may be transported on an aircraft as specified in the Technical Instructions.

18.3.3 LIMITATIONS OF DANGEROUS GOODS ON AIRCRAFT

- (a) Each operator shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aircraft.



Notice of Proposed Rule Making Form

- (b) Each operator shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances or infected live animals are transported only when:
 - (1) They are exempted by the States concerned under the provisions of the Technical Instructions; or
 - (2) The Technical Instructions indicate they may be transported under an approval issued by the State of Origin.

18.3.4 DANGEROUS GOODS PERMITTED FOR TRANSPORT BY AIR

- (a) The Transport of Dangerous Goods by Air shall be forbidden except as established in this Part and the detailed specifications and procedures provided in the Technical Instructions.

18.3.5 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNLESS EXEMPTED

- (a) No person may offer for transport on an aircraft or carry on an aircraft the Dangerous Goods unless—
 - (1) Exempted by this Authority under provisions similar to Subpart 18.1.6 of this Part, or
 - (2) The provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin:
 - (i) articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances.
 - (ii) Infected live animals on any aircraft.

18.3.6 DANGEROUS GOODS FORBIDDEN FOR TRANSPORT BY AIR UNDER ANY CIRCUMSTANCES

- (a) 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.

18.3.7 CERTIFIED AIR OPERATORS FOR DANGEROUS GOODS TRANSPORT (DG CARRY OPERATORS)

- (a) This Authority shall approve the transport of Dangerous Goods, subject to the operator's compliance with the following requirements:



Notice of Proposed Rule Making Form

- (1) Dangerous Goods Training Program and Manual - Refer to Subpart 18.6 (*Training Program and Assessment*) of this Part and the appropriate Advisory Circulars for additional Guidance.
- (2) Operators shall establish Dangerous Goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and this part to allow operator personnel to Subpart 18.5 (*Preparation of Dangerous Goods*) of this Part.
- (3) Operators shall provide specific statements which describe how they intend to comply with specific regulatory requirements.
- (4) An end-to-end written procedure in accepting/handling for the safe transport of lithium metal, lithium-ion and sodium-ion based on their specific operational requirements shall be part of the manual.

18.3.7.1 DANGEROUS GOODS INFORMATION REQUIREMENTS FOR OPERATORS ACCEPTING DANGEROUS GOODS

- (a) Operators who accept, handle, and transport Dangerous Goods shall provide instructions and procedures on the subject below in their Dangerous Goods program:
 - (1) Acceptance of Dangerous Goods
 - (2) Storage of Dangerous Goods
 - (3) Reporting Dangerous Goods accidents and incidents
 - (4) Damage to Dangerous Goods packages
 - (5) Spares and/or company materials (COMAT)
 - (6) Relocation of cabin baggage to transfer to cargo compartment

18.3.7.2 SUPPLEMENTARY REQUIREMENTS

- (a) Additional requirement for operators who accept, handle, and transport Dangerous Goods shall provide instructions and procedures on the subject below in their Dangerous Goods program:
 - (1) Limitations on the Transport of Dangerous Goods (see 18.3.2)
 - (2) Classification
 - (3) Packaging
 - (4) Labelling and Marking
 - (5) Dangerous Goods Transport Document
 - (6) Acceptance of Dangerous Goods
 - (7) Inspection for Damage, Leakage, or Contamination
 - (8) Removal of Contamination
 - (9) Loading Restrictions and Stowage of Dangerous Goods



Notice of Proposed Rule Making Form

Note: For additional requirements see Subpart 18.5 (Preparation of Dangerous Goods) of this document for description.

18.3.8 WRITTEN NOTIFICATION TO PILOT-IN-COMMAND

- (a) Operators shall establish procedures for notifying the pilot-in-command when Dangerous Goods are carried on board the aircraft in accordance with the Technical Instructions.
- (b) Where circumstances make it impractical:
 - (1) the notification to the pilot-in-command may be abbreviated or be by other means.

Note: "other means" refer to what is acceptable to this Authority.

- (2) The operator shall seek the approval of the Authority, providing details of the procedures to be implemented to ensure that the required information is accurately provided to and recorded for the pilot-in-command. In considering the approval, the Authority shall take into account all relevant circumstances, the minimum information to be communicated, and the adequacy of the operator's procedures to ensure proper documentation and communication.

18.3.9 OPERATIONS REQUIREMENTS

18.3.9.1 CARRIAGE OF DANGEROUS GOODS

- (a) No person shall carry Dangerous Goods in an aircraft registered or operated in the Republic of the Philippines except:
 - (1) With the written permission of the Authority and in accordance with the regulations and/or conditions set by the Authority in granting such permission; and
 - (2) In accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air issued by the Council of International Civil Aviation Organization (ICAO), and any variations to those instructions that the Authority may from time to time mandate and provide notification to ICAO.
- (b) Operators wishing to carry Dangerous Goods in an aircraft to, from, or over the territory of the Republic of the Philippines shall obtain prior written permission from the Director General. The application shall include details of the Dangerous Goods Training Program.
- (c) The Operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are



Notice of Proposed Rule Making Form

informed of the operator's operational approval and limitations with regard to the transport of Dangerous Goods.

- (d) On shipments to, from, within, or transiting through the Republic of the Philippines, a 24-hour emergency response information shall be provided for all Dangerous Goods, except for Dangerous Goods for which no transport document is required.
- (e) The transport document shall include a 24-hour emergency response telephone number (including the area codes and for international number for location outside the Republic of the Philippines, the international access code, country and city codes are needed). The telephone number shall be monitored at all times by a person who:
 - (1) Has complete knowledge of emergency response and accident information for Dangerous Goods;
 - (2) Has immediate access to a person who possesses such knowledge and information; and
 - (3) Is knowledgeable of the hazards and characteristics of the Dangerous Goods being transported.
- (f) Infectious substances other than human blood, human urine and tissue are prohibited from entry to the Republic of the Philippines without approval from the Department of Health Authorities and shall be transported only on a cargo aircraft. Infectious substances are not allowed in airmail.
- (g) An Operator who is involved in a Dangerous Goods incident and/or accident in the Republic of the Philippines shall provide the Authority all the necessary information to allow the Authority take necessary accident mitigation action. A written report shall be prepared and sent by the operator (or his authorized representative) to the Authority within 72 hours of the occurrence.
- (h) No person may offer for transport aboard a passenger aircraft, a package or an over-pack with an activity with a transport index greater than 3.0.
 - (1) No package may be offered for transport aboard a passenger aircraft, a package or an over-pack with an activity greater than 3,000 x A1 or 3,000 x A2 1,000 TBq (27,000 Ci), whichever is less. (2) All type B (U), type B (M), type H (U) type H (M) and fissile package design shall be certified by the Philippine Nuclear Research Institute (PNRI). Request for a package design certification and approval should be directed to the appropriate authority of the Philippine (PNRI).

18.3.9.2 OPERATORS AUTHORIZED TO TRANSPORT DANGEROUS GOODS BY AIR (DG-CARRY OPERATORS)

- (a) The Operator approved to transport Dangerous Goods shall establish and maintain, update and have approved by the Authority:



Notice of Proposed Rule Making Form

- (1) A Dangerous Goods training program related to the Job Function of personnel involved in handling/transportation of Dangerous Goods as listed in ICAO Technical Instructions on Competency Based Training and Assessment (CBTA). Recurrent training shall be provided within 24 months of previous training, except for Flight Crew and Flight Dispatcher / Flight Operations Officer which are 12 months.
- (2) A Dangerous Goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18 to enable operator personnel to:
 - (i) identify and reject undeclared or misdeclared Dangerous Goods, including COMAT classified as Dangerous Goods;
 - (ii) report to the appropriate authorities of the State of the Operator and the State in which it occurred any;
 - (A) occasions when undeclared or misdeclared Dangerous Goods are discovered in cargo or mail; and
 - (B) Dangerous Goods accidents and incidents;
 - (iii) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when Dangerous Goods are discovered to have been carried;
 - (A) when not loaded, segregated, separated or secured in accordance with the Technical Instructions Part 7, Chapter 2; and
 - (B) without information having been provided to the pilot-in-command (NOTOC);
 - (iv) accept, handle, store, transport, load and unload Dangerous Goods, including COMAT classified as Dangerous Goods as cargo on board an aircraft; and
 - (v) provide the pilot-in-command with accurate and legible written or printed information concerning Dangerous Goods that are to be carried as cargo

18.3.9.3 DANGEROUS GOODS TRAINING PROGRAM

- (a) The following entities involved in the shipping of Dangerous Goods shall have established, maintained, and have approved by the Authority, initial and recurrent personnel training programs, as required by the Technical Instructions and ICAO Doc 10147.
 - (1) Shippers of Dangerous Goods, including packers and persons or organizations undertaking the responsibilities of the shipper;
 - (2) Operators;
 - (3) Ground handling agencies which perform, on behalf of the operator, the act of accepting, handling, loading, unloading, transferring or other processing of cargo or mail;



Notice of Proposed Rule Making Form

- (4) Ground handling agencies located at an aerodrome which perform, on behalf of the operator, the act of processing passengers;
- (5) Agencies, not located at an aerodrome, which perform, on behalf of the operator, the act of checking in passengers;
- (6) Freight forwarders;
- (7) Agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail; and
- (8) Designated postal operators.

18.3.10 FOREIGN OPERATORS OFFERING DANGEROUS GOODS FOR TRANSPORT BY AIR

Note: Refer to PCAR PART 10 Subpart 10.7 for further information.

18.4 OTHER ENTITIES INVOLVED IN THE TRANSPORTATION OF DANGEROUS GOODS

The international transport of dangerous goods by air is strictly governed by the provisions of the International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284). These binding instructions form the legal basis for ensuring that all entities involved in the handling and movement of dangerous goods operate within a framework that prioritizes safety, regulatory compliance, and accountability.

18.4.1 SHIPPER'S RESPONSIBILITIES

- (a) No person shall offer a package, over-pack or freight container containing Dangerous Goods for shipment by air unless that person has, in accordance with the Technical Instructions, ensured that the Dangerous Goods are properly:
 - (1) Identified and classified;
 - (2) Packed;
 - (3) Labeled and
 - (4) Accompanied by a properly executed Dangerous Goods transport document and other Special Provision as applicable
- (b) In completing the Dangerous Goods transport document for the operator, the shipper shall, in accordance with the Technical Instructions and any other regulations of Republic of the Philippines:
 - (1) Declare that the Dangerous Goods are fully and accurately described by their proper shipping names;
 - (2) Declare that the Dangerous Goods are classified, packed, marked and labeled and in the proper condition for transport;
 - (3) Complete the form in English; and



Notice of Proposed Rule Making Form

- (4) Sign the form.
- (c) The Shipper shall establish, implement and update Dangerous Goods training programs for its personnel as prescribed by the Technical Instructions and the Authority.
- (d) The Shipper shall establish and maintain procedures and instructions for the development and implementation, in accordance with the ICAO Technical Instructions and the requirements of the Authority.

18.4.2 SERVICE PROVIDER'S RESPONSIBILITIES

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

18.5 PREPARATION OF DANGEROUS GOODS

This subpart outlines the essential requirements for the safe and compliant preparation of Dangerous Goods for air transport. It aims to guide all parties involved in ensuring that Dangerous Goods are properly classified, packaged, labeled, and documented in accordance with ICAO Technical Instructions.

18.5.1 PREPARATION OF DANGEROUS GOODS FOR TRANSPORT BY AIR

18.5.1.1 IDENTIFICATION AND CLASSIFICATION

- (a) Each AOC holder shall ensure that articles and substances are classified as Dangerous Goods as specified in the ICAO Technical Instructions.



Notice of Proposed Rule Making Form

18.5.1.2 PACKAGINGS

- (a) Each AOC holder shall ensure that Dangerous Goods are packaged as specified in the Technical Instructions.
- (b) Packagings used for the transport of Dangerous Goods by air shall:
 - (1) Be of good quality and shall be constructed and securely closed so as to prevent leakage that might be caused in normal conditions of transport, by vibration, or by changes in temperature, humidity, or pressure;
 - (2) 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) Meet the material and construction specifications in the Technical Instructions; and
 - (4) Be tested in accordance with the provisions of the Technical Instructions.
- (c) 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.
- (d) No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.
- (e) If, because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- (f) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

18.5.1.3 PREVENTION OF LEAKAGE

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



18.5.1.4 INSPECTION & TESTING OF PACKAGING

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

18.5.1.5 RE-USE OF PACKAGING

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

18.5.1.6 PREVENTION OF HAZARDS

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

18.5.1.7 LANGUAGES TO BE USED FOR MARKINGS & DOCUMENTATION

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

18.5.1.8 LABELLING AND MARKING

- (a) Each AOC holder shall ensure that packagings, overpacks, and freight containers are labelled as specified in the Technical Instructions.
- (b) Each AOC holder shall ensure that packagings, overpacks, and freight containers are marked with:
 - (1) The proper shipping name of their contents;
 - (2) The United Nations number, when assigned; and



Notice of Proposed Rule Making Form

- (3) Other such markings as may be specified in the Technical Instructions.
- (c) Each AOC holder shall ensure that packagings manufactured to a specification contained in the Technical Instructions shall be marked in accordance with the Technical Instructions.
- (d) Where Dangerous Goods are carried on a flight that takes place wholly or partly outside the territory of the Republic of the Philippines, the AOC holder shall ensure that labelling and marking are in the English language in addition to any other language requirements.

18.5.1.9 DANGEROUS GOODS TRANSPORT DOCUMENT

- (a) Operators shall ensure that, except when otherwise specified in the Technical Instructions, Dangerous Goods are accompanied by a Dangerous Goods transport document.
- (b) Where Dangerous Goods are carried on a flight that takes place wholly or partly outside the territory of the Republic of the Philippines, the AOC holder shall ensure that the English language is used for the Dangerous Goods transport document in addition to any other language requirements.

18.5.1.10 ACCEPTANCE OF DANGEROUS GOODS

- (a) No AOC holder may accept Dangerous Goods for transport until the packaging, overpack, or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions.
- (b) Each AOC holder, or its handling agent, shall use an acceptance checklist that:
 - (1) Shall allow for all relevant details to be checked; and
 - (2) Shall be in such a form as will allow for the recording of the results of the acceptance check by manual, mechanical, or computerized means.
- (c) Each designated postal operator shall have the procedure for controlling the introduction of Dangerous Goods in mail into air transport approved by the Authority where the mail is accepted.

Note: Refer to IS: 18.1.13 for further information.

18.5.1.11 REMOVAL OF CONTAMINATION

- (a) Each AOC holder shall ensure that:
 - (1) Any contamination found as a result of the leakage or damage of Dangerous Goods is removed without delay; and



Notice of Proposed Rule Making Form

- (2) An aircraft that has been contaminated by radioactive materials is immediately taken out of service and not approved for return 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.

18.5.1.12 LOADING RESTRICTIONS AND STOWAGE OF DANGEROUS GOODS

- (a) Each AOC holder shall ensure that packaging's and overpacks containing Dangerous Goods and freight containers containing radioactive materials are loaded and stowed in accordance with the Technical Instructions.
 - (1) Passenger Cabin and Flight Deck. Each AOC holder shall ensure that Dangerous Goods are not carried in an aircraft cabin occupied by passengers, or on the flight deck, unless otherwise specified in the Technical Instructions.
 - (2) Cargo Compartments. Each AOC holder shall ensure that Dangerous Goods are loaded, segregated, stowed, and secured on an aircraft as specified in the Technical Instructions.
 - (3) Dangerous Goods Designated for Carriage only on Cargo Aircraft. Each AOC holder shall ensure that packagings of Dangerous Goods bearing the "Cargo Aircraft Only" label are carried on a cargo aircraft and are loaded as specified in the Technical Instructions and in a manner that a crew member or other authorized person can see, handle, and where size and weight permit, separate such packaging's from other cargo in flight.
- (b) Packaging's containing Dangerous Goods shall be separated when stowing, as follows:
 - (1) Those packaging's containing Dangerous Goods that may react dangerously with other packaging's shall not be stowed next to each other on an aircraft or in a position that may allow interaction between them in the event of a leakage.
 - (2) Those packagings containing toxic and infectious substances shall be stowed on an aircraft in accordance with the Technical Instructions.
 - (3) Those packaging's containing radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals, and undeveloped film and secured in flight in accordance with the ICAO Technical Instructions.



Notice of Proposed Rule Making Form

- (c) The AOC holder shall protect and secure any Dangerous Goods in such a manner that will prevent any movement in flight that might change the orientation of the packagings.

18.5.1.13 PROVISION OF INFORMATION

- (a) Information to Ground Staff Each operator shall ensure that:

- (1) Information is provided to enable ground staff to carry out their duties with regard to the transport of Dangerous Goods, including the actions to be taken in the event of incidents and accidents involving Dangerous Goods; and
- (2) Where applicable, the information referred to in paragraph (a) (1) is also provided to the handling agent.

- (b) Information to Passengers

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

Note: See the appropriate Advisory Circular for further information.

- (c) Information to Shippers

Each operator shall ensure that information is promulgated as required by the Technical Instructions so that shippers of Dangerous Goods are provided with the information as required by the Technical Instructions to enable them to carry out their responsibilities with regard to the transport of Dangerous Goods and the action to be taken in the event of emergencies arising involving Dangerous Goods.

- (d) Information to Acceptance Points Personnel

Each operator and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of Dangerous Goods.

- (e) Information to Crew Members.

Each operator shall ensure that information is provided in the Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of Dangerous Goods, including the actions to be taken in the event of emergencies arising involving Dangerous Goods.

- (f) Information to the PIC

- (g) Each operator shall ensure that the PIC is provided with written information, as specified in the Technical Instructions.

- (h) Information in the Event of an In-Flight Emergency



Notice of Proposed Rule Making Form

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

(i) Information in the Event of an Aircraft Incident or Accident.

Each operator which is involved in an aircraft incident shall

- (1) As soon as possible, inform the appropriate authority of the State in which the aircraft accident occurred of any Dangerous Goods carried; and
- (2) On request, provide any information required to minimize the hazards created by any Dangerous Goods carried.

Note: See the appropriate Advisory Circular for further information.

18.5.2 DANGEROUS GOODS INCIDENT AND ACCIDENT REPORTS

- (a) Each operator shall report Dangerous Goods incidents and accidents to the Authority within 72 hours of the event, unless exceptional circumstances prevent this.
- (b) Each operator shall report undeclared or mis-declared Dangerous Goods discovered in cargo or passenger's baggage to the Authority within 72 hours of the discovery, unless exceptional circumstances prevent this.
- (c) The information collected on the report is used by this Authority and other agencies to mitigate risk, analyze gaps, and enhance safety.

18.5.3 DANGEROUS GOODS SECURITY PROVISIONS

- (a) Each shipper and operator and other persons engaged in the transport of Dangerous Goods by air shall establish security measures, consistent with these regulations, to minimize theft or misuse of Dangerous Goods that may endanger persons, property, or the environment.

18.6 TRAINING PROGRAM AND ASSESSMENT

This subpart sets forth the mandatory training requirements for all personnel involved in the transport of Dangerous Goods by air, in accordance with ICAO regulations. It ensures that individuals are properly qualified to perform their duties safely and in compliance with applicable standards. Regular and updated training is essential to maintain safety, competence, and regulatory compliance across all aviation operations. (Refer to AC 18-003 for more information.)



Notice of Proposed Rule Making Form

18.6.1 GUIDELINES ON COMPETENCY BASED TRAINING AND ASSESSMENT (CBTA) FOR THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

- (a) This Authority has established a certification process to ensure completeness and standardization for issuing authorizations to transport dangerous goods by air.

18.6.2 TRAINING REQUIREMENT

- (a) A training program includes elements such as design methodology, assessment, initial and recurrent training, instructor qualifications and competencies, training records and evaluation of the effectiveness of training.

- (1) The Operator of personnel that perform functions aimed at ensuring that Dangerous Goods are transported in accordance with these Instructions shall establish and maintain a Dangerous Goods training program.

Note 1: An approach to ensuring personnel is competent to perform any function for which they are responsible is provided in Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment (Doc 10147).

Note 2: Security personnel who are involved with the screening of passengers and crew and their baggage and cargo or mail are required to be trained irrespective of whether the operator on which the passenger or cargo is to be transported carries Dangerous Goods as cargo

- (2) All operators shall establish a Dangerous Goods training program regardless of whether or not they are approved to transport Dangerous Goods as cargo.
- (3) Training courses may be developed and delivered by or for the Operator.

Note: Refer to AC 18-003 for guidance.

18.6.3 OBJECTIVE OF DANGEROUS GOODS TRAINING ICAO TECHNICAL INSTRUCTION SPECIFIC PERSONNEL NEEDING TRAINING

- (a) The Operator shall ensure that personnel are competent to perform any function for which they are responsible prior to performing any of these functions. This shall be achieved through training and assessment



Notice of Proposed Rule Making Form

commensurate with the functions for which they are responsible. Such training shall include:

- (1) General awareness/familiarization training – Personnel shall be trained to be familiar with the general provisions;
- (2) function-specific training – Personnel shall be trained to perform competently any function for which they are responsible; and
- (3) safety training – Personnel shall be trained on how to recognize the hazards presented by Dangerous Goods, on the safe handling of Dangerous Goods, and on emergency response procedures.

Note: General information on the provisions for Dangerous Goods carried by passengers and crew (see Part 8 of ICAO TI) should be included in training courses, as appropriate.

- (c) Personnel who have received training but who are assigned to new functions shall be assessed to determine their competence in respect of their new function. If competency is not demonstrated, appropriate additional training shall be provided.
- (d) Personnel shall be trained to recognize the hazards presented by Dangerous Goods, to safely handle them and to apply appropriate emergency response procedures.

18.6.4 RECURRENT TRAINING AND ASSESSMENT

- (a) Personnel shall receive recurrent training and assessment within 24 months of previous training and assessment to ensure that competency has been maintained. However, if recurrent training and assessment is completed within the final three months of validity of the previous training and assessment, the period of validity extends from the month on which the recurrent training and assessment was completed until 24 months from the expiry month of that previous training and assessment.

Note: An example would be the following: If recurrent training is required by the end of May 2024, then any training occurring between March 2024 and the end of May 2024 will result in a new recurrent training date of May 2026.

18.6.5 TRAINING AND ASSESSMENT RECORDS

- (a) The Operator shall maintain a record of training and assessment for personnel.
- (b) The record of training and assessment shall include:
 - (1) the individual's name;



Notice of Proposed Rule Making Form

- (2) the month of completion of the most recent training and assessment;
 - (3) a description, copy or reference to training and assessment materials used to meet the training and assessment requirements;
 - (4) the name and other information that identifies the organization providing the training and assessment (such as registered address); and
 - (5) evidence which shows that the personnel have been assessed as competent.
- (c) A certificate of training and assessment must also be presented to the Authority upon request.

18.6.6 APPROVAL OF TRAINING PROGRAMS

- (a) An approval may be granted only if the operator demonstrates full compliance with the applicable provisions of Annex 6 and the requirements of this Subpart, as determined by the State of the Operator.
- (b) Dangerous goods training programs required for entities other than operators and designated postal operators should be approved as determined by this Authority.

Note: See 18.6.9 for approval of training programs for designated postal operators.

18.6.7 INSTRUCTOR QUALIFICATIONS AND COMPETENCIES

- (a) Instructors of initial and recurrent Dangerous Goods training shall demonstrate or be assessed as competent in instruction and the function(s) that they will instruct prior to delivering such training.
- (b) Instructors delivering initial and recurrent Dangerous Goods training shall deliver such courses at least every 24 months, or in the absence of this, attend recurrent training.
- (c) For further guidance refer to Advisory Circular 18-003 Revision 2 Section 6

18.6.8 ASSESSORS QUALIFICATIONS AND COMPETENCIES

- (a) The Operator shall establish the qualification requirements for Dangerous Goods Assessors.



Notice of Proposed Rule Making Form

- (b) Assessors must meet the required level of competency, which includes the following:
 - (1) Comprehensive knowledge of applicable dangerous goods regulations, including the ICAO Technical Instructions and relevant national regulations;
 - (2) Understanding of the principles and methodology of Competency-Based Training and Assessment (CBTA);
 - (3) Ability to develop and apply assessment tools (e.g., written tests, practical scenarios, observation checklists);
 - (4) Skill in conducting fair, objective, and consistent assessments;
 - (5) Capability to evaluate both knowledge and performance-based competencies specific to the functions being assessed;
 - (6) Familiarity with the operator's internal policies and procedures related to dangerous goods handling;
 - (7) Effective communication skills, both verbal and written, to provide feedback and document assessment results.
- (c) Assessors must be trained and qualified prior to conducting any assessment activities, and their competencies shall be reviewed and maintained in accordance with the Operator's assessment plan and applicable regulatory requirements.

18.6.9 DESIGNATED POSTAL OPERATORS

- (a) Staff of designated postal operators shall be trained commensurate with their responsibilities. The subject matter with which their various categories of staff should be familiar is indicated in IS 18.1.11 Table 1-4.
- (b) Dangerous goods training programs for designated postal operators shall be subjected to review and approval by the Civil Aviation Authority of the State where the mail was accepted by the designated postal operator.

18.6.10 DANGEROUS GOODS SECURITY TRAINING

- (a) The training specified in 18.6.3 should include elements of security awareness.
- (b) Security awareness training should address the nature of security risks, recognizing security risks, methods to address and reduce such risks, and actions to be taken in the event of a security breach. It should include awareness of security plans (if appropriate) commensurate with the responsibilities of individuals and their part in implementing security plans.



Notice of Proposed Rule Making Form

- (c) Such training should be provided or verified upon employment in a position involving Dangerous Goods transport. Recurrent training should take place within 24 months of previous training to ensure knowledge is current.
- (d) Records of all Dangerous Goods security training undertaken should be kept by the Operator and made available to the employee or appropriate national authority upon request. Records should be kept by the Operator for a period of time established by the appropriate national authority.

PART 18: IS DANGEROUS GOODS:

IMPLEMENTING STANDARDS

IS: 18.1.6 EXEMPTIONS

- (a) Part 1;1.1.3 of the Technical Instructions provides for States to grant exemptions to enable the transport by air of dangerous goods which may not be permitted in normal circumstances or in conditions which are different to those prescribed in the Instructions. Such exemptions may only be granted in instances of extreme urgency, when other forms of transport are inappropriate or when full compliance with the Technical Instructions is contrary to the public interest. The following is offered as guidance to States to determine whether these criteria have been met:

- (1) Extreme urgency. In deciding whether the transport is urgent, States should consider why it is important for a consignment to reach its destination quickly or why it has been necessary to make an application at short notice. Dangerous goods may need to be transported because of:
 - (i) humanitarian relief;
 - (ii) environmental relief;
 - (iii) pestilence;
 - (iv) national or international security;
 - (v) saving of life (such as rescue); and
 - (vi) limited availability at destination.

Note: Applications based on commercial reasons only should not be viewed as urgent and carriage by other forms of transport should also be considered.

- (2) When other forms of transport are inappropriate. While carriage by other forms of transport may be possible, States should evaluate a risk analysis which should include consideration of:
 - (i) Length of journey. Transport by other forms may result in an unrealistic journey time and could affect the viability of the dangerous goods;



Notice of Proposed Rule Making Form

- (ii) Infrastructure. The availability of other forms of transport may be limited;
 - (iii) Security. The comprehensive security provisions of the air mode may reduce the possibility of unlawful interference (theft, etc.);
 - (iv) Routing. Transport by air may result in a reduced risk of exposure of the public to the dangerous goods in the event of an incident or accident. The risk of piracy may also be significantly reduced;
 - (v) Cost. The cost of carriage by other forms of transport may be economically unreasonable. However, the decision to grant an exemption should not be based on cost alone.
- (3) When full compliance with the Technical Instructions is contrary to the public interest, for example:
- (i) medical applications;
 - (ii) new technologies; and
 - (iii) enhancements in safety.
- (b) When a State is approached for an exemption, it is suggested that, if it is appropriate, at least the following information should be supplied before consideration is given to granting an exemption:
- (1) the reason why it is essential the article or substance must be carried by air;
 - (2) a statement why the applicant believes the proposal (including any safety control measures specified by the applicant) will achieve a level of safety equivalent to that provided by these Instructions;
 - (3) proposed proper shipping name, classification and UN number with full supporting technical data;
 - (4) the proposed packaging;
 - (5) quantity to be carried;
 - (6) any special handling required and any special emergency response information;
 - (7) name and address of shipper and consignee;
 - (8) the airports of departure, transit and destination and the proposed dates of transport; and
 - (9) details of the operator including aircraft type, flight numbers, etc.
- (c) When granting an exemption, an overall level of safety in transport that is at least equivalent to the level of safety provided by the Technical Instructions must be achieved. In determining an equivalent level of safety, the following should be considered:
- (1) A review of the applicable regulatory provisions. This includes the identification of specific provisions that will not be met, thus requiring a determination that an equivalent level of safety has been achieved;



Notice of Proposed Rule Making Form

- (2) A review of any potential increased risk to safety or property that may result from deviating from the provisions in question and identification of the measures considered necessary or appropriate to address that risk. This should include substantiation with applicable analysis or an evaluation demonstrating that the proposed additional measures will achieve a level of safety that is at least equal to that required by the Technical Instructions;
- (3) A thorough review and risk assessment to identify and evaluate potential risks in transport. This may include a risk analysis addressing failure modes and effects, a systems safety evaluation, and an explanation of the measures imposed to ensure each risk factor has been evaluated, in order to provide an appropriate level of safety;
- (4) When appropriate, risk mitigation factors and a safety analysis may be based on analogy to requirements in place for technologies posing similar risks in order to ensure safety and regulatory consistency.

IS: 18.1.13 DANGEROUS GOODS BY MAIL

- (a) In accordance with the Universal Postal Union (UPU) Convention, Dangerous Goods are not permitted in mail, except as provided for in the Technical Instructions.
- (b) The Universal Postal Union has established procedures to control the introduction of Dangerous Goods into air transport through the postal services (see the UPU Parcel Post Regulations and Letter Post Regulations).
- (c) Guidance for approving the procedures established by designated postal operators to control the introduction of Dangerous Goods into air transport may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 3).
- (d) Designated postal operators shall establish and maintain procedures to control the introduction of dangerous goods into air transport. These procedures are subject to assessment by the Civil Aviation Authority to verify their compliance with applicable regulations and their adequacy in ensuring aviation safety.

Designated postal operators are required to have in place the following procedures:

- (1) training of staff in accordance with Part 1;4 of the Technical Instructions;
- (2) reporting of Dangerous Goods accidents and incidents to Civil Aviation Authorities;
- (3) reporting of hidden and undeclared Dangerous Goods to Civil Aviation Authorities;
- (4) provision of information to customers at acceptance points (such as street post boxes, post offices, agencies, websites);
- (5) provision of information to account customers regarding Dangerous Goods;



Notice of Proposed Rule Making Form

- (6) inclusion of clauses in contracts with account customers regarding Dangerous Goods not permitted in the mail;
- (7) emergency procedures;
- (8) retention of documents (such as dry ice acceptance checklist);
- (9) documented acceptance procedures for staff regarding the Dangerous Goods allowed by Part 1;2.3 of the Technical Instructions;
- (10) procedures for requiring the sender's name, address and signature on packages containing Dangerous Goods;
- (11) procedures for ensuring that any State or Operator variations in Attachment 3 of the Technical Instructions are complied with;
- (12) procedures for ensuring that any changes to the Technical Instructions are incorporated into existing procedures; and
- (13) procedures for the handling of packages rejected from transport.

- (e) The staff of a designated postal operator are required to be trained in the requirements commensurate with their responsibilities.
- (f) Depending on the responsibilities of the staff member, the aspects of training to be covered may vary from those shown in Table 1-4 of the Technical Instructions. Therefore, in respect to the acceptance of the Dangerous Goods permitted by Part 1;2.3.2 of the Technical Instructions, staff of designated postal operators need only be trained in the requirements specific to those items permitted in air mail and not the acceptance of all classes of Dangerous Goods.
- (g) The categories of personnel identified in Table 1-6 of the Technical Instructions are not all encompassing. For example, staff of a designated postal operator who have responsibilities that only involve the handling of letters, correspondence or printed materials that are not capable of containing Dangerous Goods do not require training.

Table 1-4. Content of training courses for staff of designated postal operators

| <i>Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum</i> | Designated Postal Operators | | |
|--|-----------------------------|---|---|
| | Categories of Staff | | |
| | A | B | C |
| General philosophy | x | x | x |
| Limitations | x | x | x |
| General requirements for shippers | x | | |
| Classification | x | | |
| List of dangerous goods | x | | |



Notice of Proposed Rule Making Form

| | | | |
|---|---|---|---|
| Packing requirements | x | | |
| Labelling and marking | x | x | x |
| Dangerous goods transport document and other relevant documentation | x | x | |
| Acceptance of the dangerous goods listed in 1;2.3.2 | x | | |
| Recognition of undeclared dangerous goods | x | x | x |
| Storage and loading procedures | | | x |
| Provisions for passengers and crew | x | x | x |
| Emergency procedures | x | x | x |

CATEGORIES

A - Staff of designated postal operators involved in accepting mail containing Dangerous Goods.

B - Staff of designated postal operators involved in processing mail (other than Dangerous Goods).

C - Staff of designated postal operators involved in the handling, storage and loading of mail.

Note: Guidance on the aspects of training to be covered by staff of designated postal operators can be found in S-1;3.

IS: 18.1.14 RETENTION OF DOCUMENT

| ITEM | PERIOD OF RETENTION |
|--|--|
| Transport Document | 3 Months |
| Training Records | 36 Months |
| Flight Crew | |
| Ground and flight training (all types) | Until 12 Months after the flight crew member has left the employ of the operator |
| Dangerous Goods Training | Until 12 Months after the flight crew member has left the employ of the operator |



Notice of Proposed Rule Making Form

| | |
|--|--|
| Security Training | Until 12 Months after the flight crew member has left the employ of the operator |
| Cabin Crew | |
| Ground and flight training (all types) | Until 12 Months after the flight crew member has left the employ of the operator |
| Dangerous Goods Training | Until 12 Months after the flight crew member has left the employ of the operator |
| Security Training | Until 12 Months after the flight crew member has left the employ of the operator |
| Ground Crew | |
| Ground and flight training (all types) | Until 12 Months after the flight crew member has left the employ of the operator |
| Dangerous Goods Training | Until 12 Months after the flight crew member has left the employ of the operator |
| Security Training | Until 12 Months after the flight crew member has left the employ of the operator |

IS: 18.6.6 TRAINING REQUIREMENT

- (a) The training elements utilize a variety of resources such as written guides, presentations, interactive e-learning modules, videos, and practical demonstrations. Ensure that the training materials are comprehensive, engaging, and accessible to learners with varying levels of experience and learning styles.
- (b) This must be achieved through training and assessment commensurate with the functions for which they are responsible. Such training must include:
- (1) General Familiarization Training — personnel must be trained to be familiar with the general provision function-specific training
 - (2) Function-specific Training — personnel must be trained to competently perform the function for which they are responsible; and
 - (3) Safety Training — personnel must be trained on how to recognize the hazards presented by dangerous goods, on the safe handling of dangerous goods, and emergency response procedures.



Notice of Proposed Rule Making Form

Note. — General information on the provisions for Dangerous Goods carried by passengers and crew (see Part 8 of ICAO TI) should be included in training courses, as appropriate.

- (c) Personnel who have received training but who are assigned to new functions shall be assessed to determine their competence in respect of their new function. If competency is not demonstrated, appropriate additional training shall be provided.
- (d) Personnel shall be trained to recognize the hazards presented by Dangerous Goods, to safely handle them and to apply appropriate emergency response procedures.

**IS: 18.6.3 OBJECTIVE OF DANGEROUSGOODS TRAINING ICAO
TECHNICAL INSTRUCTION SPECIFIC PERSONNEL NEEDING TRAINING**

(a) The training requirements of the ICAO-TI (Part 1, Chapter 4) are that initial and recurrent dangerous goods Training Programs must be established and maintain well-defined functions of— the new corresponding courses in accordance with the functions as stated in ICAO/IATA's 'Dangerous Goods Training Guidance', please refer to the below:

- (1) Personnel Responsible for Preparing Dangerous Goods Consignments
- (2) Personnel Responsible for Processing or Accepting Goods Presented as General Cargo
- (3) Personnel Responsible for Processing or Accepting Dangerous Goods
- (4) Personnel Responsible for Handling Cargo in a Warehouse, Loading and Unloading Unit Load Devices and Loading and Unloading Aircraft Cargo Compartment.
- (5) Personnel Responsible for Accepting Passenger and Crew Baggage, Managing Aircraft Boarding Areas and other Functions Involving Direct Passenger Contact at an Airport.
- (6) Personnel Responsible for the Planning of Aircraft Loading.
- (7) Flight Crew
- (8) Flight Operations Officers and Flight Dispatchers
- (9) Cabin Crew
- (10) Personnel Responsible for the Screening of Passengers and Crew and their Baggage, Cargo and Mail
- (11) Personnel Responsible for Multi-Functions (If applicable)

IS: 18.6.4 RECURRENT TRAINING AND ASSESSMENT

- (a) Training must be provided, or verified, upon the employment of a person with identified job-specific functions or multi-functional tasks involving the transport of Dangerous Goods by air.



Notice of Proposed Rule Making Form

- (b) Individuals must provide an assessment of competencies which would be based on multiple contexts. To be considered competent, an individual demonstrates an integrated performance of all the required competencies to a specified standard.
- (c) Individual to carry out simple work activities, most of its observations across multiple contexts;
- (d) Recurrent training must take place within 24 months of previous training to ensure knowledge is current or within 12 months for Flight Crew, Cabin Crew, and Flight Dispatchers.
- (e) A test and assessment shall be made to verify understanding must be undertaken following training.
- (f) The subject matter relating to dangerous goods transport with which various personnel with different functions should be familiar is indicated in Appendix B of the AC 18-003.

Note: Evidence that the test and function assessment has been completed satisfactorily is required.

IS: 18.6.6 APPROVAL OF TRAINING PROGRAMS

(a) General Policy

- (1) The PCAR and Technical Instructions require that the DG Training Programs for Philippine Operators and other entities be approved by the Authority.
- (2) The Training Programs which will be subject for the approval of Th are those produced by —
 - (i) Operators of Philippine registered aircraft (DG & No-DG Carrier);
 - (ii) Holders of Air Operator Certificates or Aerial Work Certificates granted by this Authority;
 - (iii) Handling agents / Service Providers; and
 - (iv) Training providers.; and,
 - (v) Designated Postal Operators (DPO).
- (3) Training Programs subject to this Authority evaluation and approval include those Training Programs produced by—
 - (i) Training providers on behalf of shippers, freight forwarders, and dangerous goods handling & acceptance staff; and
 - (ii) Operators and handling agents for the training of dangerous goods acceptance staff.

Note 1: Even if a training program is not subject to this Authority approval, it does not absolve a company from establishing and maintaining training programs for its staff as required by the Technical Instructions.

Note 2: PCAR Part 18 places the responsibility on all companies or organizations to have training programs for their relevant staff.



Notice of Proposed Rule Making Form

Note 3: Training programs approved by this Authority shall be valid for two years.

(b) CAAP Evaluation Actions

- (1) In evaluating a Training Program, the Dangerous Goods Safety Inspector will assess whether the objectives have been met and if the material and course cover all the required areas.
- (2) The Authority may grant approval of the Training Program based on the outcome of the evaluation.
- (3) Verification visits will be conducted by the Authority's Dangerous Goods Inspector to validate that the approved Training Program is being taught and effectively conducted.
- (4) Where a Training Program has been adapted after the approval, either for individual needs or to provide recurrent training, the inspector may ask for the adapted Training Program.

Note: The grant of approval to a DG training program or curriculum is made prior to any monitoring of the actual conduct of the curriculum training.

(c) Operational Approval

- (1) Operational approval of a DG Training Program or curriculum is granted to an organization after this Authority has had an opportunity to assess the success of the program through inspection of—
 - (i) Training-in-progress;
 - (ii) Training records;
 - (iii) DG instructor performance;
 - (iv) DG Assessors' performance or
 - (v) A combination of these inspections
- (2) This approval is granted by a letter of approval issued by this Authority stating that the program has been given "operational" approval.

(d) Adaption Curriculum Allowed

- (1) Generally, a Training Program submitted for initial approval will be expected to cover extensively all the areas of training for the type of Training Program and not concentrate entirely on particular requirements.
- (2) Once a Training Program has been approved, it may be adapted for individual needs, such as concentrating on a specific class or proper shipping name, without any further approval being needed.
- (3) Once a Training Program has been approved it may be adapted to cover recurrent training without any further approval even if such training does not cover all the areas dealt with by the approved Training Program.

(e) Application for Re-Approval of a Training Program



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- (1) The approval for a Training Program is generally granted for a period of two years; after that time, it will be necessary for the program to be reapproved.
- (2) An application for re-approval should be made at least 30 calendar days prior to the expiration date.
 - (i) Under Part 18 of the PCAR, a training provider must be approved to offer the Training Program and curriculums outlined in Appendix A of this AC 18-003.
 - (ii) Training providers are encouraged to apply for re-approval in good time so that continuity of approval and Training Program delivery can be achieved.
 - (iii) Failure to provide sufficient time for re-approval may result in planned courses being rescheduled.
- (f) **Unsatisfactory Training Programs**
 - (1) If this Authority determines that a Training Program is no longer satisfactory, the DGC may discuss with the training provider what action needs to be taken to improve matters and an action plan will be agreed.
 - (2) If this does not result in improvement or no remedial action is taken, this Authority may revoke the training approval.
 - (i) If an approval is revoked, the training provider will no longer be able to offer or give training under the Training Program(s).
 - (ii) A training provider may appeal the revocation of the approval to this Authority.
 - (iii) If a training approval is revoked and the training provider wishes a Training Program to be considered for re-approval, this Authority will decide what action needs to be taken; each case will be considered separately.

IS 18.6.7: INSTRUCTOR QUALIFICATIONS AND COMPETENCIES

(a) Instructor Qualifications – Dangerous Goods

- (1) All Dangerous Goods Instructors for AOC, service providers, training providers, and independent dangerous goods instructors must be approved by this Authority.
- (2) This Authority's approval is not required for dangerous goods instructors who are employees of shippers, cargo agents, handling agents of foreign operators, provided they will only offer training to staff of their parent company.
- (3) This Authority's approval is also required for instructors who are employees of handling agents and operators of aircraft registered in the Philippines.

(b) Minimum Requirement



Notice of Proposed Rule Making Form

- (1) Must have at least 2 years of experience in related function
- (2) Or equivalent to the process of dangerous goods transported by air.

(c) Application for Section I of the Instructor Approval

- (1) An Instructor or Operator may send the following requirements to the Dangerous Goods Section, Flight Operations Department of The Civil Aviation Authority of the Philippines:
 - (i) Letter of Application
 - (ii) Address to Assistant Director General II, Flight Standard Inspectorate Service
 - (iii) Instructors Resume
 - (iv) Instructors Credentials
 - (v) Latest Dangerous Goods Training Certificate
 - (vi) Supplementary Training Certificate or equivalent (e.g. train the trainers)

(d) Instructor Approval

- (1) The instructor approval is in Two Sections:
 - (i) Section I - Technical Knowledge
 - (A) Technical understanding of the subject matter is crucial, in addition to the instructor's proficiency in executing training programs. The method designed to assess this knowledge is the written examination (Section I of the instructor's approval). Before being allowed to administer an authorized training program, instructors must pass this exam.
 - (B) The technical knowledge examination is an open-book test that assumes the instructor has far more knowledge than what students should know by the end of their training. It covers not only the fundamental requirements but also some of the more obscure or in-depth ones.
 - (C) If an instructor fails the examination on three occasions and still wishes to continue to gain approval then the instructor will not be permitted to sit another paper until six months has lapsed.
 - (ii) Section II - Training Competence
 - (A) Training competence covers the ability of an instructor to implement an approved training program.
 - (B) Three areas of competence are considered to be applicable to instructors of the transport of Dangerous Goods by air. These are:
 - (i) Presentation Skills
 - (ii) Classroom Management
 - (iii) Continuous improvement



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Note: Section 1 is the examination part which is paper and pen, set and marked by the Dangerous Goods Section of the Flight Operations Department; an instructor must pass this before proceeding to Section 2. Section 2 is the responsibility of the Inspectors and consists of the instructor demonstrating his/her ability to teach an approved training program and his/her competence.

(e) List of Approved Instructors

- (1) The List is maintained by the Dangerous Goods Section of the Flight Operations Department. Entities who wish to verify the List may contact the Office for confirmation.

(f) Surveillance

- (1) This Authority will conduct regular monitoring and inspections to ensure compliance with PCAR Part 18. This includes reviewing documentation, inspecting facilities, and observing handling procedures.

“End of Text”



Notice of Proposed Rule Making Form

INSTRUCTION

- a. This form can be accomplished through handwritten or computerized.

| ITEM | DESCRIPTION |
|-------------------|---|
| Notice No. | Indicate the Notice No. starting with number 1 then followed by the year issued. |
| Issue Date. | Indicate the date of uploading in the CAAP official website. |
| Publication Date. | Indicate the date of the proposed publication date. |
| Expiry Date. | Indicate the deadline of submission of comments. |
| Related Re. | Indicate the related regulations/standards affected by the new/amendments. |
| Status | Indicate whether new issue or amendment to the regulations/standards. |
| Issuing Office | Indicate the name of the issuing office. |
| Text | Indicate the text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading. |



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

Notice of Proposed Rule Making Response Form

Notice of Proposed Rulemaking (NPRM) Response Form

NPRM: 004-2025

PLEASE COMPLETE AND SUBMIT YOUR RESPONSE BY 20 AUGUST 2025
AND RETURN IT BY THE FOLLOWING MEANS:

ONLINE:

Submit online form: rsdd@caap.gov.ph

MAIL:

Attn: Regulatory Safety Standards Division
Civil Aviation Authority of the Philippines
Old MIA Road, Pasay City, 1300 Metro Manila

DETAILS OF RESPONDER

| | | | | | | | | | |
|--|--|-------------------------|--|--------------------------|--|---------------------------------|--|------------------------------|--|
| Name: | | | | | | | | | |
| Organization: | | | | | | | | | |
| Address: | | | | | | | | | |
| Phone Number: | | | | | | | | | |
| Involvement in the aviation industry (tick below): | | | | | | | | | |
| Commercial air transport carriers | | General Aviation | | Ground handling services | | Approved Training Organizations | | Air Traffic Control Services | |
| Aeronautical Meteorological Service Provider | | Search and Rescue Units | | Maintenance Organization | | Aerodrome Operators | | Flying Clubs | |
| Others (specify below) * | | | | | | | | | |
| * Details | | | | | | | | | |



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

Notice of Proposed Rule Making Response Form

COMMENTS

After reading the proposed new/amendments to national regulations/standards, are there specific issues that you wish to see addressed?

Please indicate by specifying relevant regulations, reference number, any change to the proposed new/amendments to regulations/standards you believe will add value to the proposed regulations/standards, and a short explanation of your reason for proposing change.

| Regulations/Standards | Reference | Proposed Changes | Explanation |
|-----------------------|-----------|------------------|-------------|
| | | | |

Additional Comments

Thank you.

Your response is very much appreciated by the Civil Aviation Authority of the Philippines as it demonstrates a combined effort in ensuring the interests of the aviation community and consumers are met without compromising safety and the relevant standards of the aviation industry.



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

Notice of Proposed Rule Making Response Form

INSTRUCTION

- a. This form can be accomplished through handwritten or computerized.

| ITEM | DESCRIPTION |
|--------------------------------------|--|
| Name | Indicate name of the responder. |
| Organization | Indicate the organization of the responder. |
| Address | Indicate address of the responder. |
| Phone Number | Indicate the phone number of the responder. |
| Involvement in the aviation industry | Tick the appropriate box of the responder. |
| Regulations/Standards | Indicate the provision of the regulations/standard. |
| Reference | Indicate any reference relating to the proposed change/s by the responder. |
| Proposed Changes | Indicate the responder's proposed changes to the regulations/standards. |
| Explanation | Indicate a brief explanation on the proposed changes. |
| Additional Comments | Put additional comments to support the proposed changes. |