



ДИРЕКТОРАТ
ЦИВИЛНОГ
ВАЗДУХОПЛОВСТВА
РЕПУБЛИКЕ СРБИЈЕ

ОПЕРАТИВНО ОБАВЕШТЕЊЕ <i>OPERATIONS ADVISORY MEMORANDUM</i>		OAM No: 07/2008 Датум издавања: 02.06.08 <i>Issued on:</i>
Наслов: <i>Title:</i>	<i>Преглед измена у ICAO Technical Instruction for the safe transport of Dangerous Goods by Air (Doc. 9284 AN/905)</i>	

➤ **Увод**

Ново издање ИКАО Техничких инструкција за сигуран превоз опасних материја ваздушним путем (*ICAO Technical Instruction for the safe transport of Dangerous Goods by Air*) за 2009. и 2010. годину, који је у основи законодавства у Републици Србији, ступа на сангу 1. јануара 2009. године. У прилогу овог обавештења дат је кратак преглед измена, који је састављен као помоћ при прелазу са издања које је важило у 2007. и 2008. години на издање које ће га заменити. Молимо да имате на уму да овај списак није коначан.

➤ **Препорука**

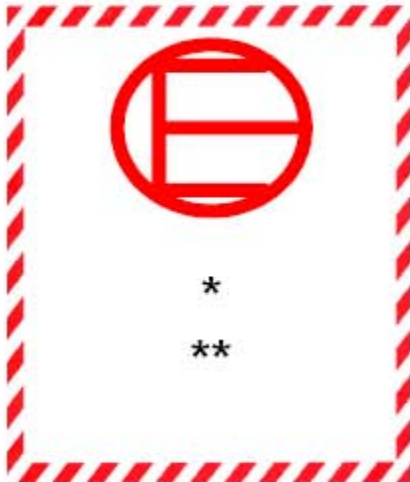
Препоручујемо авио-превозницима и осталим заинтересованим да прегледају будуће измене како би се што лакше и брже усагласили са захтевима .

У прилогу се налазе будуће измене *Техничких инструкција*.

Молимо да потврдите пријем овог обавештења

**ДИРЕКТОРАТ ЦИВИЛНОГ ВАЗДУХОПЛОВСТВА
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ОДЕЉЕЊЕ САОБРАЋАЈНЕ ДЕЛАТНОСТИ.**

Summary of changes to Technical Instructions with effect from 1 January 2009

Reference	Detail	Party affected
1;1.1.3.1	Clarified to make clear that the exceptions for dangerous goods to provide medical aid apply both to dedicated air ambulances and to temporarily modified aircraft.	Operator
1;2.4/new 3;5	<p>Excepted quantity provisions amended to align with those in the UN Model Regulations. New provisions include a new label/marking and the addition of an "E code" which will indicate in Table 3-1 the maximum quantity per package.</p> <div data-bbox="639 546 1050 1025" style="text-align: center;">  <p style="text-align: center;">*</p> <p style="text-align: center;">**</p> </div> <p>Hatching and symbol of the same colour, black or red, on white or suitable contrasting background.</p> <p>* Place for class or, when assigned, the division number(s).</p> <p>** Place for name of shipper or consignee, if not shown elsewhere on the package.</p>	Operator Shipper
1;4.2.3	If recurrent training is completed within the final 3 months of validity of previous training, the period of validity extends from the date on which the recurrent training was completed until 24 months from the expiry date of that previous training.	Operator Shipper
Table 1-4	Table 1-4 clarified such that staff "involved in" the handling, storage etc. (rather than "responsible for") are subject to the training requirements. Also, "x" added against "Limitations" for category 5 and 8 staff to require such staff, who may be involved in the loading of mail, to be trained in the requirements applicable to air mail.	Operator
2;2.1.3	Clarified that inflated balls used for sports are not subject to the provisions of the Technical Instructions.	Shipper Operator
2;9.2	In order to harmonise with the UN Model Regulations the new classification criteria for Environmentally hazardous substances will be incorporated.	Shipper
Table 3-2	When they are the same, the UN Special Provision number will appear in parentheses beside the Technical Instructions Special Provision number.	Operator Shipper
Table 3-2	<p>Special Provision A112 - UN3077 and UN3082 now permitted under ID8000 Consumer Commodities;</p> <p>Special Provision A123 amended such that battery-powered equipment must be protected from inadvertent operation, if this would result in a dangerous evolution of heat;</p> <p>Special Provision A164 - added to all regulated battery and battery-powered</p>	Operator Shipper

	<p>equipment entries, requiring protection from short circuit and inadvertent operation;</p> <p>Special Provision A146 - Amended to require fuel cell cartridges installed in, or integral to, a fuel cell system to be capable of passing a 1.2 m drop test;</p> <p>Special Provisions A32 (air bags), A67 (non-spillable batteries), A69 (mercury in manufactured articles), A70 (internal combustion engines), A93 (heat producing articles), A98 (aerosols not exceeding 50 ml capacity), A123 (electric storage batteries), A152 (dry shippers containing absorbed liquid nitrogen) - amended to require a statement to confirm compliance with the Special Provision on the accompanying air waybill or other transport document.</p>	
Part 4 Packing Instructions	<p>Packing Instructions completely re-formatted, with the new system using a more rational numbering system and many of the anomalies and inconsistencies in the current system removed.</p> <p>Particular points of note:</p> <ul style="list-style-type: none"> • IP codes have been removed consistent with UN; • Three digit numbering system will be retained. To avoid confusion with old system, new numbers will be used; • Requirement for inner liners only mandatory for liquids in PG I. For other liquids a liner would only be required if no secondary means of closure could be applied; • The new system is applicable from 1 January 2011. Shipments prepared before 31 December 2010 may be accepted for transport until 31 March in accordance with the previous system. 	Operator Shipper
Packing Instructions various	Packing instructions for fuel cells containing fuels in classes or divisions 2.1, 4.3 and 8 have been developed and the packing instruction for fuels in class 3 has been revised.	Operator Shipper
Packing Instruction 915/Y915	Dry ice permitted in chemical kits/first aid kits in limited quantities. Also, Packing Instructions 915 and Y915 clarified such that the quantity limitations apply only to inner packagings containing dangerous goods.	Operator Shipper
Packing Instruction 916	Packing Instruction 916 amended to allow compressed gas in cylinders to be contained in dangerous goods in machinery or apparatus.	Shipper
4;1.1.8	Amended to permit those dangerous goods where the quantity limit is a gross mass per package to be packed with other dangerous goods where the quantity limit is a net quantity.	Operator Shipper
5;2.4.1	The date from which the limited quantity marking (UN number in a diamond) will be mandatory revised from 1/1/09 to 1/1/11.	Operator Shipper

Figure 5-24 - Cargo aircraft only label	Revised with the word "danger" replaced by "cargo aircraft only". Subject to a transition period until 31 December 2012.	Operator Shipper
5;4	Text amended to provide for the use of electronic documentation.	Operator Shipper
7;1	Acceptance requirements completely revised, with clarification of what an operator is expected to check as part of an acceptance check.	Operator
7;2.4.1	As an alternative to loading cargo-aircraft-only dangerous goods such that they are accessible to the crew, operators will be able to load such goods in a Class C cargo compartment, or a ULD of the same specification.	Operator
7;2.4.1	Note added explaining that packages filled at normal atmospheric pressure may not be capable of withstanding the pressure drop in a non-pressurised cargo hold.	Operator
7;2.4.2	Clarified so that packages must be secured to prevent any movement, not only that which would change the orientation, as is currently stated.	Operator
7;2.4.3	Expanded such that packages of dangerous goods must be protected so they cannot be damaged by the movement of baggage, mail, stores or other cargo.	Operator
7;2.10	The note in 2;9.2.1 d), warning of the effect ferro-magnetic metals may have on an aircraft compass, reproduced in 7;2.10.	Operator
7;4.1	Operators will now have the option of showing a total quantity of dry ice in each hold, rather than per consignment.	Operator
7;5.1.2	Visual examples of dangerous goods forbidden for carriage by passengers must appear on warning notices.	Operator
8;1.1	<p>"Dangerous goods carried by passengers or crew" has been revised and now appears under four headings: "Medical necessities", "Articles used in dressing or grooming", "Consumer articles" and "Other". Other changes include:</p> <p>Clarification that additional restrictions may apply for security reasons;</p> <p>The size of "small" gaseous oxygen or air cylinders for medical use has been specified as not exceeding 5 kg gross;</p> <p>Clarification of the maximum quantity of aerosols which may be carried per person;</p> <p>"Heat producing articles" replaced with reference to battery-powered equipment capable of generating extreme heat – batteries must be removed and protected</p>	Operator



	<p>from short circuit;</p> <p>Dry ice, wherever carried, is subject to approval by the operator.</p>	
8;1.1	<p>Fuel cells containing hydrogen in metal hydrides now included in the list of fuel cell types permitted for carriage by passengers under certain provisions (maximum water capacity of 120 ml and compliance with Special Provision A162).</p>	Operator
Various	<p><u>Lithium batteries</u></p> <p>A number of changes have been made to the provisions for lithium batteries, both in cargo and baggage.</p> <p>Cargo</p> <p><u>Lithium ion batteries</u></p> <p>Three new proper shipping names/UN numbers will appear:</p> <p>Lithium ion batteries (including Li-ion polymer batteries), UN3480</p> <p>Lithium ion batteries contained in equipment, (including Li-ion polymer batteries), UN3481</p> <p>Lithium ion batteries packed with equipment, (including Li-ion polymer batteries), UN3481</p> <p>There are no changes to the provisions for lithium ion batteries fully regulated as cargo.</p> <p>The provisions for lithium ion batteries currently addressed by Special Provision A45 are amended as follows:</p> <p>(i) maximum lithium equivalent will be replaced by the watt/hour rating of the battery. Thus, the 1.5 g maximum lithium equivalent per cell is replaced by a watt/hour rating of 20 Wh and the 8 g maximum lithium equivalent per battery is replaced by a watt/hour rating of 100 Wh;</p> <p>(ii) the maximum quantity per package is reduced from 30 kg gross to 10 kg gross;</p> <p>(iii) all consignments will have to be documented, marked/labelled and capable of withstanding a 1.2 m drop test; currently these requirements apply only to consignment of 24 cells or 12 batteries;</p> <p>(iv) information will have to be provided to persons preparing such consignments.</p> <p><u>Lithium metal batteries</u></p> <p>The existing proper shipping names for UN3090 and UN 3091 will be replaced with the following:</p> <p>Lithium metal batteries (including lithium alloy batteries), UN3090</p> <p>Lithium metal batteries contained in equipment, (including lithium alloy batteries), UN3091</p> <p>Lithium metal batteries packed with equipment, (including lithium alloy batteries), UN3091</p> <p>The following changes apply to lithium metal batteries fully regulated as cargo:</p> <p>(i) the maximum quantity per package on passenger aircraft is reduced from 5 kg to 2.5 kg;</p>	Operator Shipper

(ii) a metal intermediate packaging will be required for packages to be carried on passenger aircraft;

The provisions for lithium metal batteries currently addressed by Special Provision A45 are amended as follows:

- (i) the maximum quantity per package is reduced from 30 kg to 2.5 kg;
- (ii) all consignments will have to be documented, marked/labelled and capable of withstanding a 1.2 m drop test; currently these requirements apply only to consignment of 24 cells or 12 batteries;
- (iii) information will have to be provided to persons preparing such consignments.

Lithium batteries packed with equipment

The quantity per package for lithium batteries packed with equipment is reduced from 30 kg gross to the minimum need for the operation of the equipment plus 2 spares.

New label

Lithium batteries of any type, previously addressed under Special Provision A45, will be required to bear the following label:



Baggage

Lithium ion batteries (small)

- (i) the 8 g maximum lithium equivalent per cell is replaced by a watt/hour rating of 100 Wh;

	<p><u>Lithium ion batteries (large)</u></p> <p>(i) the 25 g maximum lithium equivalent per cell is replaced by a watt/hour rating of 160 Wh;</p> <p>(ii) carriage may only be with the approval of the operator.</p> <p>Lithium batteries of any type</p> <p>Equipment containing lithium batteries should be carried in the cabin (spares already must be so carried).</p> <p>Special Provision A45</p> <p>Special Provision A45 is deleted, with all the relevant information being incorporated into the appropriate Packing Instructions.</p> <p>Special Provision A154</p> <p>Special Provision A154 clarified that lithium batteries capable of a dangerous evolution of heat, fire or short circuit due to being damaged or defective are forbidden (e.g. batteries being returned for safety reasons).</p>	
General	A small number of ISO Standard references were amended to align with the UN Recommendations.	Shipper
Supplement	Text developed to provide for the carriage of symbolic flames (e.g. Olympic flame).	States Operator
ICAO ERG	Guidance provided for dealing with incidents in the passenger cabin involving portable electronic devices containing lithium batteries.	Operator