



## INFORMATION BULLETIN 13/2008

<b>SUBJECT</b>	<b>: DANGEROUS GOODS ADVISORY BULLETIN</b>
<b>ORIGINATOR</b>	<b>: DIRECTOR, SAFETY AND SECURITY</b>
<b>STATUS</b>	<b>: MANDATORY</b>
<b>ADDRESSED TO</b>	<b>: U.A. E. AIRPORTS, AIRCRAFT OPERATORS AND DANGEROUS GOODS HANDLING AGENTS</b>
<b>DATE</b>	<b>: SUNDAY, NOVEMBER 02<sup>N</sup>, 2008</b>

This is to inform you that it has been observed that there have been procedural instances of non compliance with respect to transport and handling of Dangerous Goods by Air to/from/via United Arab Emirates (UAE) by some operators and Dangerous Goods handling agents.

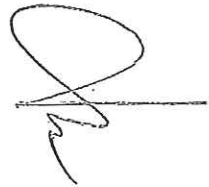
On investigation it has been found that these cases of non compliances, may have taken place due to the following reasons:

- (i) Handling and acceptance of dangerous goods performed by staff, who are not appropriately trained in handling Dangerous goods.
- (ii) Handling and acceptance of dangerous goods performed with lack of supervision and or due to non-presence of Dangerous Goods qualified/trained staff.
- (iii) Foreign air operator(s), in some cases, were not certified to handle/transport Dangerous Goods by their country of origin or State of Registry.
- (iv) Shippers failing to declare Dangerous Goods consignment(s) during processing the shipment at the point of origin.
- (v) Mis-declaration of Dangerous Goods consignment(s) by shipper(s) either intentionally or unintentionally.

In view of the above, it has been decided that with effect from 1<sup>st</sup> January 2009, Dangerous Goods shall be transported by air to/from/via UAE only by air operators who are certified to carry Dangerous Goods by their respective civil aviation authorities i.e. State of Registry and/or State of Operator.

Kindly note that this requirement is being incorporated in the next edition (i.e. January 2009) of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the 50<sup>th</sup> edition of the IATA Dangerous Goods Regulations. This will be in line with "UAE Sate Variation AEG – 11".

Air carriers are advised to share this information with their ground handling personnel and agents to ensure that such incidents/accidents do not recur, which may result in an accident/incident.



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