



**Public Authority for Civil Aviation**

# **CAR-92**

## **Civil Aviation Regulation**

# **Dangerous Goods**

**Effective: 29<sup>th</sup> September 2019**

**Approved by: HE Dr. Mohamed bin Nasser Al-Zaabi (CEO)**

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## Glossary of Terms or Abbreviations

The following terms or acronyms may be used in any manual or document published by PACA. Reproduction in part or whole is allowed without prior approval. The Document Control Office reserves the rights to include such a listing in any PACA manual or document prior to publishing.

ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACCID	Accident
ADREP	Accident/Incident Reporting System
AFIS	Aerodrome Flight Information Service
AFTN	Aeronautical Fixed Telecommunication Network
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication. A publication issued by or with the PACA of a State and containing aeronautical information of a lasting character essential to air navigation. (ICAO Ann 15)
AIRAC	An acronym (aeronautical information regulation and control) signifying a system aimed at advance notification based on common effective dates, of circumstances that necessitate significant changes in operating practices, (ICAO Annex 15)
AIS	Aeronautical information service. A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation. (ICAO Ann 15)
A/C	Aircraft
AMSL	Above Mean Sea Level
AOC	Air Operator Certificate
APP	Approach Control Office
ARO	Air Traffic Services Reporting Office
ATA	Actual time of arrival, (ICAO DOC 8400)
ATC	Air Traffic Control
ATD	Actual time of departure, (ICAO DOC 8400)
ATS	Air Traffic Service
AVGAS	Aviation gasoline, (ICAO Doc 8400)
CAR	Civil Aviation Regulation
cm	Centimetre
COM	Communications/Equipment
ETA	Estimated Time of Arrival or estimating arrival, (ICAO DOC 8400)
ETD	Estimated Time of Departure or estimating departure, (ICAO DOC 8400)
FIC	Flight Information Centre
FIS	Flight Information Service
ft	Foot, (ICAO Annex 6).
GM	Guidance Material
GMC	Ground Movement Control
GNSS	Global Navigation Satellite System, (ICAO Annex 6).
GPS	Global Positioning System, (ICAO Doc 8400)
hPa	Hectopascal, (ICAO DOC 8400)
Hz	Hertz
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IIC	Investigator in Charge
INCID	Serious Incident
ISA	International Standard Atmosphere, (ICAO Annex 6).
ISA	International standard atmosphere
Kg	Kilogram(s), (ICAO DOC 9284)

km	Kilometre(s), (ICAO DOC 8400)
km/h	Kilometre per hour
kt	Knot(s), (ICAO DOC 8400)
L	litre
Lat	latitude, (ICAO DOC 8400)
long	Longitude, (ICAO DOC 8400)
LP	Luminescent Panel
l	metre, (ICAO Annex 6).
Minister	Minister of Transport and Communications
NPA	Notice of Proposed Amendment
OTSD	Oman Transport Safety Department
PACA	Public Authority for Civil Aviation
PL	Policy Lead
RCC	Rescue Co-ordination Centre of the Sultanate
RAC	Rules of the air and air traffic services, (ICAO Doc 8400)
RFF	Rescue and Fire Fighting
RFFS	Rescue and Fire Fighting Service
SAR	Search and Rescue
TBN	To Be Notified
TL	Technical Lead
TLOF	Touchdown and Lift-Off area – an area where a helicopter may touchdown or lift-off
ULD	Unit Load Device
UTC	Co-ordinated universal time, (ICAO Doc 8400)
WIP	Work In Progress, (ICAO Doc 8400)
UTC	Universal Time Coordinated
VHF	Very High Frequency
WX	Weather

## FOREWORD

- (a) Enforcement Procedures ensuring compliance against Civil Aviation Regulation have been issued by the Public Authority for Civil Aviation of Oman (hereinafter referred as PACA or “the Authority”) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) This CAR pertains to the acceptance of, handling and carriage of Dangerous Goods on aircraft. These regulations have been modelled upon similar regulations implemented by other member states (e.g. UAE & NZ) and includes the subject matter endorsed within ICAO Annex 18, ICAO Document 9284 – AN/905 Technical Instructions for the Safe Transport of Dangerous Goods by Air, Doc 9284 SU – Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA – Dangerous Goods Regulations.
- (c) CAR-92 prescribes the requirements for:
  - (1) The establishing, implementation, and maintaining acceptable means of compliance, recognised by the Sultanate of Oman pertaining to the acceptance and carriage of Dangerous Goods on all aircraft entering and leaving the Sultanate of Oman.
  - (2) The applicable punitive actions can and will be enforced by the Authority against recognised actions of non-compliance.
  - (3) A Transition Period of six (6) months is only applicable for current permissions granted under CAR OPS-1, 2 and 3, Subpart R (Dangerous Goods), valid until 29 March 2020.
- (d) Amendments to the text in CAR-92 in revised editions will be issued as a complete amendment of pages contained within.
- (e) The editing practices used in this document are as follows:
  - (1) ‘Shall’ is used to indicate a mandatory requirement and may appear in CARs.
  - (2) ‘Should’ is used to indicate a recommendation.
  - (3) ‘May’ is used to indicate discretion by the Authority, or the industry as appropriate.
  - (4) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

***Note: The use of the male gender implies the female gender and vice versa.***

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## SUBPART A – GENERAL

### CAR 92.001 Applicability

CAR-92 prescribes the requirements applicable to:

- (1) The acceptance, handling, storage and carriage of dangerous goods on aircraft entering and leaving a port within the Sultanate of Oman and inclusive of all aircraft transiting the Oman FIR.
- (2) This regulation and any other Addenda, or Acceptable Means of Compliance published shall be complied with by all of the following:
  - (a) Oman operators;
  - (b) Foreign operators;
  - (c) Crew-members;
  - (d) Passenger handling staff and Travel Agents;
  - (e) Designated Postal operators;
  - (f) Handling agents;
  - (g) Shippers, Freight forwarders (including those who are involved in processing of cargo and mail other than dangerous goods), Warehouse personnel;
  - (h) Courier companies;
  - (i) Security screeners; and
  - (j) Airport operators.
- (3) Personnel authorised by the Authority (PACA) to carry out certification and/or oversight tasks shall be empowered to perform the following tasks:
  - (a) Examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight process;
  - (b) Take copies or extracts from such records, data, procedures and any other material;
  - (c) Enter relevant premises, operating sites or means of transport;
  - (d) Perform audits, investigations, assessments and unannounced inspections; and
  - (e) Take or initiate enforcement measures as appropriate.
- (4) This Sub-regulation prescribes requirements for all entities involved in the transport of dangerous goods as defined in these regulations:
  - (a) Any substance which as presented for air transport, is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or dangerous omission of toxic, corrosive or flammable gases or vapours under conditions normally encountered in transport and/or any other article the transport of which is prohibited by the Competent Authority shall not be carried on aircraft under any circumstance;
  - (b) Certain dangerous goods known to meet this description have been included in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations with the word “Forbidden”;
  - (c) Therefore, acceptance of dangerous goods shall be approached with utmost care and responsibility to ensure that no goods meeting this description are offered for transport on-board an aircraft;
  - (d) No person or entity may offer or accept dangerous goods for air transport unless those goods are properly identified, classified, packaged, marked, labelled and documented as required by these Regulations;

- (5) In cases of extreme urgency or when other forms of transport are inappropriate or full compliance with the prescribed requirements is contrary to the public interest, then PACA may grant exemption from the provisions of these Regulations provided that in such cases every effort is made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations.
- (6) The applicable punitive actions that can and will be enforced by the Authority against recognised actions of non-compliance.
- (7) **Transition period:** Current service providers holding permissions to operate under the provisions stated within CAR OPS-1, 2 and 3, Subpart R (Dangerous Goods) shall be in compliance with this regulation no later than 29 March 2020. All new applications for permission to operate shall be evaluated against the prescribe standards stated within this regulation.

### CAR 92.005 Accessibility of the Civil Aviation Regulation

The regulation shall be made accessible at all places where dangerous goods are processed, accepted, handled, and where dangerous goods training courses are conducted or any other operational location where the accessibility of the Civil Aviation Regulations may be deemed necessary.

*Note: Copies can be accessed through the PACA website [www.paca.gov.om](http://www.paca.gov.om)*

### CAR 92.010 Terminology (Definitions and Acronyms)

**All entities** mean any person, air operators, aerodrome operators, ground handling agents, shippers, freight forwarders, Cargo Agents, training providers and packaging suppliers involved in the transport of dangerous goods by air within the Sultanate of Oman.

**Approval** means an authorization issued by the Competent Authority as defined in these Regulations.

**Blacklisting** means complete seizure of the operations.

**Cargo** is any property carried on an aircraft other than mail and accompanied or mishandled baggage.

**Cargo aircraft** means any aircraft, other than a passenger aircraft, which is carrying goods or property.

**CoE** means United Nations "Committee of Experts".

**COMAT** means Operator material carried on an operator's aircraft for the operator's own purposes.

**Competent Authority** means the Public Authority for Civil Aviation (PACA) designated by the Civil Aviation Law (as amended) to be responsible for the supervision and development of the national civil aviation affairs within the Sultanate of Oman.

**Consignee** means any person, organization or government, which is entitled to take delivery of consignments.

**Consignment** means one or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address meant for one consignee.

**Crew-members** mean a person assigned by an operator to duty on an aircraft during a flight duty period.



**Dangerous goods** mean articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods as prescribed in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations.

**Dangerous goods accident** means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

**Dangerous goods incident** means an occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardize the aircraft or its occupants is also deemed to be a dangerous goods incident.

**Dangerous Goods Regulations (DGR)** mean the current edition of the document published annually by the International Air Transport Association (IATA).

**Designated postal operator** means any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

**Exception** means a provision in these Regulations, which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

**Exemption** means an authorization issued by the Competent Authority providing relief from the provisions of these Regulations.

**Flight crew** means a licensed crew member charged with duties essential to the operations of an aircraft during a flight duty period.

**Forbidden** means not allowed.

**Freight forwarder** means a person or an organization who offers service of arranging the transport of cargo by air.

**Ground Handling Agent** means an agency, which performs on behalf of the operator some or all of the operator's functions including receiving, loading, unloading, transferring, or other processing of passengers or cargo.

**IAEA** means the International Atomic Energy Agency.

**IATA** means the International Air Transport Association.

**ICAO** means the International Civil Aviation Organization.

**ID number** means a temporary identification number (ID) for entries in ICAO Technical Instructions and IATA Dangerous Goods Regulations – which has not been assigned as UN number.

**Incompatible** means dangerous goods, which if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

**Inner packagings** are packagings for which an outer package is required for transport.

**Inspection** means an independent verification and testing approved by the Competent Authority.

**Mail** means dispatches of correspondence and other items tendered by, and intended for delivery to, postal services in accordance with the rules of the Universal Postal Union (UPU).

**Mis-declared** means dangerous goods offered for transport by air where:

- (a) they are incorrectly described on the Shipper's Declaration, such that had they been correctly described, they would not have been acceptable for carriage; or
- (b) They are found after acceptance check has been completed and do not comply with the Regulations.

**Net Quantity** means the mass or volume of the dangerous goods contained in a package excluding the mass or volume of any packaging material, except in the case of explosive articles and of matches where the net mass is the mass of the finished article excluding packagings.

**Operator** means a person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Outer packaging** is the outer protection of a composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings.

**Overpack** means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage. Note: A unit load device is not included in this definition.

**Package** means the complete product of the packing operation consisting of packaging and its contents prepared for transport.

**Packaging(s)** means one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions.

**Packing** means the art and operation by which articles or substances are enveloped in wrapping and/or enclosed in packagings or otherwise secured.

**Packing group** is an indication of the relative degree of danger presented by various articles or substances within a class or a division.

**Passenger aircraft** is an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.

**Pilot-in-command** means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Radioactive** means radioactive material together with any contaminated solids, liquids, and gases within the packaging.

**Revocation** means withdrawal of the Entity Dangerous Goods Certification.

**Shipment** means the specific movement of a consignment from origin to destination.

**Shipper** means the person who signs the contract of carriage with operator for the carriage of goods.

**State of Destination** means the State in the territory of which the consignment is finally to be unloaded from an aircraft.

**State of Origin** means the country in the territory of which the cargo was first loaded on an aircraft.

**State of the Operator** means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**Suspension** means temporary postponement of the Entity Dangerous Goods Certification.

**These Regulations** mean all of the requirements of the current ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905 as amended), IATA Dangerous Goods Regulations and as stated in CAR-92 (as amended).

**Technical Instructions** mean the current edition of the document published by the International Civil Aviation Organization and entitled the "Technical Instructions for the Safe Transport of Dangerous Goods by Air" (reference number: Doc 9284-AN/905).

**Transport index** means a number assigned to a package, overpack or freight container to provide control over radiation exposure.

**Unit Load Device** means a pallet or container used to load luggage, freight, and mail on wide-body aircraft and specific narrow-body aircraft and is secured to the aircraft for flight. It allows a large quantity of cargo to be bundled into a single unit.

**UN number** means the four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.

### **Acronyms**

AWB	Air Waybill
CAR	Civil Aviation Regulations
CAO	Cargo Aircraft Only
CBT	Computer Based Training
CoE	United Nations Committee of Experts
DGR	IATA Dangerous Goods Regulations
DGPOC	Dangerous Goods Point of Contact
EDI	Electronic Data Interchange
EDP	Electronic Data Processing
FANR	Federal Authority for Nuclear Regulations
GCAA	General Civil Aviation Authority
GHA	Ground Handling Agent
IAEA	International Atomic Energy Agency
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IDG	Information for Declaration of Goods
MOR	Mandatory Occurrence Report
NOTOC	Notification to Captain
PDA	Personal Digital Assistant
SARP	Standards and Recommended Practices
SLI	Shipper's Letter of Instructions
ULD	Unit Load Device
UPU	Universal Postal Union

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## SUBPART B — RESPONSIBILITIES

### CAR 92.100 General

This Subpart prescribes requirements for all entities involved in the transport of dangerous goods as defined within these regulations:

- (1) Any substance which as presented for air transport, is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or dangerous omission of toxic, corrosive or flammable gases or vapours under conditions normally encountered in transport and /or any other article the transport of which is prohibited by the Authority shall not be carried on aircraft under any circumstance;
- (2) Certain dangerous goods known to meet this description have been included in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations with the word “Forbidden”;
- (3) Therefore, acceptance of dangerous goods shall be approached with utmost care and responsibility to ensure that no goods meeting this description are offered for transport on-board an aircraft;
- (4) No person or entity shall offer or accept dangerous goods for air transport unless those goods are properly identified, classified, packaged, marked, labelled and documented as required by these Regulations;
- (5) In cases of extreme urgency or when other forms of transport are inappropriate or full compliance with the prescribed requirements is contrary to the public interest, then PACA may grant exemption from the provisions of these Regulations provided that in such cases every effort is made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations.

### CAR 92.105 Shipper's Responsibility

The shipper shall:

- (1) Solely be responsible for identification, classification, packing, marking, labelling and preparing relevant dangerous goods transport documents. Where a shipper does not have staff trained in accordance with the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, and IATA Dangerous Goods Regulations, the PACA certified dangerous goods freight forwarder/Cargo Agent shall act on behalf of the shipper.
- (2) In the event of a PACA certified DG Freight Forwarder/Cargo Agent acting on behalf of a Shipper, there must be a contractual agreement between the Shipper and the Freight Forwarder stating the agreed roles and responsibilities of both parties.
- (3) Except as otherwise provided, pack the goods in accordance with these Regulations;  
Ensure that the packaging used:
  - (a) is as specified in the applicable test reports;
  - (b) conforms to the design type, including the method of packing, size and type of inner packagings which were successfully tested.
- (4) 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.
- (5) Not offer dangerous goods for transport by air unless they are packed in receptacles of good quality which are so constructed and closed as to prevent leakage during normal conditions of air

transport, or as a result of changes in temperature, pressure or humidity, or by vibration and, if the means of closure is a friction type such as a stopper or cork, there is a positive means of holding it in position.

- (6) Ensure that receptacles containing dangerous goods which are inside an outer packaging shall be packed, or secured, or cushioned, so as to prevent breakage of the receptacle, or leakage, and so as to control their movement within the outer packaging during normal conditions of air transport and if cushioning or other absorbent materials are used, they shall not be substances capable of producing a dangerous reaction when in contact with the dangerous goods.
- (7) Not offer a package of dangerous goods, overpack or freight containers containing dangerous goods for transport by air if such dangerous goods are forbidden for transport by air in accordance with these Regulations unless specific permission for such transport has been given by PACA.
- (8) At the time of tendering the shipment, submit to the operator the dangerous goods transport document and other relevant documentation to ensure compliance with these Regulations.
- (9) Comply with additional requirements in these Regulations as may be appropriate to the particular circumstances.
- (10) Ensure that all employees involved in processing and handling dangerous goods shipment(s) for transport by Air are trained, commensurate with their responsibilities as specified in these Regulations.
- (11) Ensure to submit all relevant and correct document(s) for dangerous goods being offered for air transport.
- (12) Ensure that incompatible dangerous goods are segregated during acceptance, handling and loading. In addition, the shipper or the PACA certified freight forwarders and/or Cargo Agents shall ensure that local government regulations applicable to the storage and handling of dangerous goods are complied with.
- (13) Packaging bears the following declaration signed by the person who offered the dangerous goods for carriage by air:

*"I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, identified, packed, marked, and labelled/placarded, and in all respects are in proper condition for transport according to applicable international and national governmental regulations".*

### **CAR 92.110 Operator's Responsibilities – Acceptance**

An operator shall not accept a package, overpack and freight container containing dangerous goods for transport by air unless:

- (1) The dangerous goods have been properly described and the package or packages are certified as meeting the applicable requirements of these Regulations (see CAR-92.470).
- (2) The package, overpack and freight container is properly marked and labelled and has determined that it is not leaking or damaged in such a way as to compromise its integrity.
- (3) It is offered only by a PACA certified entity.
- (4) Each operator provides such information to its employees and, where applicable, its appointed Ground Handling Agent (GHA) to enable them to carry out their responsibilities with regard to:
  - (a) Instructions on actions to be taken in emergencies arising involving dangerous goods and;
  - (b) Contracted or sub-contracted third parties by the operator or Ground Handling Agent (GHA) for handling, storage, loading and unloading of dangerous goods, where the operator and/or the Ground Handling Agent shall be responsible to ensure strict compliance with these Regulations.

**CAR 92.115 Inspection of Packages**

The operator shall inspect a package, overpack and freight container containing dangerous goods for damage immediately before it is loaded onto an aircraft and before it is loaded into a unit load device for evidence of leakage. A unit load device (ULD) containing dangerous goods shall be inspected for evidence of leakage or damage before it is loaded into an aircraft.

**CAR 92.120 Loading/Unloading**

- (1) A package, overpack, freight container or unit load device shall not be loaded into an aircraft if there is any evidence of leakage from, or damage to, any dangerous goods contained therein.
- (2) A package, overpack, freight container or unit load device containing dangerous goods, which has been loaded into an aircraft and which shows signs of leakage or damage shall be removed from the aircraft by the operator or by such person or organization employed as an agent by the operator. After the removal of the leaking or damaged goods from the aircraft, the operator shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.
- (3) An operator shall examine packages, overpacks and freight containers containing dangerous goods for signs of damage or leakage when they are unloaded from the aircraft, except when they have been carried in a unit load device. When there is evidence of damage to, or leakage from, such packages or overpacks, and whenever the dangerous goods have been carried in a unit load device, the area in the aircraft where the dangerous goods, or the unit load device were stowed shall be inspected for damage or contamination. Any hazardous contamination discovered shall be removed with consultation of appropriate personnel.
- (4) Dangerous goods shall not be loaded within in an area accessible by the passengers, nor the flight deck of an aircraft, except permitted by these Regulations.
- (5) Packages or overpacks containing dangerous goods shall not be loaded onto an aircraft or into a unit load device unless they have been inspected immediately prior to loading and found free from visible leakage or damage.
- (6) An inspection of packages shall be made before build-up of the Unit Load Devices (ULDs) and before loading into the aircraft hold, to ensure damaged packages are not loaded on an aircraft. If a leaking package is found on an aircraft, assistance should be sought from the appropriate personnel to ensure safe removal.
- (7) On unloading, packages and overpacks containing dangerous goods shall be inspected for damage or leakage.

**CAR 92.125 Dangerous Goods Contamination**

- (1) If an operator becomes aware that baggage, cargo or mail not identified as containing dangerous goods has been contaminated and it is suspected that dangerous goods may be the cause of the contamination, the operator must take reasonable steps to identify the nature and source of contamination before proceeding with the loading of the contaminated baggage or cargo. If the contaminating substance is found or suspected to be a substance classified as dangerous goods by these Regulations, the operator must isolate the baggage, cargo or mail and take appropriate steps to nullify any identified hazard before being transported further by air.
- (2) An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not 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.

**CAR 92.130 Training**

- (1) Initial and recurrent dangerous goods training programmes must be established and maintained by or on behalf of:
  - (a) Shippers of dangerous goods, including packers and persons or organisations undertaking the responsibilities of the shipper;
  - (b) Operators, including no carry operators;
  - (c) 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;
  - (d) Ground handling agencies located at an airport which perform, on behalf of the operator, the act of processing passengers;
  - (e) Agencies, and Travel Agents not located at an airport, which perform, on behalf of the operator, the act of checking in passengers;
  - (f) Freight forwarders;
  - (g) Agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail, and
  - (h) Designated postal operators and courier companies.

*Note: See IATA DGR, Section 1, Table 1.5.A for training criteria applicable 2020. Competency Based Training (CBT) shall be mandated from 1<sup>st</sup> January 2021, with a two (2) year transition period (i.e. 2019-2020). Tables 1.5.A, 1.5.B and 1.5.C shall be withdrawn and replaced with IATA DGR Appendix H – Competency Based Training.*

- (2) Dangerous goods training programmes required by paragraph (1)(b) must be subjected to review and approval by PACA.
- (3) Dangerous goods training programme required by paragraph (1)(h) must be subject to review and approval by the aviation authority of the State where the mail was accepted by the designated postal operator.
- (4) Dangerous goods training programmes required by paragraphs other than (1)(b) and (1)(h) shall be subjected to review and approval as determined by PACA.
- (5) Any training programme established and maintained by or on behalf of a foreign operator for their staff only, shall be accepted as valid by PACA on production of evidence that the State Authority of the operator has approved both the operator's training programme and the instructor credentials.

**CAR 92.135 Loading Restrictions**

- (1) Dangerous Goods carried by Passengers or Crew;
  - (a) Except as provided in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air Part 8 Chapter 1 and IATA Dangerous Goods Regulations Section 2.3, a package containing dangerous goods shall not be carried on the flight deck of an aircraft or in a passenger cabin.
- (2) Segregation of Packages;
  - (a) Packages containing substances which are capable of producing a dangerous reaction when they are in contact with each other shall not be stowed in an aircraft in such positions as will permit the substances to come into contact with each other in the event of a leakage.
  - (b) The segregation for any special cargo shall be strictly in compliance with the requirements of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations.



- (3) Securing of Dangerous Goods;
- (a) An operator shall take such precautions as may be appropriate to protect dangerous goods from being damaged during loading and unloading, and during transport in a manner which will prevent any movement during transport in an aircraft. An operator shall secure such goods in the aircraft in a manner which will prevent any movement during flight which would change the orientation of the packages.
- (4) Carriage of Radioactive Materials;
- (a) Packages of radioactive materials shall not be carried on aircraft unless they are stowed on board the aircraft in accordance with the appropriate separation distances tabulated in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations and the Ministry of Environment; so as to be separated from persons, live animals or undeveloped photographic films and x-ray plates.
- (5) Carriage in Cargo Aircraft Only;
- (a) Dangerous goods which are restricted for carriage by Cargo Aircraft Only shall be transported in accordance with these Regulations.
  - (b) Operators, freight forwarders, Cargo Agents and ground handling agents shall strictly follow the dangerous goods storage requirements while they are in the warehouse prior to, during and following acceptance.
- (6) Storage of Dangerous Goods Shipments (Non-Radioactive);
- (a) Operators, Ground Handling Agents, freight forwarders and Cargo Agents shall store the dangerous goods shipments in an accessible designated area with proper signage in their warehouse, including Emergency Response Guidance involving Dangerous Goods.
  - (b) The access to these areas shall be restricted only to dangerous goods trained staff.
- (7) Damaged Dangerous Goods;
- (a) Damaged dangerous goods shipments shall be stored in an isolated demarcated area. This area shall be properly marked with an appropriate signage.
  - (b) The access to this area shall be restricted only to dangerous goods trained staff.
- (8) Incompatible Dangerous Goods;
- (a) Incompatible dangerous goods shall not be stored and loaded in a position that would allow interaction between them in the event of leakage, spillage or radiation.
  - (b) Dangerous goods requiring segregation shall be physically separated by non-dangerous cargo, or separately tied down on the pallet or aircraft floor.
  - (c) Incompatible dangerous goods shall be segregated during acceptance, handling and loading. In addition, operators and ground handling agents shall ensure that local government regulations applicable to the storage and handling of dangerous goods are duly complied with.
  - (d) Incompatible dangerous goods shall be segregated in accordance with ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations.
- (9) Unit Load Device (ULD) Identification Tag;
- Each unit load device containing dangerous goods (with hazard label), shall clearly display an indication that dangerous goods are contained within the ULD. This indication shall be displayed on exterior surface of the ULD. The primary and subsidiary hazard class(es) or division(s) number shall be clearly marked on this tag.
- (a) If the unit load device contains package bearing the “Cargo Aircraft Only” label, the tag shall indicate that the unit load device can only be loaded on a cargo aircraft only.
  - (b) The ULD identification tag shall be removed from the unit load device immediately after the dangerous goods have been unloaded.

**CAR 92.140 Information to Employees**

An operator shall ensure that all relevant operational manuals contain information about dangerous goods enabling ground staff and crew-members to carry out their responsibilities as defined in these Regulations. The information shall also include actions to be taken in the event of emergencies involving dangerous goods.

**CAR 92.145 Information to Passengers**

- (1) Operators and travel agents must inform passengers about dangerous goods that passengers are forbidden to transport aboard an aircraft. The notification system must be described in their operations manual and/or other appropriate manuals. The notification system must ensure that where the ticket purchase and/or boarding pass issuance can be completed by a passenger without the involvement of another person. The system must include an acknowledgement by the passenger that he or she has been presented with the information. The information must be provided to the passenger:

- (a) At the point of ticket purchase or, if this is not practical, made available in another manner to passengers prior to boarding pass issuance; and
- (b) At boarding pass issuance, or when no boarding pass is issued, prior to boarding the aircraft.

*Note: The information may be provided in text or pictorial form, electronically, or verbally, as described in the operator's manuals.*

- (2) An operator or the operator's handling agent and the airport operator must ensure that information of the types dangerous goods which passengers are forbidden to transport aboard an aircraft is communicated effectively to them. This information must be presented at each of the places at an airport where tickets are issued, boarding passes are issued, passenger baggage is dropped off and aircraft boarding areas are maintained and at any other location where passengers are issued boarding passes and /or checked baggage is accepted. This information must include visual examples of dangerous goods forbidden from transport aboard an aircraft.
- (3) An operator, of passenger aircraft, should have information on those dangerous goods which may be carried by passengers, made available prior to the boarding pass issuance process on their websites or other sources of information.

**CAR 92.150 Information to Pilot-in-Command**

Prior to the departure of the aircraft the pilot-in-command shall be provided with written information about dangerous goods aboard the aircraft in accordance with these Regulations.

**CAR 92.155 Reporting of an Accident and Incident**

- (1) 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.
- (2) 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.
- (3) The operator of an aircraft which is involved in an accident or incident shall, as soon as possible, report the occurrence to the appropriate authorities in the State of the operator and the State in which the accident or incident occurred. The occurrence report shall include detailed information about dangerous goods involved in that particular accident or incident and shall be in accordance

with CAR-13.400 and CAR-13 Appendix B reporting requirements. All records shall be made available upon request to PACA as required in CAR-92.320 and CAR-92.360.

### **CAR 92.160 Reporting of Undeclared or Mis-declared Dangerous Goods**

- (1) The operator shall report any occasion when undeclared or mis-declared dangerous goods are discovered in cargo. Such report(s) shall be made to the appropriate authorities in the State of the operator and the State in which the accident or incident occurred.
- (2) When dangerous goods not permitted under Part 8, Chapter 1 of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and Subsection 2.3 of the IATA Dangerous Goods Regulations are discovered in passengers' baggage or on person or crew-members shall be reported by the operator to the appropriate authority of the State in which the accident or incident occurred.
- (3) All records shall be made available upon request to the Competent Authority.

### **CAR 92.165 "No Carry Operator" Oman Registered Air Operators**

No Carry Operators must incorporate into their relevant manuals the following procedures and instructions:

- (1) Procedures and instructions so that all personnel, including the operators' agent or contract employees responsible for accepting and handling any cargo or packaged materials receive adequate training on the recognition of items classified as dangerous goods.
- (2) Procedures and instructions for reporting that packages found to contain, or that are suspected of containing, dangerous goods are reported in compliance with the requirements of these Regulations (Ref: CAR-92.170 & CAR-92.360).

*Note: The contents of any Dangerous Goods Regulations training workshops, awareness sessions and presentations shall be delivered only with the approval of PACA.*

### **CAR 92.170 Retention of Records**

Reference shall be made to CAR-92.320 and CAR-92.360, where all records shall be made available upon request to PACA.

### **CAR 92.175 Ground Handling Agent(s) Responsibilities**

All Ground Handling Agents (GHAs) shall follow the requirements of CAR-92 as and where applicable and:

- (1) Shall maintain a copy of the foreign operator's permission or certification to carry dangerous goods aboard the aircraft issued by the appropriate State authority (the State of operator and/or registry and/or origin).
- (2) Shall accept Oman originating dangerous goods from a PACA certified entity and that the accompanying Air Waybill contains the statement 'PACA Certified Entity Certificate Number', in the 'Handling Information Box';
- (3) Ground Handling Agents (GHA's) shall ensure that acceptance checklists are available and complied with in the following manner:
  - (a) Shall inspect, identify, check packaging, marking, labelling and documents in accordance with an appropriate dangerous goods acceptance checklist which must be completed in duplicate;
  - (b) Shall not accept leaking or damaged dangerous goods packages.

- (c) Shall inspect and not load any package or ULD which appears to be leaking or damaged on an aircraft.
- (4) Shall remove any leaking or damaged package of dangerous goods found loaded on an aircraft or in a ULD.
- (5) Shall ensure that all employees involved in tendering, processing and handling dangerous goods shipment(s) for transport by Air are trained commensurate with their responsibilities as specified in these Regulations.

### **CAR 92.180 Training Providers**

- (1) Dangerous Good Regulations training courses for all categories of staff produced by the training provider(s) shall be subject to review and approval by PACA inspection personnel.
- (2) Subject to PACA approval, approved training organisations may implement Competency Based Training (CBT) prior to the mandated date of 1<sup>st</sup> January 2021.
- (3) Training course(s) syllabi and instructors shall be reviewed and approved at the discretion of PACA inspection personnel.

### **CAR 92.185 Training Providers Responsibilities**

The training providers(s) offering classroom based or Competency Based Training (CBT) of any dangerous goods training course(s) shall:

- (1) Use proper training aids providing an effective learning environment, as per aviation industries best practices.
- (2) Acknowledge the current ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air as the sole authentic legal source of training material.
- (3) Ensure using current IATA Dangerous Goods Regulations for training.
- (4) Establish training courses as required and outlined in these Regulations as they pertain to various categories of personnel.
- (5) Include in the Dangerous Goods Regulations training courses for all categories of staff an overview of the Public Authority for Civil Aviation (PACA) and the associated regulation (CAR-92).
- (6) Ensure to provide dangerous goods training courses approved by PACA.
- (7) Apply to PACA for any requested amendments to previously approved course syllabi applicable to the dangerous goods training provider approval.
- (8) Develop initial and recurrent training courses with well- defined aims and objectives.
- (9) Ensure to cover all essential areas to achieve course objectives.
- (10) Provide in-depth knowledge to ensure training is commensurate with participants' duties and responsibilities.
- (11) Include topics in handouts, notes, and exercises etc. in accordance with these Regulations.
- (12) Establish acceptable length of training courses approved by PACA, based on recommendations published by IATA.
- (13) Recommended schedules for Competency Based Training is as follows:
  - (a) Categories 1, 3 and 6 - 64 hours (8 days) for initial and 32 hours (4 days) for recurrent.
  - (b) Categories 2, 4, 5, 7 and 8 - 24 hours (3 days) for initial and 16 hours (2 days) for recurrent.
  - (c) Categories 9, 10, 11 and 12 - 16 hours (2 days) for initial and 8 hours (1 day) for recurrent.
  - (d) Categories 13, 14, 15, 16 and 17 - 16 hours (2 days) for initial and 8 hours (1 day) for recurrent.
- (14) Deliver recurrent dangerous goods training to update current knowledge with changes and industry requirements.

- (15) Verify participants' understanding and knowledge at the end of training.
- (16) Ensure examination is not a test of memory, rather navigation of Regulations based on open book testing as follows:
- For Shippers, freight forwarders and operators (including GHAs) – Mixed examination of Written, Viva-voce and practical, i.e. preparation of a DG consignment (classification, identification, packing, marking, labeling, documentation and acceptance).
  - For Flight Crew members and any other Crew members – Written and Viva Voce.
- (17) Establish a realistic examination time limit.
- (18) Maintain evidence of successful completion, complete record of participants, training title, place and date of examination by means of a certificate.
- (19) Retain initial and recurrent training records as specified in these Regulations.
- (20) The Training Provider approval shall be at the discretion of PACA.

### **CAR 92.190 Retention of Training Records**

Records of training shall be retained for a minimum period of thirty-six months from the most recent training completion date in order to:

- (1) Determine who has received training;
- (2) Determine the date and length of the course;
- (3) Ascertain the type and category of training.
- (4) Reference materials used within the course training programme.

All records shall be made available upon request to PACA or a Competent State Authority located outside of the Sultanate of Oman.

### **CAR 92.195 Recurrent Training**

- (1) If recurrent training is completed within the final three (3) months of validity of previous training, the period of validity extends from the date on which the recurrent training was completed until twenty-four (24) months from expiry date of that previous training.
- (2) Recurrent training shall cover all aspects of initial training and shall aim to update knowledge in the light of changes to these Regulations. A test shall be conducted to verify the current knowledge, including any changes to standards or regulations, of an individual.
- (3) In the event of interruption of operating in the handling of dangerous goods, the following shall be applied:

<b>Period of Absence</b>	<b>Required recurrent training</b>
Up to three (3) months	Provide the employee with regulatory or business requirements, changes or updates and to ensure a full understanding of these changes
Three (3) to Twelve (12) months	Undergo one practical assessment through either "on job training" or training simulation. The employer must provide an observation report for the employee which shall identify gaps in knowledge. The employee must be provided the applicable information in order to achieve the competency and proficiency level required for the occupied role.
More than twelve (12) months	A recognised recurrent training programme shall be completed.

**CAR 92.200 Competency Based Training (CBT)**

Dangerous Goods Regulations courses (CBT) shall strictly be evaluated by PACA. The most appropriate and mix of training methods shall be determined to meet regulatory requirements.

The training providers shall:

- (1) Ensure all participants English Language proficiency is equivalent to the ICAO Level-4 standard.
- (2) Confirm identity of student, using electronic or documented methods.
- (3) Ensure the training requirements specified in ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations (DGR) are met and no component shall be compromised or diluted.
- (4) Ensure the current DGR manual is available in the CBT environment.
- (5) Provide supervision to ensure that without the routine structure of a traditional class, students are not confused about course activities and deadlines.
- (6) Provide qualified/PACA approved instructor(s) in all initial courses to assist when students are not confident or need help.
- (7) Ensure to complete those topics which are difficult to simulate in a virtual classroom, in an instructor-led sessions.
- (8) Control the proliferation of network linking points, notebooks, computers, Personal Digital Assistants (PDAs), mobile phones, and printed workbooks or reference material.
- (9) Ensure recording of essential elements of course progress.
- (10) Ensure that all 'completion of training' records' are available upon request and can be produced in printed form.
- (11) Make all records available upon request to PACA.

**CAR 92.205 Packaging(s) Suppliers' Responsibilities**

- (1) The applicant shall:
  - (a) Apply online at [www.paca.gov.om](http://www.paca.gov.om)
  - (b) Complete and attach the required documents. Failure to do so shall result in re-submission and delay the application evaluation and approval process.
- (2) Responsibilities:
  - (a) Entities who supplies dangerous goods packagings for transport by air shall:
    - (i) Ensure packaging is in accordance with the ICAO Technical Instructions or IATA Dangerous Goods Regulations:
      - A. Except where the ICAO Technical Instructions or IATA Dangerous Goods Regulations otherwise provides, ensure that the packaging conform in all respects with the design type, including the method of packing, sealing, size and type of any inner packagings which were tested.
      - B. Ensure that package(s) bear all appropriate markings in accordance with these Regulations.
      - C. Make available all records including package test reports and certificates upon request by the Competent Authority. If the test report does not show the characteristics of the tested substance or inner packaging to be used – identified by size, type, manufacturer, type of material and quantity – such packaging must not be used.

**SUBPART C — ACCEPTANCE****CAR 92.250 Acceptance of Dangerous Goods**

- (1) No entity, other than those certified by PACA or as permitted by these Regulations shall be involved by any means in the processing and transport of dangerous goods by air.
- (2) Dangerous goods shall only be accepted by Category-6 trained staff that holds a current Cat-6 certificate issued by PACA certified training providers only.
- (3) Shippers tendering dangerous goods shipments who do not have a qualified staff, shall appoint a PACA approved dangerous goods certified freight forwarder or Cargo Agent who may act on their behalf. The shipper shall also ensure that all employees involved in processing and handling dangerous goods shipment(s) for transport by air are trained commensurate with their responsibilities as specified in these Regulations. Shippers and Freight Forwarders shall have a written agreement between both parties describing the functions the shipper requires the freight forwarder to undertake.
- (4) Only PACA certified freight forwarders and Cargo Agents shall provide technical support to correctly and safely prepare the shipment for transport by air. The dangerous goods training certificate of minimum two-freight forwarding or cargo agency staff members shall be current. Only those who have successfully passed the current Dangerous Goods Regulations training shall accept/handle dangerous goods shipments. If the status of two dangerous goods qualified staff changes, such change shall be notified to PACA immediately.
- (5) Operator staff involved in the acceptance of dangerous goods shall always hold a proof of their current dangerous goods training certification.
- (6) A physical check of all packages, overpacks and freight containers of dangerous goods shipments shall be done to ensure that they meet packaging, marking, labelling and documentation requirements of these Regulations. The packages, overpacks and freight containers shall also be checked for signs of damage or leakage. Where there is evidence of damage or leakage, these packages shall not be accepted for transport.
- (7) All relevant documents/approvals as appropriate, Air Waybill and/or any other approval pertaining to a particular shipment shall be checked and verified at the time of acceptance.
- (8) The shipment shall be accompanied by a minimum of two copies of the dangerous goods transport document (Shipper's Declaration for Dangerous Goods) when required by these Regulations. When this document is provided, one copy shall accompany the consignment to final destination and one copy shall be retained by the operator.
- (9) When the information applicable to the consignment is provided in electronic form, the information shall be available to the operator at all times during transport to final destination. The data shall be able to be produced as a paper document without delay, with the data in the sequence required by these Regulations.
- (10) An operator shall not accept for transport aboard an aircraft a package, overpack and freight container containing dangerous goods or a unit load device or other type of a pallet containing dangerous goods unless a checklist has been used to verify the correctness of the consignment(s) as required by these Regulations.
- (11) No operator shall accept or reject dangerous goods consignment(s) unless all items in the checklist have been verified.
- (12) If any box of the checklist is checked 'NO', the shipment shall not be accepted and a duplicate copy of complete checklist shall be given to the shipper.
- (13) A copy of checklists of rejected shipments shall be retained by the operator for a minimum period of thirty-six months.

**CAR 92.300 Dangerous Goods Statement**

- (1) A person who, consigns cargo for carriage on board an aircraft (including a freight forwarder that does so in the course of business as a freight forwarder) must make and sign a written statement that:
- (a) is to the effect that the cargo does not contain dangerous goods; or
  - (b) describes the contents of the cargo; and
  - (c) submit a packing list of consolidated cargo for attachment to the air waybill for the cargo;
  - (d) any offence against this regulation is an offence of strict liability.

*Note: Consigning cargo without making the required statement is an offence. Knowingly making a false or misleading statement is also an offence.*

- (2) The reference in para (1) to consigning cargo for carriage on board an aircraft includes consigning cargo in circumstances such that there is a possibility that the cargo may, during its journey, be carried on an aircraft.
- (3) Para (4) sets out, for the purposes of Article 25 of the Civil Aviation Law of Oman, a condition of the carriage of dangerous goods on an aircraft.

*Note: Under Article 25 of the Civil Aviation Law of Oman, an aircraft must not carry dangerous goods except in accordance with these Regulations.*

- (4) The operator of an aircraft must not allow an item of cargo to be placed on board the aircraft unless the operator has been given a statement about the item in accordance with para (1).



**SUBPART D – DOCUMENTATION****CAR 92.320 Dangerous Goods Transport Document**

- (1) In accordance with these Regulations, the person who offers dangerous goods for transport by air shall provide to the operator information applicable to the dangerous goods consignment. When a dangerous goods transport document is used, it shall be completed in accordance with these Regulations. The information on a dangerous goods transport document shall be accurate, and legible in the appropriate format.
- (2) The person who offers dangerous goods for transport by air shall provide to the operator two copies of the dangerous goods transport document, completed and signed as required by these Regulations. Where the dangerous goods transport information is provided by electronic data processing (EDP) or electronic data interchange (EDI) transmission techniques, the data shall be able to be produced as a paper document without delay, with the data in the proper sequence.
- (3) A shipper or a responsible designated – freighter forwarder or Cargo Agent acting on behalf of the shipper who has completed appropriate dangerous goods training (IATA Category 1 or 3 as appropriate as given in DGR Table 1.5.A – *See note*) within the past twenty-four (24) months must sign the dangerous goods declaration.
- (4) A PACA certified freight forwarder or Cargo Agent may sign the dangerous goods transport document on the shipper's behalf only when they have been employed by the shipper to undertake the shipper's responsibilities in accordance with these Regulations. When the dangerous goods transport document is signed on behalf of the shipper by a PACA certified freight forwarder or Cargo Agent, the freight forwarder or Cargo Agent must apply an official company stamp to the dangerous goods transport document adjacent to the signature thereon. Shippers and Freight forwarders shall have a written agreement describing what functions the shipper requires the freight forwarder to undertake.
- (5) If the dangerous goods transport document is provided by means of EDP or EDI techniques, the signature may be replaced by the name (in capitals) of the person authorized to sign. Where the original consignment details are provided to an operator by EDP or EDI techniques, and subsequently the consignment are trans-shipped to an operator that requires a paper document. The paper document shall indicate 'Original Received Electronically' and the name of the signatory shall be shown in capital letters.
- (6) The dangerous goods transport document shall be completed in English language however; an accurate printed translation in another language can be supplemented along with dangerous goods transport document.

*Note: IATA DGR Table 1.5.A is applicable only till 1<sup>st</sup> January 2021 after which Competency Based Training as per IATA DGR, Appendix H is applicable)*

**CAR 92.325 Air Waybill (AWB) and Safety Data Sheet (SDS)**

- (1) An Air Waybill shall be completed in accordance with the requirements of these Regulations.
- (2) The Handling Information box of the Air Waybill shall bear the certificate number issued to the dangerous goods certified entity by the Competent Authority.
- (3) A fully completed Air Waybill shall accompany the consignment at the time of tendering the consignment to the operator.
- (4) Safety Data Sheet (SDS).

**CAR 92.330 Dangerous Goods Checklist(s)**

- (1) An operator shall not accept for transport aboard an aircraft a package, overpack and freight container containing dangerous goods or a freight container containing radioactive material or a unit load device or other type of pallet containing dangerous goods unless a current checklist has been used to verify the correctness of the consignment(s) as required in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations.
- (2) No operator shall accept or reject dangerous goods consignment(s) unless all items in the checklist have been verified.
- (3) If any box of the checklist(s) is checked 'NO', the shipment shall not be accepted and a duplicate copy of checklist(s) shall be given to the shipper. The Ground Handling Agent shall retain a copy of the checklist of all accepted and/or rejected shipments for a minimum period of thirty-six months.

**CAR 92.335 Non-Dangerous Goods Declaration**

- (1) The shipper shall submit a non-dangerous goods declaration or sign an undertaking that the consignment does not contain any dangerous goods.
- (2) The Competent Authority dangerous goods certified entity shall also be responsible to:
  - (a) Assist and guide shipper(s) in such cases.
  - (b) Ensure the non-dangerous goods declaration or undertaking is duly signed by the Shipper. The declaration or the undertaking shall be in one of the following formats;
    - i. Manual or electronic or;
    - ii. Company's letterhead or;
    - iii. Part of the Shipper's Letter of Instructions (SLI) form or;
    - iv. Part of the Information for Declaration of Goods (IDG) form or;
    - v. Part of the company's internal Shipping Instructions form;
  - (c) The Shippers or their appointed agent shall also highlight in their statement that they will be solely liable for any adverse consequences arising directly or indirectly from an inaccurate declaration of contents or from the contents themselves.
  - (d) The completed and signed non-dangerous goods declaration or undertaking shall be retained in company's record for thirty-six months.
  - (e) The completed and signed non-dangerous goods declaration or undertaking shall be retained either electronically or in hard copy.

**CAR 92.340 Supporting Documents**

- (1) Other than IATA Class-7, packaging which previously contained dangerous goods must be purged or flushed. The shipper shall get the packaging purged or flushed by the manufacturer or an authorized technical entity certifying that all hazards have been nullified.
- (2) Import, export and transit requirements for air transport of dangerous goods shall be in strict compliance with any Oman State variations.
- (3) A copy of Safety (or Material) Data Sheet SDS must accompany the dangerous goods shipment for both import and export.

**CAR 92.345 Competent Authority Certification**

- (1) The dangerous goods shall only be accepted and processed by those operators, freight forwarders, Cargo Agents and ground handling agents who have been approved and certified by the Authority as being competent to perform such operations.
- (2) The dangerous goods certified operators, ground-handling agents, packaging supplier, freight forwarders and Cargo Agents, shall retain the original or copy of the certificate in a proper file. A minimum of two or more framed certificates (either the original or copy) shall be placed in a visible location(s) in the warehouse and in the dangerous goods acceptance area. Extra framed copies may be placed at other operational areas as and when required. In case of loss of the PACA Dangerous Goods Certificate, a re-issue fee of OMR 500.000 shall apply.

**CAR 92.350 Competent Authority Approvals or Exemptions**

- (1) Approvals or exemptions for carriage of particular type(s) of dangerous goods shall only be granted at the discretion of PACA.
- (2) Approval or exemptions shall be obtained from PACA before shipping such articles or substances to/from/via the Sultanate of Oman. Therefore, copies of the completed Dangerous Goods Transport Document and all supporting documents shall be submitted to PACA for review before issuing the approval under formal written request. Such approval(s) shall be reviewed and if approved shall be issued within fifteen working days from the date all required documents are submitted to the Authority.
- (3) All entities involved in transport of Dangerous Goods, must have a registered office in the Sultanate of Oman.

**CAR 92.355 Dangerous Goods Forbidden Unless Exempted**

- (1) PACA shall consider exemption requests on case-to-case basis, ensuring that every effort is made to achieve an overall level of safety in transport, which is equivalent to the level of safety provided by these Regulations. A copy of any written exemption request must accompany the relevant consignment.
- (2) Exemption(s) request shall be reviewed and if approved shall be issued within 15 working days from the date all required documents are submitted to PACA.

**CAR 92.360 Retention of Documents**

- (1) The operator, ground handling agents, freight forwarders and Cargo Agents shall ensure that at least one signed copy of the document(s), appropriate to the transport of dangerous goods consignment(s), is retained for a minimum period of thirty-six (36) months after the flight on which the dangerous goods were transported.
- (2) As a minimum, the documents which shall be retained are the Dangerous Goods Transport Document and other relevant documents, the acceptance checklist and the written information to the pilot-in-command. Where the documents are kept electronically or in a computer system, they must be capable of being reproduced in a printed manner.

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## SUBPART E – RESTRICTIONS

### CAR 92.380 General

A number of restrictions have been placed on dangerous goods which are permitted to be transported by air. Those involved in the transport of dangerous goods by air shall comply with all such restrictions. Such restrictions (if applicable) shall include but not limited to;

- (1) Dangerous Goods transport to, from and via the Sultanate of Oman shall be subject to strict compliance with these Regulations. A copy of the PACA Civil Aviation Regulations can be obtained online by using the official website i.e. [www.paca.gov.om](http://www.paca.gov.om)
- (2) Forbidden articles – dangerous goods forbidden under any circumstances.
- (3) Quantity limitation (per package).
- (4) Aircraft limitation – (passenger aircraft or freighter-CAO).
- (5) Additional precautionary measures.
- (6) Consultation with appropriate specialized agency.
- (7) Member State Variations – further restrictions imposed by the State of origin, transit and destination.
- (8) Operator Variations – further restrictions imposed by the operator(s) concerned which shall perform transportation.
- (9) For Class-7, import, export and /or transit permit shall be obtained from the Ministry of Environment, Muscat before transporting any radioactive material in the Sultanate of Oman.
- (10) Import permission shall be required for arms and ammunitions and Class-1 Explosives, destined to the Sultanate of Oman from the Ministry of Defense, General Headquarters Armed Forces and Ministry of Interior as and when applicable.

### CAR 92.385 Dangerous Goods for Use in Emergency Services Aircraft

Regulations CAR-92.400, CAR-92.405, CAR-92.410, CAR-92.415 and CAR-92.565 do not apply to the consignment for carriage, or to the carriage, of dangerous goods on an aircraft if:

- (1) The aircraft:
  - (a) is unpressurised; and
  - (b) has an approved passenger seat configuration of less than 10 seats; and
  - (c) is operating within Sultanate of Oman; and
  - (d) is operating for the sole purpose of carrying people engaged in emergency services work and their essential equipment (including the goods) to a place where they intend to undertake emergency service work, or of recovering them from such a place; and
- (2) Where the aircraft is a helicopter—any static electric charge that it carries is discharged before the people or their equipment are loaded or unloaded; and
- (3) The goods:
  - (a) are limited to dangerous goods of the following kinds:
    - i. goods classified in Division 1.4 (certain explosives);
    - ii. gases classified in Division 2.1 or 2.2;
    - iii. flammable liquids (Class 3);
    - iv. goods classified in Division 4.1 (flammable solids);
    - v. goods classified in Class 9 (miscellaneous dangerous goods);
    - vi. corrosives (Class 8); and
  - (b) are in a proper condition for carriage by air; and
  - (c) are not used on the aircraft; and
  - (d) if classified in Class-3:
    - i. are packaged in accordance with the Technical Instructions; and
    - ii. are stowed and secured on the aircraft to prevent leakage or damage during the flight; and

- (4) The aircraft's pilot-in-command is told that the goods are on board, and where they are on the aircraft, and consents to them being carried on the aircraft; and
- (5) Only the aircraft's crew and persons associated with the goods are carried on board the aircraft; and
- (6) The operator establishes safety and emergency procedures for the carriage of the dangerous goods; and
- (7) Where the flight is being conducted by a commercial operator — the operator has a dangerous goods manual that complies with regulation CAR-92.565, has established safety and emergency procedures for the goods, and that manual or the operator's operations manual contains detailed instructions in relation to those procedures.

*Note: This regulation creates a defense to the offences created within the Civil Aviation Law of Oman. A defendant charged with an offence against any Articles of that Law bears an evidential burden in relation to the matters set out in this regulation.*

### **CAR 92.390 Dangerous Goods Disposal**

Reference shall be made to the Civil Aviation Law for the Protection and Development of the Environment where "No public or private party or qualified or unqualified persons are allowed to import or bring, bury or dispose of hazardous wastes in any form in the environment of the State".

## **SUBPART F — PROVISION OF INFORMATION**

### **CAR 92.400 Information to Passengers**

- (1) The ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and IATA Dangerous Goods Regulations do not permit passengers to transport certain dangerous goods on board an aircraft in their carry-on, checked baggage or on their person. An operator or the travel agent shall provide information to passengers regarding the types of goods that are forbidden from transporting on board an aircraft. Such information shall be provided on the passengers' ticket or made available in another manner to passengers prior to the check-in process.
  - (a) An operator or operator's handling agent and the airport operators shall prominently display dangerous goods posters, showing items that passengers are not allowed to transport on the aircraft. These posters shall be displayed at ticketing offices, passengers' check-in areas, departure gates, baggage claim areas or any other location where passengers are checked in.
  - (b) These notices shall include visual examples of dangerous goods forbidden from transport aboard an aircraft either in checked baggage, in carry-on baggage or on the passenger's person.
  - (c) The above provisions shall also apply to any organization or enterprise such as travel agents who interface with the passengers during their air transportation.
  - (d) The operator shall adequately train staff to assist passengers to identify and detect dangerous goods carried by them other than permitted in the Technical Instructions. Staff shall seek confirmation from a passenger that they are not carrying dangerous goods and seek confirmation about the contents where there are suspicions that it may contain dangerous goods that are not permitted.

### **CAR 92.405 Information at Cargo Acceptance Areas**

An operator or the operator's handling agent shall ensure that notices giving clear information about the transport of dangerous goods are sufficient in number and, prominently displayed at all visible location(s) at the cargo acceptance points for cargo to alert shippers/agents about any dangerous goods that may not be contained in their cargo consignment(s).

### **CAR 92.410 Information to Employees**

- (1) An operator shall provide instructions, in the operators' relevant manuals and/or other appropriate internal publications to all employees involved in any activity for transport of dangerous goods by air to carry out their duties in accordance with their assigned responsibilities.
- (2) All entities involved in the air transport of dangerous goods shall provide such instructions to their personnel to enable them to comply with these Regulations.

### **CAR 92.415 Information to Pilot-in-Command (NOTOC)**

The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as soon as practicable prior to departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods to be carried as cargo or mail. This information shall be presented on a dedicated form and not by means of Air Waybills, Shipper's Declaration for Dangerous Goods, etc. This information shall be presented on a Special Load – Notification to Captain (NOTOC) form.

**CAR 92.420 Reporting of Dangerous Goods Accident and Incident****(1) On-Ground and In-Flight:**

Dangerous goods accidents and/or incidents shall be reported to PACA using the online Mandatory Occurrence Reporting (MOR) system for Dangerous Goods within seventy-two (72) hours of the occurrence, unless exceptional circumstances prevent this. The initial report shall be made by any means but the MOR shall be sent as soon as possible, even if all the information is not available. This shall include on-ground and in-flight accidents or incidents such as:

- (a) Reporting of any occasion when undeclared or mis-declared dangerous goods are discovered in cargo.
- (b) Reporting of any occasion when dangerous goods not permitted under 8.1.1.1 of ICAO Technical Instructions for the Safe Transport of Dangerous Goods and Table 2.3.A of the IATA Dangerous Goods Regulations, are discovered in passengers' baggage.
- (c) In case of non-accessibility of MOR, an initial manual report shall be dispatched within seventy-two (72) hours of the occurrence, unless exceptional circumstances prevent this. The initial report may be made by any means but a written report should be sent as soon as possible, even if all the information is not available. (see Mandatory Occurrence Reporting requirements CAR -13.400 and CAR-13 Appendix B)

**CAR 92.425 MOR Access**

- (1) The mandatory requirement for reporting dangerous goods incident/accident is supported by the PACA's online of Mandatory Occurrence Reporting (MOR) system on PACA website, where access request could be communicated to **[MOR.investigation@otsd.gov.om](mailto:MOR.investigation@otsd.gov.om)**
- (2) Any accident/incident involving Radioactive Materials "Class-7" must be reported to the Competent Authority using the MOR and shall also be reported to the **Ministry of Environment**.
- (3) This mandatory online reporting dangerous goods occurrences' requirement using the MOR system must be duly incorporated into all PACA Dangerous Goods certified entities' Standard Operating Procedures or relevant manuals.



**SUBPART G — CERTIFICATION****CAR 92.450 General**

- (1) All entities intending to accept, handle, process and involved in transport of dangerous goods within the Sultanate of Oman shall obtain the PACA Dangerous Goods Certification commensurate with their involvement in the air transportation of dangerous goods.
- (2) Applicant(s) shall complete the application for each location/branch separately for Issuance/Renewal of the appropriate Dangerous Goods certification available at [www.paca.gov.om](http://www.paca.gov.om)
- (3) When applicable, applicants shall pay the annual fee for issuance/renewal of certification.
- (4) The entity shall be responsible to renew its Dangerous Goods Certification annually, a minimum of two months prior to its expiry. No entity shall be involved in any activity of air transport of dangerous goods with an expired certification.
- (5) Any change in the status of submitted documents to qualify the entity for dangerous goods certification, shall be immediately communicated to the Competent Authority. Failure to do so may result in suspension of the entity's dangerous goods certification.

**CAR 92.455 Certification Requirements – Freight Forwarders and Cargo Agents**

- (1) The Shippers, Freight forwarders and Cargo Agents must have a registered office within the Sultanate of Oman.
- (2) Ensure holding the current edition of the IATA Dangerous Goods Regulations that shall be made available for use by all the appropriately trained personnel at all times.
- (3) Have a dedicated secure dangerous goods storage area inside its warehouse facility, including an area for damaged dangerous goods or dangerous goods held for investigation along with appropriate signage.
- (4) The latest available Emergency Response Guidance (ERG) must be made available and kept in an area easily accessible to all staff.
- (5) Provide comprehensive Standard Operating Procedures (SOPs) describing the entire dangerous goods operational flow in detail.
- (6) Submit dangerous goods training certification for two staff as a minimum. Staff training shall be the full classroom course (Category 3 or Competency Based Training as stated in IATA DGR Table 1.5.A or Appendix H – Competency Based Training), where staff training shall be current.
- (7) At the time of submission of application, the Dangerous Goods Training Certificates shall be valid for a minimum period of 3 months. After the completion of recurrent training, freight forwarders and Cargo Agents shall submit valid training certificates to PACA for acceptance.
- (8) One of the PACA approved training providers, IATA Institute of Training and Development or ICAO, shall undertake the training, including knowledge of Oman domestic law and Oman Civil Aviation Regulations is required.
- (9) Pay annual fee of 1,000 OMR for issuance/renewal of certification.

**CAR 92.460 Certification Requirements – Air Operator**

The Air Operator shall;

- (1) Ensure holding the latest edition of the IATA Dangerous Goods Regulations that shall be made available for use at all times.
- (2) Ensure dedicated dangerous goods storage area inside its warehouse facility, including area for damaged dangerous goods or dangerous goods held for investigation along with appropriate signage.
- (3) Provide comprehensive Standard Operating Procedures (SOPs) describing the entire dangerous goods operational flow in details.

- (4) Submit Dangerous Goods Training Certification for four staff as a minimum. Staff training shall be the full classroom course (Category 6) as per Table 1.5.A (or Appendix H) of the IATA Dangerous Goods Regulations, where staff training shall be current.
- (5) At the time of submission of application, the Dangerous Goods Training Certificates shall be valid for a minimum period of 3 months and staff recurrent training shall be arranged accordingly. After the completion of recurrent training, operators will submit valid training certificates to PACA for acceptance.
- (6) One of the PACA approved training providers, IATA Institute of Training and Development or ICAO, must undertake the training.
- (7) Pay annual fee of OMR 500.000 for issuance/renewal of certification.

### **CAR 92.465 Training Providers**

The training providers shall comply with the following requirements:

- (1) Renew its Dangerous Goods Training Certification annually, two months prior to its expiry. No dangerous goods training shall be offered if the certificate has expired. Late submission of the training material shall lead to delay in approval.
  - (a) Submit with the online application a copy of instructor curriculum vitae and training record with current Dangerous Goods Regulations certificate in the applicable category commensurate with his/her training delivery along with the training skills certificate.
  - (b) The instructor conducting the Dangerous Goods training must have the following qualifications:
    - i. A minimum of five years working experience in Air cargo operations with a minimum of three years in acceptance, handling and loading of dangerous goods including providing the NOTOC (Notification to the Captain) to the flight crew of an aircraft:
    - ii. The instructor must have completed the DGR Category 6 training and the IATA Professional Skills for Dangerous Goods Instructors training.
    - iii. Certified instructors from an IATA member airline shall be accepted, provided a copy of the certified approval of the airline training centre and the instructors approval by the local Regulatory Authority is submitted as supporting evidence to PACA for approval.
  - (c) Submit training material (for each category, hard and soft copies) which shall include lesson plan, audio/visual aids, PowerPoint presentations, handouts, workbooks, classroom exercises with answers.
  - (d) Submit three separate examination papers (for each category, hard and soft copies) showing all answers and associated marks to be awarded for each question.
  - (e) Submit a copy of the yearly training schedule.
- (2) Instructors shall demonstrate Dangerous Goods Regulations adequate technical knowledge in the category related to his/her training responsibilities and instructional skills to PACA officials. This shall not be applicable for Safety and Emergency Procedure (SEP) instructors.
- (3) Only the PACA approved training material and examinations shall be used throughout the training course(s).
- (4) For Safety and Emergency Procedures (SEP) instructors, the applicant shall submit a complete list of instructors along with a proof of their current Dangerous Goods Regulations Certificate in the Applicable category and adequate instructional skills.
- (5) For IATA member airlines, instructor training shall be accepted, provided copies of the current approval of the airline training centre and the instructor approval by the State Authority of registration, is submitted to PACA as supporting evidence.
- (6) The training approval shall be granted until the 31st December every year.

**CAR 92.470 Packaging Suppliers**

The Packaging Supplier shall:

- (1) Ensure holding the current edition of the IATA Dangerous Goods Regulations which shall be available for use by all staff at all times;
- (2) Produce and provide company procedures (Standard Operating Procedures-SOP) detailing requirement and procedure of training, packaging procurement, packaging test reports and certification procedures and storage etc.
- (3) All packaging shall be manufactured, reconditioned and tested under a quality assurance programme, which satisfies PACA in order to ensure that each packaging meets the requirements of these Regulations.
- (4) For each packaging type must be design type tested and certified. Their subsequent use must be specified in the applicable test report and conform in all respects with the design type which was tested. A copy of both test report and test certificate must be provided to the package purchaser.
- (5) For each packaging type, provide information regarding procedures to be followed, including closure instructions for inner packaging's and receptacles, a description of the types and dimensions of closures, including any other components to ensure the packages as presented for transport are capable of passing the applicable performance tests and pressure differential requirements of these Regulations as applicable.
- (6) Ensure dedicated storage facilities are maintained to protect dangerous goods from any element which may result in potential physical damage. The segregation requirements must be met whilst in storage.
- (7) Maintain and provide to PACA, when requested to do so, a complete and detailed inventory of all packaging transactions undertaken, which includes:
  - (a) Packaging type (description of UN Specification Marking);
  - (b) Date of transaction;
  - (c) Name and contact of purchaser;
  - (d) Quantity purchased.
- (8) Submit and maintain training certificates of two staff (as a minimum). Staff training shall be full classroom Category 2 or Competency Based Training as per ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air and the IATA Dangerous Goods Regulations, where staff training shall be current.
- (9) At the time of submission of the application, the Dangerous Goods Training Certificates shall be valid for a minimum period of 3 months and staff recurrent training shall be arranged accordingly. After the completion of recurrent training, suppliers shall submit valid training certificates to PACA for acceptance.
- (10) One of the PACA approved training providers, IATA Institute of Training and Development or ICAO, must undertake the training.
- (11) Pay annual fee of OMR 500.000 for issuance/renewal of certification.

**CAR 92.475 Expiry/Extension of Certificate**

Strict adherence shall be maintained to the renewal of Dangerous Goods Certification two months prior to the expiry date shown on the PACA certificate. Under no circumstances will any extension shall be granted for all categories of staff.

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**SUBPART H — COMPLIANCE SYSTEM****CAR 92.500 General Power of Entry**

- (1) For the purpose of carrying out his or her functions, duties, or powers under these Regulations, a person duly authorized by PACA shall have right of access at any time to the following:
  - (a) any aircraft, airport, building, or place within Oman; and
  - (b) any document or record concerning any aircraft, aeronautical product, or aviation related service.
- (2) Without limiting the powers conferred by para (1), every person duly authorized by PACA who has reasonable grounds to believe that:
  - (a) any breach of these Regulations is being or about to be committed;
  - (b) a condition imposed under any civil aviation safety/security program is not being complied with; or
  - (c) a situation exists within the civil aviation system or is about to exist that constitutes a risk to health, safety, property or environment, may at any time;
    - i. enter any aircraft, airport, building, or place within Oman, and carry out an inspection to determine whether or not a matter referred in from (a) to (c) of this Paragraph exists.
- (3) A person who is authorized to have access to or to enter any aircraft, airport, building, or place within Oman under para (1) or para (2) of this sub-regulation:
  - (a) may require any person who is in possession of an aviation safety/security programme, or of any certificate, book, manual, record, list, notice, or other document that is required to be kept under these Regulations, to produce or surrender it; and
  - (b) must, if a document is surrendered under paragraph (a), inform the relevant aviation document holders orally, as soon as practicable, and in writing that the document has been surrendered.
- (4) Nothing in paras (1) or (2) above shall confer on any person or agency the power to enter any dwelling house without authorization.
- (5) Every authorization issued under paras (1), (2) & (4) above shall be valid for the period specified by the Authorizing Agency.
- (6) Every person exercising the power of entry conferred by paras (1) or (2) above shall carry a proof of identity and authority, issued by PACA specifying:
  - (a) the name and the office or offices held by the person; and
  - (b) the person(s) is authorized by PACA to exercise the powers conferred by paras (1) and (2) above to enter aircraft, airports, buildings, and places within Oman, and to carry out such inspection.
- (7) Every person exercising the power of entry conferred by paras (1) and (2) above shall produce evidence of identity and authority:
  - (a) on entering an aircraft, airport, building, or place within Oman; and
  - (b) whenever there are reasonable grounds to do so.

**CAR 92.505 Dangerous Goods under Investigation**

- (1) Dangerous goods held for investigation shall only be approved for release or transportation subject to PACA approval.
- (2) This shall also include any detected non-compliance with these Regulations during audits/inspections carried out by a dangerous goods official of PACA.

**CAR 92.510 Frequency of Inspections and Audits**

PACA officials shall carry out mandatory inspections or audits at the time of initial application, certification renewal, post dangerous goods occurrence report or at the discretion of PACA, if deemed necessary.

**CAR 92.515 Dangerous Goods Point of Contact (DGPOC)**

All dangerous goods certified entities shall:

- (1) Assign a Category-6 certified “dangerous goods point of contact” and communicate the contact details of the assigned responsible person.
- (2) Ensure that the DGPOC is available at all times.
- (3) Communicate any change in the status of the DGPOC immediately to PACA.

**CAR 92.520 Regulatory Action Chart**

- (1) The Regulatory Action Chart describes PACA’s regulatory actions that shall apply in case of any of the described eventualities and the adverse consequences which may result in suspension and/or revocation of the entity’s dangerous goods certificate.
- (2) An offence against this regulation is an offence of strict liability.

DANGEROUS GOODS REGULATORY ACTION CHART		
Description	Regulatory Action	Regulatory Action Minimum Timeframe
<b>Dangerous Goods Accident:</b> An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage. (This may involve Forbidden, Undeclared and mis-declared dangerous goods)	<b>Revocation</b>  <b>Suspension</b>	*  <b>*3 Months</b>
<b>Dangerous Goods Incident:</b> An occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants is also deemed to be a dangerous goods incident. (This may involve Forbidden, Undeclared and mis-declared dangerous goods)	<b>Revocation</b>  <b>Suspension</b>	*  <b>*3 Months</b>
<b>Non-compliance with the Sultanate of Oman Civil Aviation Law</b>	<b>Revocation</b>  <b>Suspension</b>	*  <b>*3 Months</b>
<b>Non-compliance with the PACA CAR-92</b>		
<b>Non-adherence to PACA Audit/Inspection findings and the given timeframe for rectification and compliance</b>		

### CAR 92.525 Blacklisting

- (1) No entity, other than those certified by the Public Authority for Civil Aviation (PACA) or as permitted by these Regulations shall be involved by any means in the processing and transport of dangerous goods by air. This shall include but not limited to being involved in a dangerous goods accident or incident.
- (2) No staff of any entity shall be trained on any other category other than that mentioned in Table 1.5.A, Table 1.5.B and Table 1.5.C or the ICAO Competency Elements and Performance Criteria mentioned in the Function/Knowledge Matrix and given in Appendix H of the IATA DGR. Failure in doing so, the entity having certification not in compliance with ICAO and IATA training requirements shall be blacklisted and operations will be terminated.
- (3) Non-compliance with para (1) and (2) may result in blacklisting of the involved entity. In case the entity is blacklisted, its entire operations shall be terminated.

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**SUBPART I – GENERAL REQUIREMENTS – DG MANUAL & TRAINING****CAR 92.550 General**

- (1) Emergency response procedures shall be developed, implemented and made readily available, wherever dangerous goods are handled for the purpose of transport by air.
- (2) As a minimum, everyone involved in dangerous goods handling must be familiar with the general emergency procedures, and shall:
  - (a) Follow the local authority's requirements and be aware of all emergency contact numbers.
  - (b) Advise immediate supervisor first.
  - (c) Identify the substance involved by referring to the DGD or package marking.
  - (d) Isolate the package by removing other packages or property.
  - (e) Isolate the area and advise emergency services as per local procedures.
  - (f) Avoid contact with contents of the package.
  - (g) If contaminated, remove contaminated clothes, thoroughly wash off with plenty of water, do not eat or smoke, keep hands away from eyes, mouth and nose and seek medical assistance.
  - (h) Stay on site until all details are noted.

**CAR 92.555 Designated Postal Operators**

Staff of designated postal operators must be trained commensurate with their responsibilities. The subject matter with which their various categories of staff should be familiar is indicated in Appendix A, Table 3.

**CAR 92.560 Commercial Foreign Aircraft Operators — Conditions to Which Carriage of Dangerous Goods is Subject**

- (1) This regulation sets out, for the purposes of the pertinent Article within the Civil Aviation Law of Oman, the conditions of the carriage of dangerous goods on an aircraft.
- (2) A commercial foreign aircraft operator may carry dangerous goods (other than goods required to be carried on board the aircraft by the law of the Contracting State in which the aircraft is registered, or goods carried on board the aircraft for use or sale during flight) on a foreign aircraft operated by the operator, or permit such goods to be carried on such an aircraft, only if the operator:
  - (a) has a dangerous goods manual in accordance with:
    - i. the Technical Instructions; or
    - ii. if the law of the Contracting State in which the aircraft is registered imposes requirements about a dangerous goods manual — that law; and
  - (b) complies with regulation CAR-92.570.

**CAR 92.565 Dangerous Goods Manual—Oman Aircraft Operators**

- (1) An Omani aircraft operator's dangerous goods manual must:
  - (a) set out the procedures and instructions for the handling and carriage of dangerous goods on the operator's aircraft; or
  - (b) specify where those procedures and instructions can be found.
- (2) The operator must have, and must use, an appropriate amendment system to keep all the copies of the manual up-to-date.

**CAR 92.570 Dangerous Goods Manual — Requirements Applicable to all Operators**

- (1) An operator's dangerous goods manual may be incorporated in the operator's operations manual or any other manual maintained by the operator that deals with the handling or carriage of cargo.
- (2) Paras (3), (4) and (5) set out, for the purposes of the applicable Article within the Civil Aviation Law of Oman, the conditions of the carriage of dangerous goods on an aircraft.
- (3) An operator must make a copy of its dangerous goods manual available, in a readily accessible place:
  - (a) in the case of an Omani operator—to each of the operator's employees whose duties and responsibilities are related to the handling or carriage of cargo; or
  - (b) in any other case—to:
    - i. any of the operator's employees in Oman whose duties and responsibilities are related to the handling or carriage of cargo; and
    - ii. any employees of its ground handling agent in Oman whose duties and responsibilities are related to the handling or carriage of cargo.
- (4) An operator must take all reasonable steps to ensure that the handling and carriage of dangerous goods is in accordance with the procedures and instructions in, or referred to in, its dangerous goods manual.
- (5) An operator must take all reasonable steps to ensure that each of the operator's employees are made aware of the contents of the operator's dangerous goods manual so far as it is applicable and relevant to the employee's duties before the employee first performs those duties.

**CAR 92.575 Training Curriculum**

- (1) Personnel must be trained in the requirements commensurate with their responsibilities. Such training must include the following:
  - (a) General familiarisation training which must be aimed at providing familiarity with the general provisions;
  - (b) Function-specific training which must provide detailed training in the requirements applicable to the function for which that person is responsible; and
  - (c) Safety training which must cover the hazards presented by dangerous goods safe handling and emergency response procedures.
- (2) Personnel identified in the categories specified in Appendix A must be trained or training must be verified prior to the person performing any duty specified in Appendix A

**CAR 92.580 Extended Meaning of Every 2 Years for this Subpart**

- (1) For the purposes of this Sub-regulation, an employee shall complete a Recurrent training course within two years (24mths) of the last previous training to ensure knowledge is current. However, if recurrent training is completed within the final three (3) months of validity of previous training, the period of validity extends from the date on which the recurrent training was completed until 24mths from the expiry date of that previous training.

*Note: Recurrent training is required when the holder has not exercise the privileges of that permission for a period greater than twelve (12) months. See CAR-92.195*

**CAR 92.585 Training**

- (1) A test to verify understanding must be provided following training. Confirmation that the test has been completed satisfactorily is required;
- (2) A record of training must be maintained which must include;
  - (a) The individual's name;
  - (b) The most recent training completion date;
  - (c) A description, copy or reference to training materials used to meet the training requirements;
  - (d) The name and address of the organisation providing the training; and
  - (e) Evidence which shows that a test has been completed satisfactorily.
- (3) Training records must be retained by the employer for a minimum period of three (3) years from the most recent training completion date and must be made available upon request to the employee or an authorised PACA inspector as per CAR-92.630:
- (4) An offence against para (2) and (3) is an offence of strict liability.

**CAR 92.590 Requirements for Training Course**

- (1) A dangerous goods training course that is required to be approved by PACA must include training in:
  - (a) the subject mentioned Provisions for Passengers and crew of Appendix A, Table 1; and
  - (b) each of the other subjects mentioned in that table that is relevant to the employee's duties and responsibilities in relation to the handling, carriage or consignment of cargo on an aircraft.
- (2) A dangerous goods training course that is not required to be so approved must include training in:
  - (a) the subject mentioned in List of Dangerous Goods, Appendix A, Table 1; and
  - (b) each of the other subjects mentioned in that table that is relevant to the employee's duties and responsibilities in relation to the handling, carriage or consignment of cargo on an aircraft.
- (3) A dangerous goods training course must provide for a test of the employee's knowledge of the relevant subjects based on the training.
- (4) A dangerous goods training course must be of a standard that will enable the employee, on completing it satisfactorily, to carry out those duties and responsibilities effectively.
- (5) A dangerous goods training course must provide for the issue, to each person who successfully completes the course, of a certificate stating that he or she has done so.
- (6) The subject matter relating to dangerous goods transport with which various categories of personnel should be familiar is shown in Appendix A, Table 1.
- (7) Staff of operators not carrying dangerous goods as cargo or mail must be trained commensurate with their responsibilities. The subject matter with which their various categories of staff should be familiar is shown in Appendix A, Table 2.

**CAR 92.595 Approval to Conduct Training**

- (1) An approved training course means a training course required under this regulation, which is required to be approved by PACA.
- (2) A person must not give, or offer to give, instruction that purports to be, or to form part of, a training course that is required to be approved by PACA, if the course is not approved.
- (3) A person must not give instruction that is part of an approved training course if he or she is not approved for that purpose.

- (4) If an approved training course is conducted by distance education methods (including correspondence, video or computer network) a person must not:
  - (a) prepare material for; or
  - (b) supervise;the course if he or she is not approved for that purpose.
- (5) A person must not:
  - (a) give instruction that is part of a training course for operator, ground handling agent, freight forwarder, or employees of a screening authority, required under this Part; or
  - (b) prepare material for such a training course that is, or is to be, given by a distance education method (including by correspondence, video or computer network); or
  - (c) supervise such a training course that is, or is to be, given by such a method;if the person has not, within the previous 2 years, undertaken an approved training course applicable to the course being delivered.
- (6) For paragraph (5)(a), strict liability applies to the circumstance that a training course is required under this Part.
- (7) In the event of a person not handling dangerous goods for a period of less than twelve (12) months, training will be conducted as per CAR-92.195 paragraph (3).
- (8) For this regulation, strict liability applies to the circumstance that a training course is required to be approved under this regulation.

#### **CAR 92.600 Maintaining Records About Training**

- (1) This regulation applies to:
  - (a) an Omani aircraft operator that has any ground handling agent, freight forwarder, or employees of a screening authority employees in Oman; and
  - (b) an Omani aircraft operator that has any dangerous goods certified employees outside Oman; and
  - (c) a person in Oman who:
    - i. ships dangerous goods for carriage by aircraft; and
  - (d) a ground handling agent or a freight forwarder that has any dangerous goods certified employees in Oman; and
  - (e) a screening authority.
- (2) A person or organisation to whom or to which this regulation applies must maintain an up-to-date record of:
  - (a) the name of each employee who has undertaken dangerous goods training in accordance with this Subpart; and
  - (b) for each such employee:
    - i. the names of the person and the organisation providing the training and the date on which the training was undertaken; and
    - ii. a reference (for example, by PACA approval number) to the training material used to meet the training requirements.
- (3) A person or organisation to whom or to which this regulation applies must:
  - (a) keep a copy of any certificate issued to an employee on the completion of a course of training required by this Part; and
  - (b) give a copy of any such certificate to PACA if PACA so requests.
- (4) A reference in this regulation to an employee includes a deemed employee only if the deemed employee:
  - (a) is self-employed; or
  - (b) is employed by an employer that is not required to keep records under this regulation.

## APPENDIX A

Table 1 – Content of Training Courses

	Shippers & Packers			Freight Forwarders		Operators & Ground Handling Agents					Security Staff	
Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum	Categories of Staff											
	1	2	3	4	5	6	7	8	9	10	11	12
General philosophy	x	x	x	x	x	x	x	x	x	x	x	x
Limitations	x		x	x	x	x	x	x	x	x	x	x
General requirements for shippers	x		x			x						x
Classifications	x	x	x			x						x
List of dangerous goods	x	x	x			x				x		
Packing requirements	x	x	x			x						
Labelling and marking	x	x	x	x	x	x	x	x	x	x	x	x
Dangerous goods transport document and other relevant documentation	x		x	x		x	x					
Acceptance procedures						x						
Recognition of undeclared dangerous goods	x	x	x	x	x	x	x	x	x	x	x	x
Storage and loading procedures					x	x		x		x		
Pilot’s notification						x		x		x		
Provisions for passengers and crew	x	x	x	x	x	x	x	x	x	x	x	x
Emergency procedures	x	x	x	x	x	x	x	x	x	x	x	x

## Categories

1. Shippers and persons undertaking the responsibilities of shippers.
2. Packers.
3. Staff of freight forwarders involved in processing dangerous goods.
4. Staff of freight forwarders involved in processing cargo or mail (other than dangerous goods).
5. Staff of freight forwarders involved in the handling, storage and loading of cargo or mail.
6. Operator's and ground handling agent's staff accepting dangerous goods.
7. Operator's and ground handling agent's staff accepting cargo or mail (other than dangerous goods).
8. Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo or mail and baggage.
9. Passenger handling staff.
10. Flight crewmembers, loadmasters, load planners and flight operations offices/flight dispatchers.
11. Crewmembers (other than flight crew).
12. Security staff who are involved with the screening of passengers and crew and their baggage, and cargo or mail e.g. security screeners, supervisors and staff involved in implementing security procedures.

**Table 2 – Content of Training Course for Operators Not Carrying Dangerous Goods as Cargo or Mail**

Contents	Categories of Staff				
	13	14	15	16	17
General philosophy	x	x	x	x	x
Limitations	x	x	x	x	x
Labelling and marking	x	x	x	x	x
Dangerous goods transport document and other relevant documentation	x				
Recognition of undeclared dangerous goods	x	x	x	x	x
Provisions for passengers and crew	x	x	x	x	x
Emergency procedures	x	x	x	x	x

**Categories**

13. Operator's and ground handling agent's staff accepting cargo or mail (other than dangerous goods)
14. Operator's and ground handling agent's staff involved in the handling, storage and loading of cargo or mail and baggage.
15. Passenger handling staff.
16. Flight crewmembers, loadmasters, load planners and flight operations offices/flight dispatchers.
17. Crewmembers (other than flight crew).

*Note 1: Depending on the responsibilities of the person, the aspects of training to be covered may vary from those shown in Tables 1 and 2. For example, in respect of classification, staff involved in implementing security procedures (e.g. screeners and their supervisors) need only be trained in the general properties of dangerous goods.*

*Note 2: The categories of personnel identified in Table 1 and 2 are not all encompassing. Personnel employed by or interacting with the aviation industry in areas such as passenger and cargo reservation centres, and engineering and maintenance, except when acting in a capacity identified in Tables 1 and 2, should be provided with dangerous goods training in accordance with CAR-92.570.*

*Note 3: PACA approve training providers and instructors who are trained on Competency Based Training and are deemed competent to conduct the CBT, may commence the CBT prior to the mandated date of 01st January 2021\*. The syllabi shall be as per the Matrix tool given in the ICAO New Training Provisions "For The Safe Transport of Dangerous Goods by Air".*

**Table 3 – Content of Training Course for designated postal operators**

<i>Aspects of transport of dangerous goods by air with which they should be familiar, as a minimum</i>	<i>Designated postal operators</i>		
	A	B	C
General philosophy	x	x	x
General philosophy	x	x	x
Limitations	x	x	
General requirements for shippers	x		
Classifications	x		
List of dangerous goods	x		
Packing requirements	x		
Labelling and marking	x	x	x
Dangerous goods transport document and other relevant documentation	x	x	
Acceptance procedures for dangerous goods	x		
Recognition of undeclared dangerous goods	x	x	x
Storage and loading procedures	x		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 handling, storage and loading of mail