

This form applies to request exemptions to transport dangerous goods where they do not comply with the normal requirements of the ICAO Annex 18 and Technical Instructions. The application shall be submitted to the Civil Aviation Authority of Thailand, and the exemption process may proceed for at least 10 working days.

1. Failure to complete this form in full may result in a delay in processing your application.
2. The form once completed should be returned by post/e-mail to the Civil Aviation Authority of Thailand.
3. To obtain the permit, applicants must submit the document following Appendix II.
4. Applicant should be the air operator/shipper who offers to transport the dangerous goods hereunder.

SECTION 1: CONSIGNMENT DETAILS:

Purpose: Exemptions

FOR OFFICIAL USE ONLY

Application No.:

Thailand is the state of:

Origin The operator Transit Overflight Destination

a) Operator name:

AOC No.:

Address:

Tel:

E-mail:

Name of the contact:

Tel:

I confirm that the air operator

has a valid specific approval to transport dangerous goods recorded within the AOC operations Specifications (OPS SPECS) / Dangerous Goods Authorization

uses the valid edition of the following dangerous goods standards: ICAO Doc 9284 and Supplement or IATA Dangerous Goods Regulations)

b) Shipper name:

Address:

Tel:

E-mail:

Name of the contact:

Tel:

I confirm that

the dangerous goods is prepared by person holds valid dangerous goods training for the Preparation of Dangerous Goods Consignments or equivalent.

the shipper uses the valid edition of the following DG standards: ICAO Doc 9284 and Supplement or IATA Dangerous Goods Regulations

c) Consignee name:

Address:

Tel:

E-mail:

Name of the contact:

Tel:

d) Flight detail

Flight Number:

Aircraft Model:

Type of aircraft:

Aircraft registration:

Passenger and Cargo

Cargo only

Routing:

Period of intended carriage in Thailand: From:..... To:..... (dd/mm/yyyy)

Airport Departure:

Departure date:

Airport Transit

Arrival date:

(dd/mm/yyyy)

/Destination:

(dd/mm/yyyy)

e) Identification of dangerous goods requiring exemption										
Item	UN No.	Proper shipping name	Class/ Division/ Compatibility Group	Packing instruction	Packing Group	Number of package	Type of package	Net quantity Per package (kg, L)	Net explosive quantity per package (kg, L)	Gross weight Per package (kg, L)
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
Total net quantity:										
Total net explosive quantity:										

SECTION 2: REASON FOR REQUESTING THE EXEMPTION (ref. S 1; 1.2.1)

a) Extreme urgency

<input type="checkbox"/> Humanitarian relief;	<input type="checkbox"/> Environmental relief;	<input type="checkbox"/> Pestilence;
<input type="checkbox"/> National or international security	<input type="checkbox"/> Saving of life (e.g. rescue)	<input type="checkbox"/> Limited availability at destination

b) Other forms of transport are inappropriate

<input type="checkbox"/> Length of journey ¹	<input type="checkbox"/> Infrastructure ²	<input type="checkbox"/> Security ³	<input type="checkbox"/> Routing ⁴
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c) Full compliance with the Technical Instructions is contrary to the public interest

<input type="checkbox"/> Medical applications	<input type="checkbox"/> New technologies	<input type="checkbox"/> Enhancements in safety
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d) Reason other than (a), (b), (c) above (Please explanation)

SECTION 3: DESCRIPTION OF MEASURES AIMED AT ACHIEVING AN OVERALL LEVEL OF SAFETY IN TRANSPORT WHICH IS AT LEAST EQUIVALENT TO THE LEVEL OF SAFETY PROVIDED FOR IN THE ICAO TECHNICAL INSTRUCTIONS (E.G.: RISK ASSESSMENT, RISK MITIGATION FACTOR, MILITARY STANDARD):
(ref. S 1; 1.2.3)

a) General measures: see Appendix I

b) Additional measures (if any) presented by the applicant⁵:

Note: The evaluate a risk analysis of 2(b) and 3(b) which should include consideration of:

- ¹ For example: transport by other forms may result in an unrealistic journey time and could affect the viability of the dangerous goods;
- ² For example: the availability of other forms of transport may be limited;
- ³ For example: the comprehensive security provisions of the air mode may reduce the possibility of unlawful interference (theft, etc.);
- ⁴ For example: transport by air may result in a reduced risk of exposure of the public to the dangerous goods in the event of an incident or accident. The risk of piracy may also be significantly reduced;
- ⁵ For example: no dangerous goods carried on board other than those subject to the present exemption.

SECTION 4: DESCRIPTION OF THE METHOD FOR SEPARATING PACKAGES CONTAINING EXPLOSIVES WITH DIFFERENT COMPATIBILITY GROUPS (IF APPLICABLE)

SECTION 5: DECLARATION

I declare that:

- 1) to the best of my knowledge the particulars entered on this application are accurate;
- 2) the dangerous goods is prepared by person hold valid Dangerous Goods Training for Processing or Accepting Dangerous Goods consignments or equivalent;
- 3) I use a valid edition of the following Dangerous Goods standards: ICAO Doc 9284 and Supplement or IATA Dangerous Goods Regulations;
- 4) the documents required under Appendix II accompany this application; and
- 5) the conditions set in this exemption will be fully complied with.

I hereby certify that the foregoing information is correct in every respect and no relevant information has been withheld. I also undertake the responsibility for reviewing the conditions or mitigation measures and any other resultant non-compliance in particular when any significant changes in the dangerous goods transportation activity and development are proposed.

.....
 Applicant's Name & Designation

.....
 Signature & Date

The duly completed form shall be submitted by e-mail to:

Flight Operations Standards Department, Dangerous Goods Standards Division

The Civil Aviation Authority of Thailand (CAAT)

222 Soi Vibhavadi Rangsit 28, Vibhavadi Rangsit Rd., Chatuchak, Bangkok 10900, THAILAND

TEL: 02-568-8800 ext.8843 or 0612

E-mail: ops_dg@caat.or.th

Appendix I

- 1) This exemption is valid only to the extent applicable to the legal competence of the issuing State, i.e. the State of Origin, Operator, Transit, Overflight and/or Destination.
- 2) This exemption is neither a decision for diplomatic clearance, traffic rights, transport of munitions of war, nor acceptance from aerodrome operators.
- 3) The dangerous goods shall be carried in accordance with the Technical Instructions and all conditions set in the exemption. Note: 'Technical Instructions' means the latest effective edition of the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284), including the supplement and any addenda or corrigenda, approved and published by the International Civil Aviation Organisation.
- 4) Transport is allowed in cargo aircraft only (CAO). No person shall be carried onboard 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 (as defined in the Technical Instructions).
- 5) In the case of the transport of explosives, explosives of different compatibility groups must be separated in accordance with Technical Instructions Supplement and the method of separation must be as approved by the national authorities concerned. See paragraph 4 of the application form.
- 6) Prior to the flight, in addition to observing any aerodrome requirements stated within the Aeronautical Information Publication, the air operator must comply with aerodrome operator's safety and security instructions regarding the storage, handling, loading or unloading of the dangerous goods, refuelling and parking of the aircraft. Regardless, the following minimum conditions apply:
 - a) no refuelling during loading/unloading;
 - b) no loading/unloading on the approach of, or during a thunderstorm;
 - c) compliance with safety distances from infrastructures with personnel and passengers and from other aircraft as defined by the aerodrome operator unless otherwise specified by the authority issuing the exemption;
 - d) no reduction to the rescue and firefighting capacities of the planned aerodromes (other than alternate aerodromes).
- 7) The operational flight plan (including any amendments to the flight plan that become necessary in the course of the flight) must avoid densely populated areas as far as practicable, whilst respecting the instructions of air traffic control.
- 8) In the event of an unscheduled landing, the Pilot-in-Command of the aircraft shall immediately inform the aerodrome operator of the nature and quantity of all dangerous goods carried as cargo on board the aircraft.
- 9) In the event of an in-flight emergency where the situation does not permit the Pilot-in-Command to inform the ATS unit of all dangerous goods carried as cargo on board the aircraft, in accordance with the Technical Instructions Part 7 Chapter 4; 4.3:
 - a) the Pilot-in-Command must:
 - I. Notify air traffic control that dangerous goods are being carried under an exemption; and

- II. Provide air traffic control the telephone number of a person of the ground staff of the air operator that may be called by emergency services and authorities to obtain details of the dangerous goods on board.
 - b) the contact telephone number must be recorded:
 - I. within box 18 of the aircraft flight plan, and
 - II. on the written information to the Pilot-in-Command.
- 10) The packaging of explosives must be the one specified in the classification document issued by the Competent Authority.
- 11) A copy of this exemption and a copy of any Packing Instruction which is published in the Technical Instructions Supplement must be attached to the dangerous goods transport document (shipper's declaration).
- 12) A copy of this exemption must be provided by the air operator to the aerodrome operators of origin, transit (if applicable) and destination.
- 13) This exemption/approval is valid for a single flight on the scheduled flight date specified in paragraph 1 d) flight detail of the present exemption. If the flight date should change:
 - a) within 30 days from the scheduled flight date, the air operator must inform as soon as possible and before the flight is performed all the parties concerned (authorities, aerodromes, etc.) of the new effective flight date; or
 - b) more than 30 days from the scheduled flight date, an amendment of this exemption or a new exemption must be requested as soon as possible and at least 15 days before the new effective flight date.
- 14) Additional requirements (if any) set by the issuing CAAT.

Appendix II

Documents to be provided by the applicant to all contract state (origin, operator, transit, overflight and/or destination)

No.	DOCUMENTS TO BE PROVIDED BY THE APPLICANT	CAAT Only		
		YES	NO	N/A
1.	The completed application form <i>(to be submitted in electronic pdf format)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	A copy of Air Waybill (AWB) and the dangerous goods transport document (shipper's declaration for dangerous goods (DGD)) which includes an emergency phone number which will be available 24 hours a day, 7 days a week, from which to obtain details of emergency response measures appropriate to the consignment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	In case the operator appoints a representative: a letter from the air operator delegating authority to this representative to make the application on their behalf and which attests that this representative is qualified to make the application.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	A copy of the air operator certificate (AOC), operations specifications (OPS SPEC) attached to the AOC, demonstrating that the air operator is authorized to carry dangerous goods, at their latest revision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	A copy of the exemption issued by the competent authority of the State of the Operator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	A copy of the exemption issued by the competent authority of the State of Origin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.	The dangerous goods training record of responsible person in Section 5 (2) <i>Note: The validity should cover the period of flight</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.	Hazard identification and risk assessments report (s), Analysis. As appropriate which may deem fit, along with the means of mitigation and indication as to when compliance can be expected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	For each Class 1 dangerous goods requiring the exemption: A copy of the classification document issued by the Competent Authority of a Contracting or relevant authority depending on national laws. (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	For each Class 1 dangerous goods requiring the exemption: A copy of the safety data sheet (SDS) for explosive articles requiring the exemption, (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.	A copy of the safety data sheet (SDS) for substances, mixtures, aerosols or explosive articles requiring the exemption. (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.	A copy of the packaging test certificates for articles requiring the exemption (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.	Any special handling required or any special emergency response information (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.	Detailed explanation for the request is attached (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note:

1. Items 1 - 8 are mandatory documents that are to be submitted
2. Items 4 and 5 may not apply to the applicant as a shipper
3. Items 4 and 5 are not applicable if Thailand is the State of operator
4. Item 6 is not applicable if Thailand is the State of origin

FOR OFFICIAL USE ONLY ASSESSING THE EXEMPTIONS APPLICATION SUBMITTED BY THE APPLICANT:		
The application has been examined and forwarded for granting/denial of exemptions application: <input type="checkbox"/> Satisfactory <input type="checkbox"/> Not Satisfactory, Give reason;	Note:	
Name of Dangerous Goods Inspector:	Signature:	Date: