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| --- |
| **Statement of Compliance – Chapter 3: Aircraft Loading** |
| The line items referenced in this compliance matrix have been derived from CAAT as the minimum maintenance compliance requirements for an application for the Initial application, renewal and variation existing of an AOC.A completed statement of compliance must be submitted by the applicant for Initial application, renewal and variation existing. Additionally, the certificate holder should maintain an up-to-date compliance matrix to assist with on-going compliance and to support certificate amendment requests. The purpose of the statement of compliance is to speed up the certification process, ensure every applicable requirement has been addressed in the exposition and reduce the cost of certification by the quick location of required policies or procedures in the applicant’s exposition manual suite.**All requirements have to be complied with**, but not every requirement has to be addressed in the exposition. At least the following Requirements must be included unless they are not applicable to the operation, in which case they should be annotated N/A. The intention of this statement of compliance is to assist rather than instruct the applicant in an Initial application, renewal and variation existing. If for your operation, compliance is required with a Regulation not listed in the statement of compliance, please add it to the list and identify the exposition reference.This statement of compliance needs to be completed by every applicant for an AOC and show the exposition pages and paragraph numbers that satisfy CAATRequirements in the ***Manual References / Applicant’s Comments*** column. Where the applicant does not meet the CAAT Requirement or deems it not applicable, an explanation should be given in this column. **Please note that ticks ( √ ) are not acceptable.**The completed statement of compliance should accompany the exposition documents and preferably be included as a component of the exposition. The applicant may submit a completed statement of compliance in a different format as long as it includes all the Requirements references identified below; however, there may be additional processing time required by the CAAT in cross-referencing requirements.**General Manual Layout**Electronic exposition: Is the statement of compliance included as part of the file(s)/disc? If so, is it up to date? Have you considered the methods for distributing to the CAAT and how you will manage amendments? |

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| **Details of Applicant / AOC holder(s)** |
| **Instruction:** The operator shall indicate the references in the Operations Manual where the requirements are met. |
| **Name of Applicant / AOC holder(s):**  | Click or tap here to enter text. |
| **Date of Submission:** | Click or tap here to enter text. |
| **List of Manuals Submitted:** Click or tap here to enter text. |
| **Administration and Control of Manual** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
| A statement that the manual complies with all applicable regulations and with the terms and conditions of the applicable air operator certificate (AOC). | Click or tap here to enter text. | Click or tap here to enter text. |
| Explanations and definitions of terms and words needed for the use of the manual. | Click or tap here to enter text. | Click or tap here to enter text. |
| Details of the person(s) responsible for the issuance and insertion of amendments and revisions. | Click or tap here to enter text. | Click or tap here to enter text. |
| A record of amendments and revisions with insertion dates and effective dates. | Click or tap here to enter text. | Click or tap here to enter text. |
| A statement that handwritten amendments and revisions are not permitted, except in situations requiring immediate amendment or revision in the interest of safety. | Click or tap here to enter text. | Click or tap here to enter text. |
| A list of effective pages or paragraphs. | Click or tap here to enter text. | Click or tap here to enter text. |
| A description of the distribution system for the manuals, amendments and revisions. | Click or tap here to enter text. | Click or tap here to enter text. |
| On every page, headers and/or footers to include:1. Company name
2. Name of the manual
3. Effective revision and date of the page
4. page number
 | Click or tap here to enter text. | Click or tap here to enter text. |
| Index (not mandatory but desirable) | Click or tap here to enter text. | Click or tap here to enter text. |

| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
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| **1 GENERAL** |
| Operators are responsible for the safe dispatch of their aircraft following cargo and passenger loading. In particular, the operator shall have written procedures for handling agents to ensure that any incident or damage to the aircraft during loading must be reported and assessed for airworthiness significance prior to flight. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1 Loading instructions should be provided to traffic staff, handling agents, cabin and flight crew, the complete detailed guidance on all aspects of the loading, weight and balance of aircraft, including in particular instructions on: | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.1 Controlling and promulgating the basic Aircraft Prepared for Service (APS) weights or Dry Operating Weights (DOW) and indices; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.2 Regulating the carriage and stowage of baggage and freight in passenger compartments, including particular instructions concerning the amount of hand baggage allowed and how it is to be stowed. It is essential that emergency exits, aisles and dinghy launching stations, are kept clear during take-off and landing. (Operators should also take steps to ensure that their traffic staff and agents comply with these instructions); | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.3 Carriage of dangerous goods; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.4 Limitations on floor loading, use of weight spreading devices and positioning and securing of ballast; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.5 Checking that items of freight or baggage required to be in particular compartments or holds are properly stowed. The person responsible for the trim of the aircraft must give written instructions to the person responsible for the actual loading; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.6 Advising the pilot-in-command and cabin crew of essential seating restrictions; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.7 The effect on RTOW of such factors as the maximum zero fuel weight, landing weight restrictions at planned destination, take-off and climb performance requirements at the departure aerodrome and enroute performance requirements; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.8 Relevant C of A or flight manual limitations; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.9 Fuel loading limitations; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.10 Where appropriate, any special loading limitations for ferrying aircraft with one engine inoperative, C of A tests etc; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.1.11 Where applicable the use of standard weights, or where not specified, such weights approved by the Authority. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.2 Freight loading instructions should include the following additional details: |  |
| 1.2.1 Diagram of cabin bays and cargo holds, with dimensions, to facilitate the pre-planning of cargo distribution; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.2.2 Particulars of the strength and usable directions of all lashing points and/or rings and details of the spacing between lashing points; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.2.3 Information on the types and working strengths of lashings provided, and directions for stowage when not in use; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.2.4 Instructions concerning special cases such as the loading of stretchers, carriage of livestock, etc. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.2.5 Where appropriate, instructions on the handling, loading and securing of pallets or containers. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.3 The practice of letting a load/trim sheet serve as loading instructions is not acceptable, and the use of a trim slide rule does not dispense with the requirement to complete a load sheet. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.4 It is a statutory requirement that the position of the laden centre of gravity should be given on the load sheet. For this purpose, a trim sheet may be regarded as part of the load sheet even though it may be a separate document. It is essential that the complete document includes particulars of the manner in which the load is distributed, and special attention should be paid to the wording of the loading certificate. The mandatory requirement may be met by establishing that the C of G lies within the permissible limits and it may not be essential to determine its precise position unless it needs to be known in connection with aircraft handling or other factors. The load sheet should bear the reference of the APS form used and, if average weights have been used, an endorsement to that effect. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.5 Where a ‘loading plan’ method is used, operators should show in their loading instructions the basic assumptions upon which the plan is formulated and should specify C of G limits more stringent than those permissible under the C of A. They should also confirm in the loading instructions that loading in accordance with the ‘plan’ will ensure that the laden C of G always falls within the restricted limits. If this is done, a simple statement on the load sheet that the laden C of G is between X and Y (i.e. the operator’s more stringent limits) can be accepted. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.6 Traffic staff and handling agents (including agents at overseas aerodromes) should be provided with: |  |
| 1.6.1 Loading instructions; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.6.2 Current APS forms for all types, marks and variants of aircraft being used; | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.6.3 Details of the RTOW and fuel load for each flight. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1.7 Where traffic staff and handling agents are responsible for calculating the RTOW, operators should ensure that they have sufficient knowledge to do so and are provided with all relevant information. | Click or tap here to enter text. | Click or tap here to enter text. |

| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
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| **2 LOAD SHEET CONTENTS** |
| 2.1 The load sheet, together with the APS form, should account for all items of the laden weight. Although they may not always be specified individually, the following are examples of items to be covered: |  |
| 2.1.1 Fuel, water methanol, oil, hydraulic fluid, drinking water, toilet water, de-icing fluid; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.2 Passenger seats, children’s cots, cabin floor covering and removable bulkheads; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.3 Galley equipment including URNs, hot cups, etc; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.4 Food and beverages to be consumed in flight; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.5 Bar stocks including the weight of the box or other container; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.6 Navigation bag or aircraft library and navigational equipment; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.7 Passengers’ hold baggage; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.8 Passengers’ cabin baggage, unless this is accounted for elsewhere; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.9 Flight spares and tools, spare hydraulic or de-icing fluid, etc; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.10 Freight; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.11 Aircraft crew baggage; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.12 Life-saving rafts, life vests (including demonstration life vests), flotation cots, survival packs, blankets, pillows and similar equipment; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.13 Weight spreaders, lashing, ballast, etc; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.14 All items of removable equipment and removable radio carried on the particular flight; | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.1.15 Food and necessary equipment when livestock is carried. | Click or tap here to enter text. | Click or tap here to enter text. |
| 2.2 Load sheets are required to be annotated to show whether actual, standard, or approved notional weights of passengers and their baggage have been used. | Click or tap here to enter text. | Click or tap here to enter text. |

| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
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| **3 CARRIAGE OF DANGEROUS GOODS** |
| 3.1 The operator shall determine the nominated person at an appropriate level within the organization as responsible for dangerous goods policy may be carried by passenger and (e.g. processes for provision of information etc.) and also provide personnel who must be trained in the requirements commensurate with their responsibilities.  | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.2 The Regulation on the Civil Aviation Authority of Thailand Number 4 on Transportation of Dangerous Goods by Air sets out the requirements to be complied by an operator carrying dangerous goods. The carriage of dangerous goods shall be in accordance with the latest edition of the ICAO Doc 9284 Technical Instructions for the Safe Transport of Dangerous Goods by Air, herein referred to as Technical Instructions **(**TI**).** | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.3 An operator must obtain a Dangerous Goods specific approval issued by the Authority in order to transport dangerous goods. An operator applying for such a specific approval is required to give full details of its procedures, including the acceptance, handling, storage, loading of the dangerous goods, etc; before the intended date of carriage. In cases of extreme urgency, or when other forms of transport are inappropriate, or full compliance with the prescribed requirements is contrary to public interest, the Authority may grant an exemption from the provisions of the ICAO Doc 9284 TI provided that in such cases every effort is made to achieve a level of safety equivalent to that provided by those TI. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.4 The operator must indicate in its Operations Manual whether or not it holds a Dangerous Goods specific approval from the Authority. The content of operation manual of the operator, whether approved or non-approved dangerous goods carrier, shall be in accordance with appendix B, Paragraph 2.1.35 and the Guidance Material for the preparation of dangerous goods section in the Operations Manual – Aeroplanes and Helicopters. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.5 An operator holding a Dangerous Goods specific approval must include in its Operations Manual procedures on the use of an acceptance checklist. The use of such a checklist is to prevent the inadvertent acceptance of dangerous goods for carriage by air unless they are accompanied by a completed dangerous goods transport document and to verify that, as far as is practical, the package or freight container complies with the requirements of the Technical Instructions (TI). | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.6 An operator holding a Dangerous Goods specific approval must also develop procedures to enable its staff or the ground handling agent to carry out their duties, including appropriate loading, segregation of incompatible dangerous goods and inspection for damage and performing of leakage procedures. Other procedures to be developed by the operator includes the provision of written Notification to Captain (NOTOC) as specified in the TI. A legible copy of the information provided to the Pilot-in-Command must be retained on the ground. This copy must have an indication on it, or with it, that the Pilot-in-Command has received the information. A copy, or the information contained in it must be readily accessible to the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations until after the arrival of the flight. These procedures and instructions shall apply from the time dangerous goods are accepted for carriage until they cease to be in the care of the operator or its ground handling agent. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.7 There are general exceptions for certain types of dangerous goods which do not require a specific approval for carriage. These include installed aircraft equipment, certain items carried by passengers or crew and items required for use in flight to provide veterinary aid to an animal or medical aid to a person. All operators, regardless if it holds a Dangerous Goods specific approval, are required to provide guidance to its crew on what items constitute dangerous goods and what items can be carried on-board the aircraft in all circumstances. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.8 All operators are required to provide initial and recurrent training to flight and cabin crew on the transportation of dangerous goods by air as specified in the TI. This training applies even if the operator does not hold a Dangerous Goods specific approval, since incidents may arise from dangerous goods taken on board an aircraft unwittingly. In addition, all operators shall also ensure that all other relevant staff including staff of his handling agent involved with the carriage of passengers or cargo by air, has received initial and recurrent dangerous goods training as specified in the TI. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.9 All operators must report to the Authority, within the timeframe indicated in The Civil Aviation Authority of Thailand Requirement No. 22/2562 on “Reporting of Civil Aviation Occurrences” any accidents or incidents rising from the carriage of dangerous goods. | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.10 All operators approved for the public transport of passengers, including those that do not hold a dangerous goods approval, shall ensure that dangerous goods notices for passengers, advising on the type of dangerous goods that are prohibited to be brought on-board the aircraft, are displayed prominently at places visible to passengers (such as check-in desks, ticket sales desks and aircraft boarding areas). All operators shall ensure that information on the carriage of dangerous goods is brought to the attention of passengers during check-in. As passengers may, either in ignorance or deliberately, try to take prohibited items onto the aircraft in either their checked or carry-on baggage, the operator should train its agents and check-in staff accordingly and put in place procedures to address this issue. *Note: - The list of items that passengers can carry is found in Part 8, Chapter 1 of the TI.* | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.11 Forbidden dangerous goods |  |
| 3.11.1 All operator must not offer, carriage or accept in an aircraft: |  |
| 1. The dangerous goods specifically identified by name or by generic description in ICAO Technical Instructions, as being forbidden for transport by air under any circumstances;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The dangerous goods identified in ICAO Technical Instructions as being forbidden for transport by air under normal circumstances;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Any other dangerous goods, unless in accordance with the provisions of the Authority Regulations and the requirements and standards prescribed in ICAO Technical Instructions.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.11.2 Exemption: |  |
| 1. The Authority may, upon application in writing by any person or operator exempt the application of 3.11.1, in the case of:
2. Extreme urgency; or
3. Other forms of transport are inappropriate; or
4. Full compliance with the prescribed requirement is contrary to public interest.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The Authority may grant an exemption if the applicant has made every effort to achieve the overall level of safety in transport which is equivalent to the level safety provided for in the ICAO Technical Instructions.

For the state of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved. | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note 1: - For the purpose of approvals, “States concerned” are the States of Origin and the Operator, unless otherwise specified in these Instructions.* | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note 2: - For the purpose of exemptions, “States concerned” are the States of Origin, Operator, Transit, Overflight and Destination.* | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note 3: - Guidance for the processing of exemptions, including examples of extreme urgency, can be found in the Supplement to the Technical Instructions (Part S-1;1.2 and 1.3).* | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note 4: - Refer to 1;2.1 in ICAO Technical Instruction for dangerous goods forbidden for transport by air under any circumstance.* | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note 5: - Due to the differences in the type of operations carried out by helicopters compared with aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, can be found in Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc9284) item 7;7.* | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.12 Packing Packing requirements The operator shall ensure that Dangerous Goods are packed in accordance with the following requirements: |  |
| 1. Dangerous goods shall be packed in accordance with the provisions as provided in the Technical Instructions;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The packaging shall be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Packaging shall be suitable for the contents. packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods in accordance with the Technical Instructions;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Packaging shall meet the material and construction specifications in the Technical Instructions.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Packaging shall be tested in accordance with the provisions of the Technical Instructions.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Packaging for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Inner packaging shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. If, because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. No harmful quantity of a dangerous substance shall adhere to the outside of packages.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 3.13 Aircraft loading restrictions |  |
| 1. Except as provided in paragraph (b), an operator shall not carry dangerous goods in an aircraft cabin occupied by passengers or on the flight deck of an aircraft.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. An operator may
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Permit a passenger or crew member to carry dangerous goods in checked or carry-on baggage or on their person if permitted to do so under the Technical Instructions; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Permit carriage of radioactive material in an aircraft cabin occupied by passengers or on the flight deck of an aircraft if permitted to do so as an excepted package under the Technical Instructions; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Carry dangerous goods in a main deck cargo compartment of an aircraft that carries passengers if the compartment meets all certification requirements for a class B cargo or baggage compartment.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Each operator who accepts dangerous goods for carriage by air shall load packages of dangerous goods bearing the Cargo Aircraft Only label on cargo aircraft.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Incompatible Dangerous Goods

An operator who accepts dangerous goods for carriage by air shall not stow packages containing dangerous goods which might react dangerously together, next to each other or in a position that would allow interaction between them in the event of leakage. | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Separation, segregation, and security Each operator who accepts dangerous goods for carriage by air shall:
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Stow packages of poisons and infectious substances in accordance with the Technical Instructions; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Stow radioactive materials separate from persons, live animals, and undeveloped film in accordance with the Technical Instructions; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Protect the dangerous goods loaded on an aircraft from being damaged; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Secure such goods in the aircraft in a manner that will prevent any movement in flight which would change the orientation of the packages.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Loading inspection

An operator shall not load: |  |
| 1. A package or over pack containing dangerous goods onto an aircraft or into a unit load device unless it has been
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Inspected immediately prior to loading; and | Click or tap here to enter text. | Click or tap here to enter text. |
| 2. Found free from evidence of leakage or damage; and | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. A unit load device onto an aircraft until the device has been
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Inspected immediately prior to loading; and | Click or tap here to enter text. | Click or tap here to enter text. |
| 2. Found free of any evidence of leakage from, or damage to, any dangerous goods contained within. | Click or tap here to enter text. | Click or tap here to enter text. |

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| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
| **4 CARRIAGE OF MUNITIONS OF WAR** |
| 4.1 An operator must obtain a Munitions of War permit from the Authority in order to transport Munitions of War. An operator applying for such a permit shall submit to the Authority no later than 7 days before the relevant date of shipment an application stating the munitions of war involved, and the following information: |  |
| 1. The reason why it is essential for the munitions of war to be carried by air;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. A proposal (including any safety control measures specified by the applicant) on achieving a level of safety equivalent to that provided by the instructions specified in the Technical Instructions;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The proposed proper shipping name, classification and UN number of the munitions of war with full supporting technical data;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The proposed packaging;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The quantity to be carried;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Any special handling required and any special emergency response information;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Names and addresses of the consignor and consignee; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. The airports of departure and destination and the proposed dates of shipment and routing.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| Note: - *Munitions* of war are defined as weapons, ammunition, articles materials or devices as are intended, adapted or designed for use in warfare or against the person. | Click or tap here to enter text. | Click or tap here to enter text. |

| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
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| **5 CARRIAGE OF LIVESTOCK** |
| 5.1 The carriage of livestock poses special problems particularly with regard to the determination of weights and to the control and restraint of animals such as horses, cattle, etc. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.2 It will normally be acceptable for the weight of a consignment of livestock to be derived from the difference between the laden and unladed weight of the vehicle in which it is delivered to the aircraft, based on the evidence of an appropriate weighbridge certificate. The average weight per animal can then be calculated for trim purposes and must be indicated on the load sheet. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.3 If horses are to be carried, application may be made to the Authority for permission to use authorised notional weights. When notional weights are used, the load sheet must be annotated accordingly. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4 Loading instructions should include details of the weight dimensions, construction, method of attachment and required restraints for horse boxes or animal pens used. Guidance should be given on: | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4.1 The checks to be carried out before loading of horse boxes or animal pens - e.g. on general condition and serviceability of fittings and lashing points; | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4.2 Quantities of food and water to be carried based on the length of the flight and the number of animals carried; | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4.3 Number and type of good and water containers required; | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4.4 Method of stowage of items of loose equipment such as food and water containers and horse accoutrements; | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.4.5 Method of loading horse boxes into aircraft and of tethering the horses inside them. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.5 Operators will be expected to comply with the standards and practices specified in the current IATA Live Animals Regulations, which give guidance on an extensive range of subjects including the labelling and marking of live-animal containers, animal health and hygiene, feeding, loading and sedation. They also give comprehensive details of many types of containers, together with a list of the animals for which they may be used. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.6 When horses or other large or potentially dangerous animals are to be carried, operators should ensure that the sedative drugs and ammunition for the captive bolt humane killer are appropriate to the animal and that at least one groom or attendant has been trained in their use. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.7 The minimum number of attendants to be carried in particular circumstances, should be determined by the operator, in consultation with the consignor, and specified in the operator’s instructions to Pilots-in-Command and to the staff responsible for loading arrangements. When carrying horses, one groom for each animal carried ‘line ahead’ and one groom for every two horses loaded side by side will normally be acceptable. | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.8 Where attendants are carried, it is essential that they should be able to communicate readily with the pilot-in-command during the flight, and that they are briefed before the flight on procedures to be followed in case of emergency.  | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.9 If horses are to be carried and the attendants wish to stand with their animals for take-off and landing, the operator will need to seek exemption from the statutory requirement for passengers and crew to be secured in their seats. Application for such exemption may be made to the Authority.  | Click or tap here to enter text. | Click or tap here to enter text. |
| 5.10 Operators should provide clear instructions to their staff on the need, after a flight carrying animals, to check the aircraft carefully for damage to the structure, fittings, wiring, etc. and for any adverse effects resulting from urination or the high level of humidity frequently produced by animals in flight. | Click or tap here to enter text. | Click or tap here to enter text. |

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| **CAAT Requirement** | **Manual References / Applicant’s Comments** | **CAAT Notes** |
| **6 CARGO COMPARTMENT SAFETY** |
| 6.1 The operator shall establish policy and procedures for the transport of items in the cargo compartment in operation manuals, which include the conduct of a specific safety risk assessment. The risk assessment shall include at least the: | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Hazards associated with the properties of the items to be transported;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Capabilities of the operator;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Operational considerations (e.g. area of operations, diversion time);
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Capabilities of the aeroplane and its systems (e.g. cargo compartment fire suppression capabilities);
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Containment characteristics of unit load devices;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Packing and packaging;
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Safety of the supply chain for items to be transported; and
 | Click or tap here to enter text. | Click or tap here to enter text. |
| 1. Quantity and distribution of dangerous goods items to be transported.
 | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note.1: - Specific Approval for transport of dangerous goods are contained in paragraph 3 of this chapter.* | Click or tap here to enter text. | Click or tap here to enter text. |
| *Note.2: - Guidance on the hazards associated with the transport of items in the cargo compartment in accordance with ICAO Doc10102, the conduct of a specific safety risk assessment in accordance with the Safety Management Manual (SMM) (Doc 9859)* | Click or tap here to enter text. | Click or tap here to enter text. |
| 6.2 Fire protection |  |
| 6.2.1 The elements of the cargo compartment(s) fire protection system as approved by the State of Design or State of Registry has approved airworthiness standard, and a summary of the demonstrated cargo compartment fire protection certification standards, shall be provided in the aeroplane flight manual or other documentation supporting the operation of the aeroplane. | Click or tap here to enter text. | Click or tap here to enter text. |
| 6.2.2 The Operator shall establish policy and procedures that address the items to be transported in the cargo compartment. These shall ensure to a reasonable certainty that in the event of a fire involving those items, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane design associated with cargo compartment fire protection, until the aeroplane makes a safe landing. | Click or tap here to enter text. | Click or tap here to enter text. |

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| **Applicant / AOC Holder(s) Declaration** |
| I declare the information given in this submission is true in every respect. |
| Signature | Click or tap here to enter text.Name | Click or tap here to enter text.Position in company | Click or tap to enter a date.Date (Day / Month / Year) |

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| **CAAT Assessment Use** |
| **CAAT’s Comments, Notes and Recommendations:** Click or tap here to enter text. |
| Click or tap to enter a date.Date received | Click or tap here to enter text.Assessed by (Name/Signature) | Click or tap here to enter text.CAAT Inspector Function | Click or tap to enter a date.Assessment Date (Day / Month / Year) |