

- Official Emblem -

Requirement of the Civil Aviation Authority of Thailand

No. 73

on the Operations regarding the Transport of Dangerous Goods and Prohibited or Special Handling Items.

By virtue of Section 15/28 (2), (3), (4) and (5) and Section 15/30 (2), (3), (4) and (5) of the Air Navigation Act B.E. 2497, as amended by the Air Navigation Act (No. 14) B.E.2562 (2019), the Director General of the Civil Aviation Authority of Thailand shall have the power to stipulate any requirements for the operations regarding the transport of dangerous goods and prohibited or special handling items, including but not limited to requirements and guidance for packing, marking, labeling, declaration, responsibilities of operators or shippers, establishing of training programs, reporting of accidents or incidents of dangerous goods and prohibited or special handling items, and delegating the operations of the transport of dangerous goods and prohibited or special handling items. Therefore, to ensure such operations by aircraft are conducted safely in conformity with the standards set forth in Annex 18 and its amendments of the Convention on International Civil Aviation, 1944, the Director General of the Civil Aviation Authority of Thailand enacted this requirement as stated in the following:

Article 1. This requirement is “Requirement of the Civil Aviation Authority of Thailand No. 73 on the Operations regarding the Transport of Dangerous Goods and Prohibited or Special Handling Items”.

Article 2. This requirement shall come into force on 3 March 2025.

Article 3. The Regulation of the Civil Aviation Authority of Thailand No. 4 on Transportation of Dangerous Goods by Air shall be revoked.

Article 4. In this requirement:

“Regulated Postal Authority” means a Thai postal authority, or an agency appointed by the Thai postal authority which was granted the Regulated Postal Authority Certificate in accordance with the Regulation of the Civil Aviation Board on Security of Cargo and Postal by Air;

“Technical Instructions” means the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued in accordance with the procedure established by the Council;

“Handling Agent” means an organization authorized to perform tasks on behalf of the air operator in receiving, storing, loading, unloading, or other operation related to passengers or cargo, in whole or in part;

“Packaging” means receptacles and any other components or materials necessary for the receptacles to perform its containment functions;

“Combination Packaging” means a combination of packagings for transport purposes, consisting of one or more inner packagings secured in an outer packaging in accordance with the relevant provisions of Part 4;

“Outer Packaging” means an 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;

“Inner Packaging” means a packaging for which an outer packaging is required for transport;

“Serious Injury” means any injury which is sustained by a person in an accident and which — means any injury which a person is sustained by an accident and which:

(a) requires hospitalisation for a period of more than 48 hours, commencing within seven days from the date the injury was received;

(b) results in a fracture of any bone (except simple fracture of any fingers, toes or nose);

(c) involves lacerations which cause severe hemorrhage or nerve, muscle or tendon damage;

(d) involves injury to any internal organ;

(e) involves second or third degree burns, or any burns affecting more than 5 per cent of the surface of the body; or

(f) involves verified exposure to infectious substances or injurious radiation.

“Dangerous Goods / Prohibited or Special Handling Items Operating License” means an operating license for the receive, storage, loading, unloading, or transport of dangerous goods and prohibited or special handling items on aircraft in accordance with Section 15/27 or Section 15/29;

“Shipper’s Declaration for Dangerous Goods” means a specific document detailing the class and division, list of dangerous goods, UN or ID number, packing group, quantity of dangerous goods, and the shipper's signature in according with Technical Instruction;

“Mail” means any letters or parcels which are delivered by Thailand Post or by authorized organizations, shall comply with the regulations of the Universal Postal Union;

“Relevant Persons in the Transport of Dangerous Goods” means those engaged in the transport of dangerous goods as specified in Article 5;

“Relevant Persons in the Transport of Prohibited or Special Handling Items”

means those engaged in the transport of prohibited or special handling items as specified in Article 5;

“Public Aerodrome Operator” means an owner or operator of a licensed aerodrome providing services to the public, or the holder of a public airport operating certificate;

“Freight Forwarder” means an organization who offers the service of arranging the transport of cargo, mail, baggages or other items by air;

“Shipper” means a person who signs a contract of carriage with operator for the carriage of goods and whose signature appears on the air waybill or shipment record;

“Aviation Inspector” means a dangerous goods inspector appointed by the Director General to execute the duties of aviation inspector and aviation security inspector;

“Safety Management System (SMS)” means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;

“Dangerous Goods Acceptance Checklist” means a document used to assist in the examination of the outer appearance of dangerous goods packaging and related documents to determine whether all relevant requirements have been met;

“Dangerous Goods” means articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods in these Instructions, or which are classified according to these Instructions;

“Radioactive” means radioactive materials together with any contaminated solids, liquids, and gases within the packaging;

“Baggage” means a personal property of passengers or crew carried on an aircraft by agreement with the operator;

“Prohibited or Special Handling Items” means Prohibited or Special Handling Items which may endanger the Safety of the aircraft or persons on board the aircraft, as designated by the Director General as Prohibited or Special Handling Items under Section 15/30 (1);

“Cargo” means any property carried on an aircraft other than mail and accompanied or mishandled baggage;

“Consignment” means one or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address;

“UN or ID number” means a 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. “ID number” means an identification number specified in the Technical Instructions for an item of dangerous goods which has not been assigned a UN number;

“**Package**” means a complete product of the packing operation, consisting of the packaging and its contents prepared for transport;

“**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;

“**Dangerous Goods Incident**” means any occurrence, other than a dangerous goods accident, which is associated with and related to the transport or carriage of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained, and includes any occurrence relating to the transport or carriage of dangerous goods and which seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident;

“**Dangerous Goods Serious Incident**” means an incident involving circumstances indicating that there was a high probability caused by dangerous goods, which is stipulated by the Aircraft Accident Investigation Committee;

“**Dangerous Goods Accident**” means any occurrence associated with and related to the transport or carriage of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage;

“**Unit Load Device**” means any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo;

“**Dangerous Goods Transport Document**” means a document which is specified by the Technical Instructions and contains information about the dangerous goods it accompanies;

“**Director General**” means the Director General of the Civil Aviation Authority of Thailand;

“**CAAT**” means the Civil Aviation Authority of Thailand.

Article 5. This requirement applies to individuals involved in the transport of dangerous goods and prohibited or special handling items as follows:

(1) The licensed holders of dangerous goods and prohibited or special handling items are:

- (a) Thai Air Operator
- (b) Foreign Air Operator
- (c) Regulated Postal Authority
- (d) Other Entities such as Handling Agent or Freight Forwarder

- (2) Shipper
- (3) Public Aerodrome Operator
- (4) Air operator who is not licensed to handle dangerous goods and prohibited or special handling items.
- (5) Freight Forwarder
- (6) Crew Member and Passenger
- (7) Training Service Provider
- (8) Security agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail
- (9) Other parties as specified by the Director General announcement.

Chapter 1

Practice in the Transport of Dangerous Goods or Prohibited or Special Handling Items for Relevant Persons

Article 6. Relevant Persons in the transport of dangerous goods shall carry out the transport of dangerous goods in relation to their responsibilities as specified in this requirement.

Article 7. Relevant Persons in the transport of prohibited or special handling items shall carry out the transport of prohibited or special handling items in relation to their responsibilities as specified in this requirement.

Article 8. Dangerous goods transported onboard an aircraft shall be inspected as required by the security control plan for cargo and mail which is specified in the Requirement of the Civil Aviation Authority of Thailand on the Security of Air Cargo and Mail.

Article 9. Neither Thai air operator nor foreign air operator who holds a transport of dangerous goods license is permitted to transport dangerous goods in a form of air mail unless such air mail is specified in the list of the Technical Instructions and receives from regulated postal authority in accordance with the requirement of the Civil Aviation Authority of Thailand on the Security of Air Cargo and Mail.

Chapter 2

Requirements, Conditions, Guidance for Carry Out the Transport of Dangerous Goods

Dangerous Goods Transport Documentation

Article 10. Dangerous Goods Transport Document shall contain complete and accurate information and be prepared in English. 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 produced as a paper document without delay and shall be retained for at least three (3) months from the date the transport of dangerous goods on board an aircraft. These records shall be preserved in their entirety, matching the completeness of the original documents, and be easily accessible to Aviation inspectors for verification purposes.

Dangerous Goods Transport Document at least the following documents:

(1) Shipper's Declaration for Dangerous Goods shall provide to the operator two copies, completed and signed. one copy shall accompany the consignment to final destination and one copy shall be retained by the operator at a location on the ground. These documents shall be readily accessible for review by Aviation inspectors or relevant authorities upon request.

Shipper's Declaration for Dangerous Goods shall contain contact phone number 24-hour emergency response information, specifying a in the Handling Information section. The person listed shall be knowledgeable about the dangerous goods being transported and have relevant information about the goods, enabling them to respond to emergencies, mitigate incidents, or contact someone with the necessary expertise and information immediately.

(2) Air Waybill

(3) Dangerous Goods Acceptance Checklist

(4) Notification To Pilot-In-Command: NOTOC

(5) Dangerous Goods Transport Document issued by other parties involved in the transport of dangerous goods.

Acceptance of Dangerous Goods

Article 11. Air Operators or Handling Agent acting as air operators shall conduct the acceptance of Dangerous Goods in accordance with the provision of Technical Instructions as follows:

(1) Air Operators are prohibited from accepting dangerous goods for transport on board an aircraft unless they have obtained a dangerous goods operating license for transportation.

(2) The acceptance of dangerous goods shall be operated by personnel who have trained for accepting dangerous goods.

(3) To inspect and verify Dangerous Goods before accepting to transport on board an aircraft by using Dangerous Goods Acceptance Checklist and carry out the following:

(a) to inspect and verify the Dangerous Goods Transport Documentation before accepting transport of dangerous goods on board an aircraft.

(b) to inspect packages, overpacks and freight containers containing dangerous goods including its markings and labeling. If any signs of damage or defects are found on the packages, overpacks or freight containers, the dangerous goods should not be accepted for transport.

(c) Dangerous Goods Acceptance Checklist form shall be retained for a minimum period of three (3) months from the date of such inspection whether the dangerous goods are accepted or rejected. In case the documentation is kept in an electronic database, it shall be in integrity condition as original copies and shall be always shown promptly during the transportation of dangerous goods till they reach the destination.

Loading and Stowage Requirement

Article 12. Relevant Person in the transport of dangerous goods who conduct loading or stowage shall comply with the provisions of the Technical Instructions as follows

(1) To ensure safety of loading and stowage packages, overpacks and freight containers which contain dangerous goods, radioactive materials at the cargo warehouse of the airport and on board an aircraft.

(2) Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

(3) Packages and overpack of dangerous goods bearing the “Cargo aircraft only” label shall be transported on a cargo aircraft only. The package shall be loaded in accordance with the provisions in the Technical Instructions.

Article 13. Dangerous Goods shall be Separation and Segregation in accordance with the provisions of the Technical Instructions as follows:

(1) Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

(2) Packages and overpack of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

(3) Packages and overpack of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped films, in accordance with the provisions in the Technical Instructions

Packing Requirement

Article 14. The relevant person in the transport of dangerous goods shall be carry out the package and overpack in accordance with the provisions of the Technical Instructions as follows.

(1) Dangerous goods shall be packed in accordance with the provisions of the Technical Instructions.

(2) Packagings used for the transport of dangerous goods by air:

(a) Packagings 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.

(b) Packagings shall be suitable for the contents. Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

(c) Packagings shall meet the material and construction specifications in the Technical Instructions

(d) Packagings shall be tested in accordance with the provisions of the Technical Instructions

(e) Packagings for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions

(f) Inner packagings 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 packagings.

(g) 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.

(h) Packaging that has previously contained dangerous goods and empty packaging that has not been cleaned shall be tightly closed and treated according to the hazard they constitute during transport.

(i) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

Labeling and Marking Requirement

Article 15. Relevant Person in the transport of dangerous goods shall be carry out labeling and marking in accordance with the provisions of the Technical Instructions as follows.

(1) Package and overpack of dangerous goods shall be labelled with appropriate labels and in accordance with the provisions of the Technical Instructions as follows

(2) Package and overpack of dangerous goods shall be marked

(a) package of dangerous goods shall be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in the Technical Instructions.

(b) packaging shall bear a specification marking meets the appropriate packaging specifications contained in accordance with the provisions of the Technical Instructions and any other marking does not comply with the provisions of the Technical Instructions are prohibited.

(c) english language shall be used for marking and labelling.

Chapter 3

Declaration and Provision of Dangerous Goods Information Requirement

Article 16. Shippers, passengers and crew members shall provide or declare information about dangerous goods as follows:

(1) Shippers shall prepare and submit a Shipper's Declaration for Dangerous Goods form to an air operator in accordance with the provisions of the Technical Instructions.

(2) Passengers and crew members shall provide or declare information about any dangerous goods which they carry on board an aircraft to an air operator and comply with any requirements set by the air operator.

Article 17. Information about dangerous goods shall be informed relevant persons in the transport of dangerous goods as follows:

(1) Provision of information to pilot-in-command, the operator of an aircraft which dangerous goods are to be carried shall provide written information of such goods to the pilot-in-command and the person in charge of flight operations control as early as practicable before departure of the aircraft.

(2) Provision of information and instructions to flight crew members, the operator shall provide such information, and the Operation Manual will enable the flight crew to carry out their responsibilities and shall provide instructions as to action to be taken in the event of emergencies arising involving dangerous goods, stowage location of dangerous goods and numbering system of cargo compartment of:

(a) the maximum quantity of dry ice permitted in each compartment; and

(b) Radioactive material shall have instructions on the loading of such dangerous goods based specified in the Technical Instructions

(3) Provision of Information to Passengers

(a) Air Operators, Handling Agent and Public Aerodrome Operator shall be provide passengers with information about the types of dangerous goods which they are

forbidden to carry on board an aircraft. This information should consist of minimum, notices at those locations where there is an interface with the passengers such as Air Ticket Sale Counter, Counter Check-in, Baggage Drop-off Counter, Boarding Gate. The information provided shall have visuals or examples of dangerous goods, including batteries that are prohibited from being transported on board an aircraft.

(b) In case of passengers purchased a ticket via the electronic system (Internet), air operator shall provide information on the restrictions regarding the quantity, weight, and size of dangerous goods that may be carried on board an aircraft in accordance with Technical Instruction. This information shall be provided on the operator's website or other database in the form of text or pictorial visual. Furthermore, ticket purchase will not be completed until it is confirmed that the passenger or a person acting on their behalf, has indicated that they have understood the restrictions on dangerous goods in baggage.

(c) In case of passenger has check- in via a self-service automated facility (Kiosk). air operator shall provide information on the kiosk regarding dangerous goods that passengers are prohibited from carrying on board an aircraft. The Information shall be show pictorial visual. the check-in process cannot be completed only until it is confirmed that the passenger has indicated they have understood the restrictions on dangerous goods in baggage.

(4) Provision of Information on Cargo and Mail Acceptance points. The operator and Handling Agent shall those notices giving information about the transport of dangerous goods that are sufficient in number, prominently displayed and provided at a visible location(s) at the cargo and mail acceptance points to alert shippers or freight forwarder about any dangerous goods that may be contained in their cargo consignment(s). Including regulations and legal penalties for violations related to dangerous goods operating. Additionally, the information shall include visual examples of dangerous goods, including prohibited batteries, which are not permitted for air transport.

Chapter 4

Air Operator, Shipper and Relevant Person Responsibilities

Air Operator's Responsibilities

Article 18. Thai and foreign air operators who hold dangerous goods operating license shall have responsibilities as follows:

(1) Accept the transport of dangerous goods by air from shippers registered with the CAAT only.

(2) Not accept the transport of dangerous goods by air unless the dangerous goods are accompanied by completed dangerous goods transport documentation, except where the Technical Instructions indicate that such documentation is not required.

(3) Shall carry out regarding dangerous goods as specified in the dangerous goods operating license.

(4) All Thai air operators, whether they hold a dangerous goods operating license or not, shall establish and maintain initial and recurrent dangerous goods training program to be submitted to the Director General for approval under Chapter 5. The air operator shall ensure that employees involved in the transportation of dangerous goods by air receive training in accordance competent to perform any function for which they are responsible prior to performing their duties. Training and assessment records shall be retained as evidence and made available upon request by the Aviation inspector for inspection in accordance with specified in Technical Instructions. Air Operators shall provide such information to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods. The air operator shall ensure that the handling agents receive the same information.

(5) Shall carry out loading, separation and stowage of dangerous goods on board an aircraft safely in accordance with the provisions of the Technical Instructions.

(6) Receiving or rejection of dangerous goods shall be correctly and completely inspected by using the Dangerous Goods Acceptance Checklist Form.

In case of rejection due to having any flaws in the Dangerous Goods Acceptance Checklist form, the air operators shall return the package and its documentation including a copy of the form which states a reason for such rejection to the shipper.

(7) Dangerous Goods Acceptance Checklist form shall be developed and updated in accordance with the provisions of the Technical Instructions.

(8) Shall load and stow packages, overpacks containing dangerous goods and freight containers containing radioactive materials on an aircraft in accordance with the provisions of the Technical Instructions.

(9) Shall inspect and receive packages, overpacks and freight containers containing dangerous goods or radioactive materials by using the Dangerous Goods Acceptance Checklist form subject to (6) and inspect for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.

(10) Shall not be loaded a unit load device aboard an aircraft unless those unit load devices have been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein

(11) Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter 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

(12) Packages, overpacks and freight containers containing dangerous goods or radioactive materials shall be inspected for any evidence of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

(13) Dangerous goods shall not be loaded in the cabin which is occupied by passengers or in the flight deck of an aircraft unless the circumstances of the loading are permitted by the provisions of the Technical Instructions.

(14) Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

(15) An aircraft which has been contaminated by radioactive materials shall be immediately 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.

(16) Packages containing dangerous goods which may react dangerously to one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

(17) Packages containing toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

(18) Packages containing radioactive materials shall be stowed on an aircraft by separating from persons, live animals and undeveloped films, in accordance with the provisions of the Technical Instructions.

(19) When dangerous goods are loaded on an aircraft, the operator shall protect the dangerous goods from being damaged and stow with restricted secure such goods that will prevent any movement which would change the orientation of the packages. Adequate securing shall be provided for radioactive materials packages to ensure that separation and segregation is always under Article 13 (18).

(20) Packages of dangerous goods bearing the "Cargo Aircraft Only" label shall be loaded on cargo aircraft only in accordance with the provisions in the Technical Instructions

(21) Keep documents regarding the transport of dangerous goods in accordance with Article 10.

(22) Packages containing dangerous goods shall comply with the requirements for storage, separation and segregation of dangerous goods in accordance with the provisions of the Technical Instructions.

(23) Dangerous goods which are required segregation shall be physically separated from non-hazardous goods or separately secured on pallets or cargo and baggage compartments on the aircraft.

(24) Incompatible dangerous goods shall be segregated during receiving, storage, loading, unloading, and transport.

(25) Unit load devices containing dangerous goods (labeled as dangerous goods) shall have a label clearly indicating that dangerous goods are contained in the ULD. The label, showing the primary and subsidiary hazard class of dangerous goods, shall be displayed on the external surface of the ULD.

(a) in case of a unit load device is labeled “Cargo Aircraft Only”, the label shall indicate that the unit load device is to be loaded on cargo aircraft only.

(b) the label on the unit load device shall be removed immediately after the dangerous goods have been unloaded.

(26) Safety management system and safety risk assessment regarding the transport of dangerous goods, including lithium batteries and cell transported as cargo, shall be established.)

(27) Procedure for packages containing dangerous goods opened during an inspection by customs and/or other authorities before being forwarded to the consignee shall be established and restored to former conditions by qualified training and appropriate qualifications personnel in accordance with the provisions of the Technical Instructions.

(28) In case any marks or labels for packages of dangerous goods have become lost, detached or illegible, the air operator shall replace them with appropriate marks or labels in accordance with the information provided on the Shipper's Declaration for Dangerous Goods or other transport documents, such as an air waybill, when applicable. This requirement does not apply where the marks and labels are found to be missing or illegible at time of acceptance.

(29) Dangerous goods security measures shall be complied with the provisions of the Technical Instructions.

(30) When there are accidents and incidents regarding the transport of dangerous goods by air, the following appropriate information shall be always available for emergency response and provided for the pilot-in-command by:

(a) the ICAO document Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481); or

(b) any other document which provides appropriate information concerning the dangerous goods on board.

Shipper's and Freight Forwarder's Responsibilities

Article 19. Shipper's and freight forwarder's responsibilities for the following:

(1) Shippers and freight forwarders shall register with CAAT subject to Chapter 9,

(2) Dangerous goods are not forbidden for air transport by air as specified in the Technical Instruction and dangerous goods shall be authorized for air transport according to the provisions of the Technical Instructions. In the case of dangerous goods that are prohibited from air transport without prior approval, the shipper is responsible for obtaining such approval in addition to what is specified in the Technical Instruction.

(3) Dangerous goods are properly classified, packed, marked, labelled and accompanied by a properly executed shipper's declaration for dangerous goods, as specified in this requirement and Technical Instruction.

(4) Dangerous Goods Transport Document shall be prepared as follows:

(a) shall complete, sign and provide the dangerous goods transport document to air operator, which shall contain the information in accordance with the provisions of the Technical Instructions.

(b) the Shipper's Declaration for Dangerous Goods which sign by shipper shall indicate that

1) information about dangerous goods shall be accurate and complete with proper shipping name; and

2) dangerous goods are classified, packed, marked, labelled, and in proper conditions for transport by air in accordance with the provisions of the Technical Instructions.

(5) Shall establish and maintain an initial and recurrent dangerous goods training program and training plan to be submitted to the Director General for approval under Chapter 5 and ensure that employees involved in the transportation of dangerous goods by air receive training in accordance competent to perform any function for which they are responsible prior to performing their duties. Training and assessment records shall be retained as evidence and made available upon request by the Aviation inspector for inspection in accordance with specified in Technical Instructions.

(6) Shipper and Freight Forwarder must develop a Dangerous Goods Manual or procedure for transport of dangerous goods, including which outlines and explains the procedures and emergency response plan for transporting dangerous goods and submitted to the Director General for approval. Employees shall be provided with current information that is easily accessible and ready for use to enable them to perform their duties related to the transport of dangerous goods.

The Dangerous Goods Manual or procedure for the transport of dangerous goods shall include at least the following content: policy, classification, packaging, marking, labeling, Shipper's Declaration for Dangerous Goods preparation, delivery, storage area and emergency reporting.

(7) Shall be provided Safety Data Sheet (SDS) or other name Material Safety Data Sheet (MSDS) or the authentication report issued by dangerous goods authentication institute accredited by the operator proving compliance of requirements for the transport of dangerous goods by air. The shipper shall ensure that the dangerous goods described in the dangerous goods transport document, Safety Data Sheet or the report is identical to the content of the consignment,

(8) Dangerous Goods shall be packaged in accordance with the provisions of the Technical Instructions,

(9) Package and overpack shall be marked and labeled in accordance with the provisions of the Technical Instructions,

(10) Inner packagings containing dangerous goods which are inside an outer packaging shall be packed, secured, or cushioned, as to prevent breakage of the receptacle, or leakage, and to control their movement within the outer packaging during normal conditions of air transport. Cushioning or other absorbent materials are used, they shall not react dangerously with the contents of the packagings,

(11) No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents,

(12) The transport of dangerous goods is prohibited 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, humidity, or by vibration.

(13) Shipper must retain a copy of the dangerous goods transport document under Article 10,

(14) Shall provide a current edition copy of IATA Dangerous Goods Regulations Manual for employees to use in their operations at all times.

(15) Shall provide storage area for dangerous goods, along with security measures to prevent unauthorized person access. Additionally, appropriate personal protective equipment and emergency response equipment shall be prepared in case of damage, leakage, or fire involving dangerous goods packaging that could pose a risk to others. Hazard warning signs shall also be appropriately demonstrated,

(16) In cases of freight forwarder who assigned to act on behalf of the shipper, there must be a written contract or agreement. The freight forwarder must comply with the shipper's responsibilities as outlined in the provisions regarding the assigned operations.

Handling Agent's Responsibilities

Article 20. Handling agents who hold dangerous goods operating licenses have responsibilities as follows:

(1) Shall solely carry out the operation of dangerous goods with an organization who hold dangerous goods operating licenses or registered for operating dangerous goods with CAAT;

(2) Shall carry out the operation of dangerous goods as specified in the dangerous goods operating licenses;

(3) Dangerous goods which are transported shall be not forbidden dangerous goods as specified in the Technical Instructions and dangerous goods shall be authorized for air transport in accordance with the provisions of the Technical Instructions;

(4) Shall establish and maintain initial and recurrent dangerous goods training program and training plan to be submitted to the Director General for approval in accordance with Chapter 5 and ensure that employees involved in the transportation of dangerous goods by air receive training in accordance competent to perform any function for which they are responsible prior to performing their duties. Training and assessment records shall be retained as evidence and made available upon request by the Aviation inspector for inspection in accordance with specified in Technical Instructions.

(5) Shall establish a Dangerous Goods Manual or procedure for transport of dangerous goods, including which outlines and explains the procedures and emergency response plan for transporting dangerous goods and submitted to the Director General for approval. Employees shall be provided with current information that is easily accessible and ready for use to enable them to perform their duties regarding the transport of dangerous goods.

The dangerous goods manual and procedure for the transport of dangerous goods shall include at least the following contents: policy, classification, packaging, marking, labeling, preparation for Shipper's Declaration for Dangerous Goods form, delivery, storage area and emergency reporting;

(6) Shall carry out the process of receiving, storage, loading and unloading in accordance with the provisions of the Technical Instructions;

(7) Shall storage dangerous goods by separating and segregating in accordance with the provisions of the Technical Instructions;

(8) Shall provide a current edition copy of IATA Dangerous Goods Regulations Manual for employees to use in their operations at all times.

(9) Dangerous goods security measures shall be complied with the provisions of the Technical Instructions.

(10) A handling agent who assigned to act on behalf of an air operator, there must be a written contract or agreement and shall comply with the air operator's responsibilities requirement that involved an assignment as specified in this requirement.

Public Aerodrome Operator's Responsibilities

Article 21. Public aerodrome operators have responsibilities as follows:

(1) Public aerodrome operators shall establish and maintain initial and recurrent dangerous goods training program and training plan to be submitted to the Director General for approval in accordance with Chapter 5 and ensure that employees involved in the transportation of dangerous goods by air receive training in accordance competent to perform any function for which they are responsible prior to performing their duties. Training and assessment records shall be retained as evidence and made available upon request by the Aviation inspector for inspection in accordance with specified in Technical Instructions.

(2) In case of the occurrence of accident, incident or serious incident which is caused by dangerous goods, and it causes or may cause threat to the safety of their public aerodrome, the operators shall inform the CAAT about the occurrence without delay in accordance with the Civil Aviation Authority of Thailand Requirements No. 22/2562 on Reporting of Civil Aviation Occurrences, including its amendment.

(3) Public aerodrome operators shall establish an emergency service unit to receive notifications and respond to accidents, incidents, or serious incidents caused by dangerous goods, in accordance with the airport emergency plan. The apron management services shall provide measures on notification of parking bay for aircraft carrying dangerous goods.

(4) Public aerodrome operators shall conduct handling of hazardous materials in accordance with Regulations of the Civil Aviation Authority of Thailand on the Standard of the Public Aerodrome Operations Manual.

(5) Public aerodrome operators shall provide displays to notice passengers and crew members that dangerous goods are prohibited from being sent by or carrying on the aircraft in accordance with Article 17 (3) (a).

Regulated Postal Authority's Responsibilities

Article 22. The regulated postal authority who holds dangerous goods operating licenses has responsibilities as follows:

(1) Shall carry out dangerous goods operations as specified in the licenses.

(2) Shall established and maintain initial and recurrent dangerous goods training program and training plan to be submitted to the Director General for approval in accordance

with Chapter 5 and ensure that employees involved in the transportation of dangerous goods by air receive training in accordance competent to perform any function for which they are responsible prior to performing their duties. Training and assessment records shall be retained as evidence and made available upon request by the aviation inspector for inspection in accordance with specified in Technical Instructions.

(3) Shall establish the operation manual for the transport of dangerous goods by air mail and submit it to the Director General to approve the manual before implementation. The manual shall be up to date and corresponds to the standards of the Technical Instructions so that the regulated postal authority shall comply with the approved manual.

(4) Shall provide employees with necessary information to perform their duties regarding the dangerous goods operation and with emergency procedures for handling such dangerous goods.

Training Services Provider's Responsibilities

Article 23. Training services providers have responsibilities as follows:

(1) Training services providers shall register with the CAAT subject to Chapter 9.

(2) Training services providers shall establish an initial and recurrent dangerous goods training program, which contain essential topics with comprehensive contents to achieve objectives of the training and correspond to the Technical Instructions or IATA dangerous goods regulations, including Thailand's regulations regarding the transport of dangerous goods by air.

(3) Dangerous Goods Training Program shall be approved by the Director General subject to Chapter 5 before conducting the training. The training program shall be up to date and correspond to the Technical Instructions. The CAAT shall be notified of any revisions.

(4) Training services providers shall provide proper teaching materials, facilities and environments which are appropriate to the number of trainees in order to encourage and enhance the learning effectively with current situations of aviation industry.

(5) Dangerous goods instructors shall be qualified and competent subject to Article 30.

(6) Training services providers shall provide a current edition of IATA Dangerous Goods Regulations for training.

(7) Training services providers shall evaluate the trainees about their knowledge and comprehension according to Article 27.

(8) Training services providers shall maintain appropriate training and assessment records for participants, along with evidence according to Article 33.

Chapter 5 Trainning Requirement

Article 24. The following organizations shall establish an initial dangerous goods training program and its recurrent training program:

- (1) Thai air operators,
- (2) Shippers and freight forwarders,
- (3) Handling agents,
- (4) Public aerodrome operators,
- (5) Regulated postal authority,
- (6) Training services providers,
- (7) Agencies engaged in civil aviation security screening check such as screeners.

Article 25. An initial and recurrent dangerous goods training program and training plan shall comply with the Technical Instructions and submitted for approval by Director General before conducting the training. The content shall be current and covered in accordance competent to perform any function for which they are responsible, along with the establishment of policies and procedures for the safe transport of dangerous goods by air as outlined in the regulations and/or operational manuals.

Article 26. The Objective of initial and recurrent dangerous goods training program and competency-based assessments shall include

- (1) General Awareness/Familiarization Training - Personnel shall be trained to be familiar with the general provisions.
- (2) Function-Specific Training - Personnel shall be trained to perform competently any function for which they are responsible; and
- (3) Safety Training - Personnel shall be trained on how to recognize the hazards presented by dangerous goods, on the safe handling of dangerous goods, and on emergency response procedures.

Article 27. An applicant for the approval of dangerous goods training programs and competency-based assessments shall:

- (1) Establish the procedure of training programme includes elements such as design methodology, assessment, initial and recurrent training, instructor qualifications and competencies, training records and evaluation of the effectiveness of training
- (2) Determine objectives and achievements of the competency-based training programme based on the functions for which their personnel are responsible.
- (3) Training plan shall be designed and developed explicit alignment among objectives, achievements, assessment method and training materials,

(4) Provide training and competency-based assessment to employees who have assigned the new function that ensures their competence in respect to their function. If the competency in the new function is not demonstrated, the employees shall provide appropriate additional training prior to perform function.

Article 28. An application seeking approval dangerous goods training programs and competency-based assessments approach, the following actions shall:

(1) Established an initial and recurrent dangerous goods training program and competency-based assessments approach according to the following steps.

(a) Phase 1 – The formulation of competency analyse training need to specific to the employee’s role and function;

(b) Phase 2 - Design local competency-based training and assessment

1) Design the adapted competency model

2) Design an assessment plan

3) Design a training plan

(c) Phase 3 - Develop the training and assessment materials

(d) Phase 4 - Conduct the course in accordance with the training and assessment plans

(e) Phase 5 - Evaluate the course including the training and assessment plans

(2) Submission an application to the CAAT through a channel designed by CAAT.

The applicant shall ensure that the dangerous goods training and competency-based assessment programs are designed and correspond to Guidance Material for Competency Based Approach to Dangerous Goods Training and Assessment as specified by the CAAT.

Article 29. The Director Generla shall approve the dangerous goods training program and competency-based assessments in case the application is completed and verified according to Article 25, Article 26, Article 27 and Article 28.

The program shall be valid for a period of two (2) years from the date of approval.

An application for renewal of dangerous goods training program and competency-based assessments shall be submitted the application through the CAAT, at least sixty (60) days prior to the invalidation date.

Article 30. The instructor’s qualifications shall be follows:

(1) Having knowledge and comprehension of the Technical Instructions or IATA Dangerous Goods Regulations, including Thai regulations related the transport of dangerous goods by air,

(2) Have the cabability to develop lesson plans, training materials, exercises, and training evaluation forms, Including having completed training in instructional techniques.

(3) Instructors shall demonstrate or be assessed as competent in instruction and the function(s) that they will instruct prior to delivering such a dangerous goods training program.

(4) Having experiences in the transport of dangerous goods or air cargo operations or other experiences related to flight operations for at least five (5) years.

Article 31. Instructors delivering initial and recurrent dangerous goods training shall deliver such courses at least every twenty-four months, or in the absence of this attend recurrent training. The instructor receives updates to the Regulations and training material on an annual basis with the issuance of each edition of the DGR or as the Regulations are modified.

Article 32. To ensure that competency has been maintained, Persons who are certified in training programs in dangerous goods training programme and assessment shall provide recurrent training and assessment to their employees every twenty-four (24) months from the previous training and assessment.

If recurrent training and assessment are completed within the final three months of validity of the previous training and assessment, the period of validity extends from the month on which the recurrent training and assessment was completed until twenty-four (24) months from the expiry month of that previous training and assessment.

Article 33. Persons who have been certified in dangerous goods training programme and assessment must retain training and assessment records for a minimum period of thirty-six (36) months from the most recent training and assessment completion month and must be made available upon request by Aviation inspector.

The record of training and assessment in the first paragraph shall include the following details:

- (1) the individual's name – surname and job title;
- (2) the month and year of completion of the most recent training and assessment;
- (3) a description, copy or reference to training and assessment materials used to meet the training and assessment requirements;
- (4) the name and other information that identifies the organization providing the training and assessment (such as registered address); and
- (5) evidence which shows that the personnel have been assessed as competent.

Article 34. Persons who have been certified in dangerous goods training programme and assessment shall consent to and facilitate the aviation inspector to inspect that the training program has been maintained the standards and safety of training for dangerous goods by air.

Article 35. For the purposes of monitoring the dangerous goods training program and assessment in accordance with the standards of the Technical Instructions, the Director General or Aviation inspectors has an authorization to inspect or observe the training. If deficiencies which have not been complied with the Technical Instructions are found, the Director General or Aviation inspector may issue an order to correct those deficiencies within a specified time frame. In case the certified training provider fails to address the deficiencies within

the period of time, the Director General has the authority to revoke the training program or any completed training courses, either whole or in part.

Article 36. In the case of foreign air operators, the dangerous goods training program and competency-based assessments which are certified by the authority of the state of the operator. The operator shall prepare a record of training and assessment as evidence of such training for inspection from an aviation inspector at any time. The record shall be accumulated in a minimum period of thirty-six (36) months.

Article 37. In case of shippers and freight forwarders, they shall provide their employees training with one of the following:

(1) Shall conduct the training course by themselves which training program and assessment approved by the Director General

(2) Shall conduct the training course by training services provider which training program and assessment approved by the Director General.

Chapter 6

Reporting of Dangerous Goods Accidents and Incidents

Article 38. To report accidents, incidents and serious incidents of dangerous goods, the relevant persons shall follow:

(1) 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 carried as cargo on board an aircraft in accordance with specified in the Technical Instructions, in case in-flight emergency occurs.

(2) Air operators shall inform emergency service agencies who have responsibility to accidents, incidents or serious incidents of the information about dangerous goods as specified in notification to pilot-in-command (NOTOC) document. The information shall be reported to the CAAT and authorities of relevant states who have responsibilities for safety and investigation of aircraft accidents and incidents without delay.

(3) Air operator shall provide the accident, incident or serious incident information about the dangerous goods to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred, upon request from CAAT or authorities responsible for national aviation safety and investigation of aircraft accidents and incidents of the relevant State, without delay.

Article 39. To report about undeclared or misdeclared dangerous goods:

(1) Air operator and handling agent shall report on any occasion when undeclared or misdeclared dangerous goods are discovered in cargo or mail. Such a report should be made to the appropriate authorities of the State of the Operator and CAAT.

(2) Air operator and handling agent shall report on any occasion when dangerous goods not permitted in accordance with specified in the Technical Instructions are discovered by the security screener, either in the baggage or on the person, of passengers or crew members. Such a report shall be made to CAAT.

Article 40. Reporting of Dangerous Goods Occurrence

(1) Air operator and handling agent must report dangerous goods are discovered to have been carried when not loaded, segregated, separated or secured in accordance with specified in the Technical Instructions

(2) Air operator and handling agent must report dangerous goods are discovered to have been carried without information having been provided to the pilot-in-command in accordance with specified in the Technical Instructions

Article 41. Reporting subject to article 38, 39 and 40, air operators and handling agents shall conduct it in accordance with the Civil Aviation Authority of Thailand Requirements No. 22/2562 on Reporting of Civil Aviation Occurrences, including its amendment.

Chapter 7

Assignment of Duties Relating to Carry Out in Operations

Article 42. Relevant persons in the transport of dangerous goods subject to article 5 may delegate operational duties relating to carry out the transport of dangerous goods to the other persons, either in whole or in part.

Article 43. To delegate any duties, the delegator and the delegate shall conclude a contract or agreement in order to clarify and agree with their responsibilities and liabilities. The parties shall comply with international regulations and standards related to the transport of dangerous goods in accordance with the Technical Instructions, IATA Dangerous Goods Regulations and this requirement. Thus, the responsibilities for conducting transport of dangerous goods remain with the delegator.

Article 44. The parties shall participate in monitoring every stage of the transport of dangerous goods continuously in order to assess safety risks and to enhance the safety of their operations. The parties shall organize an operational and evaluative report continually to ensure that every stage of such delegation shall be complied with standards and related requirements.

Chapter 8

Setting and Collection of Freight Charge and Other Services Charges Related to the Transport of Dangerous Goods

Article 45. Setting and Collection of freight charge and other service charges related for the transport of dangerous goods operation shall be considered and based on safety, the coherence of laws and fairness to clients.

Article 46. Setting freight charge of dangerous goods shall be based on the following conditions:

(1) Classification of dangerous goods such as flammable substances, toxic substances, corrosive substances etc. since each of the classifications can pose a risk and have safety measures which is different from each other, and

(2) Quantity, weight and packaging of dangerous goods which are calculated in accordance with relative standard, and

(3) Domestic or international routes and distances shall be charged at different rates, and

(4) Other factors which are necessary for setting freight charge of dangerous goods in accordance with international standards and practices.

Other services charges related to the transport of dangerous goods can be charged in accordance with international standards and practices such as documentation checking fee, packaging fee, insurance fee and security service fee.

Furthermore, freight charge and other service charges related to the transport of dangerous goods shall be coherent with the requirements of the regulated authorities such as IATA Dangerous Goods Regulations.

Article 47. Air operators shall declare every detail of freight charge and other services charges related to the transport of dangerous goods to shippers in advance. Those details shall be transparent and be verified.

Chapter 9

Registration Certificate for dangerous goods operator

Article 48. Shippers and freight forwarders regarding carrying out the transport of dangerous goods by aircraft, including training service providers for dangerous goods training program shall register with the CAAT.

Article 49. An applicant for the registration subject to article 48 shall meet qualification as follows:

(1) Shippers and freight forwarders,

(a) shall be a juristic person registered under Thai Laws and have its headquarter located in the Kingdom of Thailand, and

(b) have an operations manual or operations procedures regarding carrying out dangerous goods, a security plan and a contingency plan in accordance with the provisions of the Technical Instructions, and

(c) have an initial and recurrent dangerous goods training plan, training program and competency-based assessments in compliance with Technical Instructions.

(d) have knowledgeable, professional, experienced and well-trained personnel that are sufficient to carry out operations related to dangerous goods.

(2) Training service provider,

(a) shall be a juristic person registered under Thai Laws and have its headquarter located in the Kingdom of Thailand, and

(b) have an initial and recurrent dangerous goods training program and competency-based assessments in compliance with Technical Instructions.

(c) have knowledgeable, professional, experienced and well-trained personnel that are sufficient to carry out operations related to dangerous goods.

Article 50. Any person intending to apply for registration of certificate for dangerous goods operator shall submit the application and documents to the Director General through a channel designed by CAAT. Those documents shall indicate that the applicant is qualified subject to Article 49.

Article 51. To register for certificate of dangerous goods operator, an applicant shall follow the step consequently as follows:

(1) Formal Application Phase

(2) Documentation Evaluation Phase

(3) Registration Phase

The procedures for each step as mentioned in the first paragraph shall be carried out as follows:

(1) Formal Application Phase – An applicant applying for certificate of dangerous goods operator shall submit the application and documents, an aviation inspector will validate qualifications of the applicant and completion of documents prior to accepting the application for consideration.

(2) Documentation Evaluation Phase – An aviation inspector shall examine the procedure and dangerous goods operations manual and a contingency plan, including a dangerous goods training program. If those documents correspond to the Technical Instructions, it will be approved by the Director General. On the contrary, in case the aviation inspector has an opinion on the

operations manual or training program that it does not correspond to the Technical Instructions or other documents are not correct and complete, the applicant will be required to amend and correct those documents or to complete additional documents as required within the timeframe, otherwise the application will be rejected and the applicant will be notified of the rejection.

(3) Registration Phase – When the process of registration in (1) and (2) is completed, the Director General will grant the certificate for dangerous goods operator to the applicant.

Article 52. According to granting a certificate for dangerous goods operator, the Director General may specify conditions of the operations in an attachment of a certificate. A certificate holder shall strictly comply with the conditions, at least as follows:

(1) The Registration Certificate holder shall strictly comply with Annex 18 to the Convention on International Civil Aviation, the current edition of the ICAO Technical Instruction for the Safe Transport of Dangerous Goods by Air and all regulations, practices, announcements or international legislation and standards pertaining to carriage of Dangerous Goods.

(2) The Registration Certificate holder shall provide personnel with appropriate competencies and sufficient quantity to carry out activities involving dangerous goods by completing courses in accordance with the standards required by International Civil Aviation Organization

(3) The Registration Certificate holder shall submit a Dangerous Goods Shipment Monthly Report to the CAAT by email address ops_dg@caat.or.th, as set out in Form a stating of each carriage the state of origin, state of destination, UN number, class, proper shipping name, quantity, and air waybill number within seven (7) days from of the end of each month.

(4) The Registration Certificate shall not transfer any of the license's privileges to another person.

(5) Other conditions that the Director General deems necessary and appropriate

Article 53. A certificate for dangerous goods operator is valid for five (5) years as stated in the certificate.

The certificate of dangerous goods operator form is available as in the attachment of this requirement.

Article 54. To renew the certificate for dangerous goods operator, the registration certificate holder shall submit an application and the current documents subject to article 49 to the Director General at least sixty (60) days but no later than ninety (90) days before the former certificate expires, through a channel specified by CAAT.

To consider the renewal, the provisions of articles 51 and 52 apply mutalis mutandis to the application.

Article 55. When it appears to the Aviation inspector that the certificate holder of dangerous goods operator has engaged in actions that may pose a risk to aviation safety, the aviation

inspector has the authority to order corrective measures or any necessary actions to be taken within a specified time.

(1) Violates or fails to comply with Article 52.

(2) Violates or fails to comply with responsibilities as specified in these requirements.

(3) Violates or fails to comply with the dangerous goods operations manual or with dangerous goods training plan.

(4) Violates or fails to comply with regulations, criteria, procedures, or related requirements for the transport of dangerous goods required by the Director General.

(5) Unable to operate safely.

Article 56. The Director General has the authority to suspend the certificate when it appears that:

(1) The certificate holder is unable to correct such endangered activities or to take any actions within the specified time subject to Article 55.

(2) The certificate holder has acted in Article 55 (1) (2) (3) (4) and (5) which endanger the safety of the aviation.

In case of suspension of the certificate according to the first paragraph, the Director General shall specify the period of time and conditions for the certificate holder to correct those failures.

Article 57. The Director General has authority to revoke the certification for dangerous goods operator when it appears that:

(1) The certificate holder has acted in Article 55 (1) (2) (3) (4) and (5) which may seriously endanger the aviation.

(2) The certificate holder was suspended the certificate subject to article 56 twice within a year.

The registration certificate holder whose certificate has been revoked according to the first paragraph may apply for a new certificate two years after the date of the revocation order.

Chapter 10

Other requirements

Transport of Dangerous Goods by Post

Article 58. Dangerous Goods is transport by air mail shall be conduct as follow:

(1) Dangerous goods are forbidden to be transported by air mail, unless the dangerous goods have been received from the Regulated Postal Authority and authorized by the Director General, in accordance with provision in Technical Instructions.

(2) Dangerous goods that may be transported by air mail in accordance with provision in Technical Instructions as follows:

- (a) Patient specimens;
- (b) Infectious substances assigned to category B (UN 3373) including carbon dioxide solid (dry ice) (UN 1845) when use as refrigerant for the infectious substances;
- (c) Radioactive material in an excepted package, UN Nos. 2910 and 2911 only;
- (d) lithium-ion batteries contained in equipment (UN 3481) meeting the provisions of Section II of Packing Instruction 967. No more than four cells or two batteries may be mailed in any single package; and
- (e) lithium metal batteries contained in equipment (UN 3091) meeting the provisions of Section II of Packing Instruction 970. No more than four cells or two batteries may be mailed in any single package.

Article 59. Regulated Postal Authority can accept dangerous goods as specified in article 58 (2) (a), (b), and (c), in accordance with the specified in the Technical Instructions.

Regulated Postal Authority shall receive permission from the Director General before accepting dangerous goods as specified in article 58 (2) (d) and (e) in accordance with the specified in the Technical Instructions.

Dangerous Goods Coordinator

Article 60. The holders of dangerous goods operating license and the holders of certificate for dangerous goods operator shall appoint a person or more for being dangerous goods coordinators.

Article 61. A dangerous goods coordinator shall perform duties as follows:

- (1) Having knowledge and comprehension of dangerous goods regulations and receiving appropriate training in dangerous goods training programme relevant to their responsibilities.
- (2) Providing consultation to the executive and personnel who have responsibility for the transport of dangerous goods.
- (3) Coordination with aviation inspectors in carrying out regarding dangerous goods.
- (4) Establishing operations procedures or operations manual including other related documents and updating such procedures or manual continually.

Dangerous Goods Security

Article 62. Any Organization regarding carrying out the transport of dangerous goods by air shall implement appropriate measures to avoid dangerous goods being stolen or dealing with dangerous goods in an inappropriate manner to ensure the safety of people and property.

Article 63 Shippers, air operators and handling agents regarding carrying out high consequence dangerous goods by air shall develop a security plan and update it continually to ensure its effectiveness and appropriateness.

High consequence dangerous goods in accordance with the Technical Instructions subject to the first paragraph means dangerous goods are those which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties, mass destruction or, particularly for Class 7 (Radioactive Material), mass socio-economic disruption.

Transitory Provision

Article 64 Shippers or Freight Forwarders company which operate at the outside of aerodrome areas and regard with carrying out the transport of dangerous goods by aircraft including Training Service Providers for conducting dangerous goods training courses, those companies having been operating prior to the requirement enters to enforce, shall apply for a certificate for dangerous goods operator under Chapter 9 of this requirement within one hundred eighty (180) days from the enforcement date. They may operate continuously until the Director General issues a prohibited order regarding the operation of dangerous goods under this requirement.

During the process of certification subject to paragraph one, Shippers, Freight Forwarders and Training Service Providers shall operate their operations in accordance with the provisions of this requirement, including other related laws and regulations.

Give on 30 October 2024

Suttipong Kongpool

Director General

The Civil Aviation Authority of Thailand