



## CIVIL AVIATION (SAFE TRANSPORT OF DANGEROUS GOODS BY AIR) ORDER 2020

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Statutory Document No. 2020/0138



*Airports and Civil Aviation Act 1987*

## **CIVIL AVIATION (SAFE TRANSPORT OF DANGEROUS GOODS BY AIR) ORDER 2020<sup>1</sup>**

*Approved by Tynwald: 22 July 2020*  
*Coming into operation in accordance with article 2*

The Department for Enterprise makes the following Order under section 11B and 11I of the Airports and Civil Aviation Act 1987.

### **PART 1**

#### **GENERAL PROVISIONS**

#### **1 Title**

This Order is the Civil Aviation (Safe Transport of Dangerous Goods by Air) Order 2020.

#### **2 Commencement**

If approved by Tynwald, this Order comes into operation immediately upon the revocation of article 68 (carriage of dangerous goods) of the Air Navigation (Isle of Man) Order 2015<sup>1</sup>.

#### **3 Interpretation**

(1) In this Order –

“**approval**” means an authorisation granted by an appropriate national authority for –

- (a) the transport of dangerous goods forbidden on aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- (b) other purposes as provided for in the Technical Instructions;

<sup>1</sup> UK SI 2015 No 870 (an Order in Council) as amended by UK SI 2016 No 155

“**appropriate national authority**” means the authority of a contracting State to the Chicago Convention responsible for ensuring compliance with Annex 18 of the Convention<sup>2</sup>;

“**exemption**” means an authorisation, other than an approval, granted by an appropriate national authority providing relief from the provisions of this Order or the Technical Instructions, and “exempted” is to be construed accordingly; and

“**Technical Instructions**” means the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), approved and issued periodically in accordance with the procedure established by the International Civil Aviation Organisation Council and applied to the Island by article 4.

(2) A word or expression in this Order, unless otherwise defined in this Order, has the same meaning as that given in the Technical Instructions or, if not defined in the Technical Instructions, the Civil Aviation (Miscellaneous Provisions) Order 2020<sup>3</sup>.

(3) Unless the context otherwise requires, a reference in the Technical Instructions or this Order to the taking on board, loading onto or transport of dangerous goods in or on an aircraft includes a reference to the placing, suspending or carrying of such goods beneath an aircraft.

#### **4 Application of Technical Instructions to the Island**

The Technical Instructions apply to the Island as part of the law of the Island<sup>4</sup>.

#### **5 Application**

(1) Subject to paragraph (2), this Order applies to a person involved in the handling, preparation and transport of dangerous goods by aircraft –

- (a) landing or taking off within the Isle of Man; or
- (b) registered in the Isle of Man, wherever they may be.

(2) Paragraph (1) does not apply to –

- (a) a member of Her Majesty’s naval, military or air forces or a visiting force acting in the course of his or her duties;
- (b) a remote pilot of a small unmanned aircraft;

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<sup>2</sup> Annex 18 to the Convention on International Civil Aviation. The Safe Transport of Dangerous Goods by Air.

<sup>3</sup> SD No. 2020/0134

<sup>4</sup> Section 11B(4)(f) of the Airports and Civil Aviation Act 1987 provides for specific internationally recognised technical instructions to be incorporated into the law of the Island by means of reference. Section 11B(4)(g) of that Act provides for ambulatory reference to technical standards.

- (c) a police officer who, acting in the course of his or her duty, carries munitions of war on board an aircraft; or
  - (d) articles and substances which would otherwise be classed as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness and operating requirements, or for specialised purposes identified in Chapter 2, Part 1 of the Technical Instructions.
- (3) Where articles and substances intended as replacements for those described in paragraph (2)(d), or which have been removed for replacement, are carried on an aircraft they must only be transported as permitted in Part 1 of the Technical Instructions.
- (4) The provisions of this Order do not apply to specific articles and substances carried by passengers or crew members to the extent specified in Part 8 of the Technical Instructions.

## **6 Appropriate national authority**

For the purposes of this Order and the Technical Instructions the Department for Enterprise is the appropriate national authority for the Isle of Man.

## **PART 2**

### **REQUIREMENTS FOR TRANSPORTING OF DANGEROUS GOODS**

## **7 Classification**

The classification of an article or substance must be in accordance with the provisions of Part 2 of the Technical Instructions in any case where a classification is required under this Order.

## **8 Prohibition of transport of dangerous goods by air**

- (1) The transport of dangerous goods by air is forbidden except in accordance with this Order and the detailed specifications and procedures provided in the Technical Instructions.
- (2) Any dangerous goods that are identified in the Technical Instructions as being forbidden for transport by air in normal circumstances must not be loaded onto or transported on an aircraft unless –
  - (a) the provisions of the Technical Instructions indicate they may be transported under an approval granted by the appropriate national authority of the State of the aircraft operator and the State of Origin; or
  - (b) exempted by the appropriate national authority as provided for in the Technical Instructions.

- (3) Articles and substances that are specifically identified by name or by generic description in Part 1 of the Technical Instructions as being forbidden for transport by air under any circumstances must not be offered for transport or carried on any aircraft.

## **9 General approval to carry dangerous goods by air**

- (1) An aircraft operator of an aircraft in the Isle of Man that is carrying dangerous goods must hold an approval to carry dangerous goods issued by the appropriate national authority.
- (2) An aircraft operator of an aircraft registered in the Isle of Man that intends to carry dangerous goods must hold an approval to carry dangerous goods on aircraft granted by the Department.
- (3) An approval under paragraph (2) may only be granted by the Department if it is satisfied that an aircraft operator has adequate procedures to carry dangerous goods safely and that the aircraft operator's dangerous goods training programme has been approved under article 30.
- (4) An approval under paragraph (2) may include such conditions as the Department may specify to ensure continued compliance with paragraph (3) and may be varied by the Department.
- (5) An approval under paragraph (2) has immediate effect and remains valid for the period specified in the approval unless revoked or suspended by the Department.

## **10 Additional approval**

- (1) An aircraft operator of an aircraft registered in the Isle of Man that has been granted an approval under article 9 may apply to the Department for an additional approval to carry dangerous goods that would otherwise be forbidden for transport under article 8(2)(a).
- (2) An approval under paragraph (1) must only be granted by the Department if it is satisfied that an overall level of safety in transport, which is equivalent to the level of safety provided for in the Technical Instructions, is achieved.
- (3) An approval may include such conditions as the Department may specify to ensure continued compliance with paragraph (2) and may be varied by the Department.
- (4) An approval has immediate effect and remains valid for the period specified in the approval unless revoked or suspended by the Department.

## 11 Exemptions

- (1) The Department may grant an exemption from the provisions of this Order –
  - (a) under article 8(2)(b); or
  - (b) to any person or class of persons in the following circumstances –
    - (i) in instances of extreme urgency;
    - (ii) when other forms of transport are inappropriate; or
    - (iii) when full compliance with the prescribed requirements under this Order is contrary to the public interest,  
provided that the Department is satisfied that every effort has been made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions.
- (2) An exemption has immediate effect and remains valid for the period specified in the exemption unless revoked or suspended by the Department.

## 12 General Requirements

Before a person offers any dangerous goods for transport by air the person must ensure that -

- (a) the goods are not forbidden for transport by air in any circumstances under the Technical Instructions;
- (b) in a case where the goods are forbidden for transport by air unless an approval has been granted, the required approval has been obtained;
- (c) the goods are properly classified in accordance with the Technical Instructions;
- (d) the package is in a fit condition for transport by air;
- (e) when one or more packages are placed in an overpack, the overpack only contains packages of goods permitted by the Technical Instructions to be carried and the overpack is marked and labelled as required by the Technical Instructions;
- (f) unless otherwise provided for in the Technical Instructions a dangerous goods transport document -
  - (i) has been completed in English in addition to any other language required by the State of Origin as required by Part 5 of the Technical Instructions; and
  - (ii) contains a declaration signed by or on behalf of the shipper stating that the Technical Instructions have been complied with in that the dangerous goods -

- (A) are fully and accurately described by their proper shipping names;
  - (B) are correctly classified, packed, marked and labelled; and
  - (C) are in a proper condition for transport by air; and
- (g) the operator of the aircraft has been provided with the dangerous goods transport document required by paragraph (f) and such other documents in respect of dangerous goods as are required by Part 5 of the Technical Instructions.

## PART 3

### PACKING, LABELLING AND MARKING

#### 13 Packing

A person who offers dangerous goods for transport by air must ensure that dangerous goods are packed in accordance with the Schedule and as provided for in Parts 4 and 6 of the Technical Instructions.

#### 14 Labelling and marking

A person who offers dangerous goods for transport by air must ensure that -

- (a) appropriate labels are displayed on each package of dangerous goods in accordance with Part 5 of the Technical Instructions, unless otherwise provided for in those Instructions;
- (b) each package of dangerous goods is 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, unless otherwise provided for in Parts 5 and 6 of those Instructions;
- (c) each packaging manufactured to a specification contained in the Technical Instructions is marked in accordance with the appropriate provisions of those Instructions and no packaging is marked with a packaging specification marking unless it meets the appropriate packaging specification contained in the Instructions, unless otherwise provided for in Part 6 of the Instructions; and
- (d) each package of dangerous goods is marked and labelled in English in addition to any other language required by the State of Origin as specified in Parts 1, 3 and 6 of the Technical Instructions.



## PART 4

### AIRCRAFT OPERATOR'S RESPONSIBILITIES

#### 15 Acceptance for transport

- (1) An aircraft operator must not accept dangerous goods for transport by air unless -
  - (a) for aircraft registered in the Isle of Man, the aircraft operator holds an approval to carry dangerous goods granted in accordance with article 9(2);
  - (b) the dangerous goods are accompanied by a dangerous goods transport document, completed as required by article 12(f), except where the Technical Instructions indicate that such a document is not required; and
  - (c) the package, overpack or freight container containing the dangerous goods has been inspected for leakage or damage in accordance with the acceptance procedures contained in Part 7 of the Technical Instructions.
- (2) An aircraft operator must develop and use an acceptance checklist as an aid to compliance with the provisions of paragraph (1)(b) and (c).

#### 16 Loading

An aircraft operator of an aircraft in which dangerous goods are to be carried must ensure that -

- (a) dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of Part 7 of the Technical Instructions;
- (b) any packages and overpacks containing dangerous goods and freight containers containing radioactive materials are loaded, stowed and segregated on an aircraft in accordance with the provisions in Chapter 2 of Part 7 of the Technical Instructions;
- (c) packages of dangerous goods bearing the "cargo aircraft only" label must be loaded in accordance with the provisions of Part 7 of the Technical Instructions; and
- (d) packages of radioactive materials are stowed on an aircraft so that they are separated from persons, live animals and undeveloped film in accordance with the provisions of Part 7 of the Technical Instructions.

## **17 Inspection for damage or leakage**

In accordance with Part 7 of the Technical Instructions an aircraft operator of an aircraft in which dangerous goods are to be carried must ensure that -

- (a) packages and overpacks containing dangerous goods and freight containers containing radioactive materials are inspected for evidence of damage or leakage before being loaded on an aircraft or placed in a unit load device and packages, overpacks or freight containers which are leaking or damaged must not be loaded on an aircraft;
- (b) a unit load device containing dangerous goods is not loaded aboard an aircraft unless it has been inspected and found free from any evidence of leakage from, or damage to, any of the dangerous goods contained in it;
- (c) any package containing dangerous goods, or any overpack containing packages of dangerous goods, loaded on an aircraft which appears to be leaking or damaged is removed from the aircraft and the remainder of the consignment is in a proper condition for transport by air and no other package has been contaminated; and
- (d) upon unloading from the aircraft, all packages or overpacks containing dangerous goods and freight containers containing radioactive materials, are inspected for signs of damage or leakage and if there is such evidence must ensure that any part of the aircraft where the package, overpack or freight container was stowed is inspected for damage or contamination.

## **18 Removal of contamination by an aircraft operator**

- (1) An aircraft operator must ensure that any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods is removed without delay.
- (2) An aircraft operator must ensure that an aircraft is not permitted to fly if it is known or suspected that radioactive materials have leaked in or contaminated the aircraft, unless the radiation level resulting from the fixed contamination at any accessible surface and the non-fixed contamination are not more than the values specified in Part 7 of the Technical Instructions.

## **19 Securing of dangerous goods**

An aircraft operator must –

- (a) protect dangerous goods loaded in an aircraft from damage and secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages; and
- (b) in the case of packages containing radioactive materials, ensure that the securing is adequate and that the separation requirements of article 16(d) are met at all times.

## PART 5

### PROVISION OF INFORMATION

#### **20 Provision of information by the operator to flight crew**

- (1) As early as practicable before an aircraft in which dangerous goods are to be carried moves under its own power an aircraft operator must provide to the pilot in command written information about the dangerous goods as specified in Chapter 4, Part 7 of the Technical Instructions.
- (2) An aircraft operator must provide such information in established operating procedures as will enable the flight crew members to carry out their responsibilities with regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies involving dangerous goods as required by Part 7 of the Technical Instructions.

#### **21 Information from pilot in command to aerodrome authorities**

A pilot in command of an aircraft carrying dangerous goods as cargo must, in the event of an in-flight emergency and as soon as the situation permits, inform the appropriate air traffic services unit for the information of aerodrome authorities of those dangerous goods, in accordance with Part 7 of the Technical Instructions.

#### **22 Information in the event of an aircraft accident or incident**

- (1) In the event of –
  - (a) an accident; or
  - (b) a serious incident,an aircraft operator of an aircraft carrying dangerous goods as cargo that is involved in the accident or serious incident must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot in command required under article 20(1).
- (2) An aircraft operator must, as soon as possible, also provide the information referred to in paragraph (1) to the appropriate authorities of the State of the aircraft operator, State of Registry and the State in which the accident or serious incident occurred.
- (3) In the event of any other occurrence pertaining to an aircraft carrying dangerous goods as cargo, an aircraft operator must, if requested to do so, provide information without delay to emergency services responding to the occurrence and to the appropriate authority of the State in which the occurrence took place, about the dangerous goods on board, as shown on the written information to the pilot-in-command.

## 23 Keeping of documents and records

- (1) An aircraft operator of an aircraft registered in the Isle of Man that is carrying dangerous goods must ensure that a copy of -
  - (a) the dangerous goods transport document required by article 15(1)(b); and
  - (b) the written information to the pilot in command required by article 20(1),are retained on the ground at a readily accessible location until after the full period of the flight on which the goods were carried.
- (2) An aircraft operator must keep for not less than three months -
  - (a) any dangerous goods transport document which has been provided to them by the shipper in accordance with article 15(1)(b) and any other document in respect of dangerous goods provided to the aircraft operator in accordance with article 12(g);
  - (b) the record of any acceptance checklist completed in accordance with article 15(2); and
  - (c) the written information to the pilot in command as required by article 20(1).
- (3) The record referred to in paragraph (2)(b) may be in a legible or a non-legible form so long as the record is capable of being reproduced in a legible form.

## 24 Production of documents and records

- (1) An aircraft operator and any agent of an aircraft operator must, within 14 days after being requested to do so or such longer period that has been agreed by the Department, produce to the Department -
  - (a) the approvals referred to in articles 9 and 10; and
  - (b) the documents referred to in article 23(2)(a) to (c).
- (2) An aircraft operator, shipper and any agent of an aircraft operator or shipper must, within 14 days after being requested to do so or such longer period that has been agreed by the Department, produce to the Department any document which relates to goods which the Department has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of this Order have not been complied with.

## 25 Provision of information to personnel

An aircraft operator, shipper, or any other organisation involved in the transport of dangerous goods by air must provide such information to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods and must provide instructions as to the action

to be taken in the event of emergencies arising that involve dangerous goods as required by Part 7 of the Technical Instructions.

## **26 Provision of information to passengers**

- (1) An airport operator and an aircraft operator of an aircraft landing or taking off within the Isle of Man for the purpose of commercial air transport of passengers must ensure that passengers are warned as to the types of dangerous goods which they are forbidden from carrying on an aircraft, as provided for in Part 7 of the Technical Instructions, at –
  - (a) the point of ticket purchase;
  - (b) the point of boarding pass issuance;
  - (c) any location where a passenger and their baggage may be checked in; and
  - (d) each of the areas at an airport maintained to assemble passengers to board an aircraft.
- (2) An aircraft operator of an aircraft registered in the Isle of Man must ensure that passengers are warned prior to aircraft departure as to the types of dangerous goods which they are forbidden from carrying aboard an aircraft as provided for in Part 7 of the Technical Instructions.

## **27 Provision of information in respect of cargo**

An aircraft operator of an aircraft in which dangerous goods are to be carried as cargo must ensure that notices giving information about the transport of dangerous goods are displayed in sufficient number and prominence for this purpose at those places where cargo is accepted for transport.

# **PART 6**

## **DANGEROUS GOODS BY MAIL**

## **28 Procedures to be approved**

- (1) As from 1 October 2021, a designated postal operator in the Isle of Man must establish and maintain procedures for controlling the introduction into air transport of dangerous goods in mail originating in the Isle of Man.
- (2) The procedures referred to in paragraph (1) must be approved by the Department.
- (3) The Department may only grant an approval under paragraph (2) if it is satisfied that the procedures are adequate for their purpose.

- (4) An approval may include such conditions as the Department considers appropriate to ensure the compliance of dangerous goods in mail with the provisions of this Order and may be varied by the Department.
- (5) An approval has immediate effect and remains valid for the period specified in the approval unless revoked or suspended by the Department.

## PART 7

### TRAINING

#### 29 Provision of training

- (1) Initial and recurrent dangerous goods training programmes of an aircraft operator of aircraft registered in the Isle of Man, that intend to carry dangerous goods in accordance with an approval under article 9(2), must be established and maintained in accordance with Chapter 4, Part 1 of the Technical Instructions.
- (2) As from 1 October 2020, initial and recurrent dangerous goods training programmes must be established and maintained in accordance with Chapter 4, Part 1 of the Technical Instructions by or on behalf of -
  - (a) a shipper of dangerous goods, including packers and persons or organisations undertaking the responsibilities of the shipper;
  - (b) an aircraft operator of aircraft landing or taking off within the Isle of Man for the purpose of commercial air transport;
  - (c) an aircraft operator of aircraft registered in the Isle of Man wherever the aircraft may be;
  - (d) a ground handling agency located at an airport which perform, on behalf of an aircraft operator, the act of processing passengers;
  - (e) an agency, not located at an airport, which perform, on behalf of the operator, the act of checking in passengers;
  - (f) a freight forwarder;
  - (g) an agency engaged in the security screening of passengers and crew and their baggage and the security screening of cargo or mail; and
  - (h) a designated postal operator in the Isle of Man.

#### 30 Approval of dangerous goods training programmes

- (1) Dangerous goods training programmes of the following organisations involved in the transport of dangerous goods by air must be approved by the Department -

- (a) an aircraft operator of aircraft registered in the Isle of Man that intend to carry dangerous goods in accordance with an approval under article 9(2); and
  - (b) a designated postal operator in the Isle of Man.
- (2) An approval under paragraph (1) must only be granted by the Department if it is satisfied that the form, content and method of delivery of the training is adequate for its purpose.
- (3) An approval may include such conditions as the Department considers appropriate to ensure that it may be satisfied of the matters in paragraph (2) and may be varied by the Department.
- (4) An approval has immediate effect and remains valid for the period specified in the approval unless revoked or suspended by the Department.

## PART 8

### ENFORCEMENT AND PENALTIES

#### **31 Powers in relation to enforcement of the Order**

- (1) The Department may examine, take samples of and seize any goods which the Department has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of this Order or the Technical Instructions have not been complied with.
- (2) The Department may open or require to be opened any baggage or package which the Department has reasonable grounds to suspect may contain dangerous goods in respect of which the provisions of this Order or the Technical Instructions have not been complied with.
- (3) Subject to paragraph (7) –
  - (a) any sample taken or goods seized by the Department under this article must be detained for so long as the Department considers necessary in all the circumstances and must be disposed of in such manner as the Department considers appropriate in all the circumstances; and
  - (b) any sample taken or goods seized under this article may be detained respectively –
    - (i) for use as evidence at a trial for an offence; or
    - (ii) for forensic examination or for investigation in connection with an offence.
- (4) The person whose goods have been detained by the Department under this article may apply to the Department for the item to be released to the person.

- (5) An application under this article must be made in writing and must be accompanied by evidence of ownership of the goods by the applicant;
- (6) Where the Department is satisfied that the applicant is the owner of the item concerned and that further retention of the item is not necessary for the purposes of any criminal proceedings, it must arrange for the goods concerned to be returned to the applicant.
- (7) Where further the detention of the goods seized under this article is, in the opinion of the Department, no longer necessary and no application has been made under paragraph (4) or any such application has been refused, the goods must be destroyed or otherwise disposed of in such manner as Department considers to be a safe disposal.

### **32 Offences and penalties**

- (1) Subject to paragraphs (2) and (3), a person who contravenes any provision of this Order commits an offence and is liable –
  - (a) on summary conviction, to a fine not exceeding level 5 on the standard scale; or
  - (b) on conviction on information, to a fine or to a term of custody not exceeding five years, or to both.
- (2) A person is not to be taken to have contravened a provision specified in paragraph (1) if the person proves that –
  - (a) the contravention occurred without the person’s consent or connivance; and
  - (b) the person exercised all due diligence to prevent the contravention.
- (3) If it is proved that an act or omission of a person that would otherwise have been a contravention by the person of a provision specified in paragraph (1) was due to any cause not avoidable by the exercise of reasonable care by the person, the act or omission is to be taken not to be a contravention by the person of the provision.

### **33 Amendment of Civil Aviation (Subordinate Legislation) (Application) Order 2006**

The Civil Aviation (Subordinate Legislation) (Application) Order 2006<sup>5</sup> is amended as follows -

- (b) in Schedule 1, omit -  
“2002/2796 Air Navigation (Dangerous Goods) Regulations 2002”;  
and
- (a) in Schedule 2, omit Part 10.

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<sup>5</sup> SD 909/06



**34 Revocation of Civil Aviation (Dangerous Goods) (Application) Order  
2017**

The Civil Aviation (Dangerous Goods) (Application) Order 2017<sup>6</sup> is revoked.

**MADE 3<sup>RD</sup> JUNE 2020**

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<sup>6</sup> SD 2017/0130

**SCHEDULE****PACKING****[ARTICLE 13]**

1. Packagings used for the transport of dangerous goods by air must -
  - (a) be of good quality and must 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) be suitable for the contents;
  - (c) meet the material and construction specifications in Part 6 of the Technical Instructions; and
  - (d) be tested in accordance with the provisions of Part 6 of the Technical Instructions.
2. Packagings in direct contact with dangerous goods must be resistant to any chemical or other action of such goods.
3. Packagings for which retention of a liquid is a basic function, must be capable of withstanding, without leaking, the pressure stated in Part 6 of the Technical Instructions.
4. Inner packagings must 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 must not react dangerously with the contents of the packagings.
5. No packaging must be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures must be taken to prevent contamination of subsequent contents.
6. If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they must be tightly closed and treated according to the hazard they constitute.
7. No harmful quantity of a dangerous substance must adhere to the outside of packages during transport.

## ENDNOTES

### Table of Endnote References

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<sup>1</sup> The format of this legislation has been changed as provided for under section 75 of, and paragraph 2 of Schedule 1 to, the Legislation Act 2015. The changes have been approved by the Attorney General after consultation with the Clerk of Tynwald as required by section 76 of the Legislation Act 2015.