



THE REPUBLIC OF SUDAN
SUDAN CIVIL AVIATION AUTHORITY
(SCAA)

SUCAR PART 18		
TRANSPORT OF DANGEROUS GOODS		
BY AIR		

September 2011



THE REPUBLIC OF SUDAN SUDAN CIVIL AVIATION AUTHORITY (SCAA)



Sudan Civil Aviation Regulation SUCAR PART 18 Transport of Dangerous Goods by Air

SUCAR Part 18 – *Transport of Dangerous Goods by Air* has been promulgated pursuant to Article 33 of the Civil Aviation Act, 2010 and issued under my consent as is required by the Act.

The SUCAR fully complies with the requirements of Annex 18 – *Transport of Dangerous Goods by Air* to the Convention on International Civil Aviation; and, supported by Directives, Orders and Procedures that may be published, from time-to-time, by the Board of Directors of Civil Aviation and/or the Director General of Civil Aviation, as required by law, constitute the Transport of Dangerous Goods by Air Standards of the Republic of Sudan.

Dr. Mohamed Elmukhtar Hassan
Minister of Cabinet Affairs
Khartoum, 20 October 2011





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Dr. Mohamed Elmuktar Hassan
Minister of Cabinet Affairs
Khartoum, 20 October 2011



The Republic of Sudan

Sudan Civil Aviation Regulations (SUCARs)

FOREWORD

1. Legal Background

Pursuant to Article 33 of the Civil Aviation Act, 2010 regarding the empowerment of the Board of Directors of Civil Aviation to issue and amend Sudan Civil Aviation Regulations (SUCAR) for the approval of the Competent Minister, Sudan Civil Aviation Safety Regulations are issued to ensure compliance with the Convention on International Civil Aviation, signed in Chicago on 7 December 1944 (Chicago Convention) to which the State of Sudan is a Party. The Convention, through its Annexes, provides for the minimum standards to ensure the safety of civil aviation activities and environmental protection throughout the application and implementation of common standards and technical requirements. Sudan Civil Aviation Regulations provide an appropriate and comprehensive framework for the definition and implementation of common technical requirements and administrative procedures in the field of civil aviation. Standards and Recommended Practices (SARPs) contained in ICAO Annexes as well as the technical information in its related publications form a main source in the making of Sudan Civil Aviation Regulations and therefore represent an acceptable guidance in the areas that are not covered by Sudan Civil Aviation Regulations.

- a) An aircraft, other than an aircraft registered in the State of Sudan, shall not fly over or land in the territories of the State of Sudan except under an authorization granted by the Civil Aviation Authority (CAA) on behalf of the Government of the State of Sudan.
- b) An aircraft other than an aircraft registered in the State of Sudan shall not take on-board or discharge any passengers or cargo at any location within the territories of the State of Sudan, being passengers or cargo carried or to be carried for hire or reward, without the permission of the CAA granted for the aircraft in accordance with any conditions and limitations to which such permission may be subjected.
- c) An aircraft shall not fly over or land in the territory of the State of Sudan unless it is registered in:
 - i. The State of Sudan; or
 - ii. An ICAO Contracting State; or
 - iii. Any other State where an agreement/arrangement between the State of Sudan and that State making provisions for over-flight or landing in the territory of the State of Sudan.
- d) In accordance with the provisions of **SUCAR Part 7**, an aircraft registered in the State of Sudan shall comply with the Sudan Civil Aviation Regulations.
- e) An Aircraft, registered outside the State of Sudan shall comply with the Sudan Civil Aviation Regulations while operating to/from or within the territories of the State of Sudan wherever is applicable.
- f) An aircraft registered in the State of Sudan should comply with the regulations of other States that it is overflying wherever is applicable.
- g) Sudan CAA accepts the codes of the Type Certification Authority of the State of Manufacturer and/or Design, for the purpose of issuing or Revalidation of Airworthiness Certificates, Airworthiness Directives (ADs), Minimum Equipment List (MEL), and all other related issues in that respect. The Sudan Civil Aviation Authority may impose additional requirements.
- h) Any difference that may exist between SUCAR requirements and corresponding ICAO Annex SARPs. Significant differences shall be published in the National AIP. The



procedure for amending the SUCARs and filing of differences with ICAO are contained in paragraph 4 below and detailed information is found in the CAA Rule Making Manual.

- i) An effort has been made for SUCAR requirements to be fully compliant with corresponding ICAO Annexes; however, where an aviation activity for which a SUCAR regulation has not been promulgated is undertaken in the Sudan, the relevant Annex provisions shall be applicable until it is addressed in an amendment of the SUCAR.” Applicability date for SUCARs by users is set at six months after they have been promulgated (30 September 2011).

2. Layout of the SUCAR Document

Sudan Civil Aviation Regulations cover all aspects of aviation activities in the State of Sudan and comprise of the following parts;

Part 0	SUCAR Index
Part 1	Personnel Licensing
Part 2	Rules of the Air
Part 3	Meteorological Service for International Air Navigation
Part 4	Aeronautical Charts
Part 5	Units of Measurement
Part 6	Operation of Aircraft

Note: Designated as Volumes of SUCAR Part 6 in general; Standards contained in ANR Parts VII, Part VIII, Volumes 2, 3, 4, 5, 7 and ANR Part X, as amended, have been directly adopted as Volumes of SUCAR Part 6.

Part 7	Aircraft Registration or Cancellation
Part 8	Airworthiness of Aircraft and Continuing Airworthiness

Note: Designated as Volumes of SUCAR Part 8 in general; Standards contained in ANR Parts III, IV, V, VI, and VIII, as amended, have been directly adopted as Volumes of SUCAR Part 8.

Part 9	RESERVED (Facilitation)
Part 10	Aeronautical Telecommunications
Part 11	Air Traffic Services
Part 12	Search and Rescue
Part 13	Aircraft Accident and Incident Investigation
Part 14	Aerodromes
Part 15	Aeronautical Information Services
Part 16	Environmental Protection
Part 17	Aviation Security
Part 18	The Safe Transportation of Dangerous Goods by Air

Each Part of SUCAR, but not necessarily all, is composed of :

- An introduction;
- Text;
- Definitions;
- Notes;
- Tables and figures;
- Appendices; and
- Attachments.

3 Rules of construction



In the Parts of these Regulations, unless the context requires otherwise:

1. Words importing the singular include the plural
2. Words importing the plural include the singular, and
3. Words importing the masculine gender include the feminine.
4. “Shall” is used in an imperative sense.
5. “May /should” is used in a permissive sense to state authority or permission to do the act prescribed, and the words “no person may....” Or “a person may not” means that no person is required, authorized or permitted to do the act prescribed, and
6. The word “Includes” means includes but is not limited to.
7. The word “Show” and its derivatives in these regulations have the exact intent as shown in the dictionary.

4 Amendment Rationale and Procedures

The existing Sudan Civil Aviation Regulations will from time to time be amended to reflect the latest updates of ICAO Standards and Recommended Practices (SARPs); it will also be amended to reflect the latest up to date aviation safety related matters detected by the Civil Aviation Authority, the aviation industry service providers or operators, and individuals and authorization holders; amendment may also be generated to ensure safety standardization and to accommodate new initiatives or technologies. The amendment procedure shall be as follows;

1. When the Civil Aviation Authority (CAA) receives an amendment to any of the current ICAO Annexes, the same will be routed by the Office of the Director General of Civil Aviation to the Standard and Safety Surveillance Committee (SSSC) which in turn will provide a copy to the concerned Directorate for their study and comments within a specified period of time and route the same back to the SSSC for final study and release.
2. When any of the different CAA Directorates requires a change to the applicable SUCAR parts, it will send a letter stating the required change along with its justified reasons for such change where it will then be studied and decided upon by the SSSC.
3. Any of the above mentioned change requests would then be prepared in draft form and sent to the concerned Directorate for further study and comments within a specified period of time.
4. All suggested changes will be drafted in the form of notices of proposed amendments and addressed to all concerned including industry representatives for comments prior to final release.
5. Any differences between the new regulations and ICAO standards and recommended practices will be reported and recorded as differences to ICAO and reflected in the Aeronautical Information Publications (AIP).
6. Entry into force time frame for any new regulations will be the responsibility of the SSSC. The SSSC will also be responsible for coordinating the identification of differences from corresponding ICAO Annexes in coordination with the concerned Directorates.
7. The Office of the Director General is responsible for filing differences with ICAO as soon as new regulations or amendments thereto have been promulgated.
8. All concerned parties will be given a copy of the new amendment and will be requested to update their copy of the regulations including their list of effective pages.
9. Approved amendments or corrigenda of SUCAR or part(s) thereof will be disseminated to the industry through hardcopies (news release circulars directives and other) and softcopies (online or database, Internet address, CD-ROM and other).
10. It is the responsibility of all concerned parties to keep their copy of the regulations up to date.



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11. Where applicable, regulations contained in the Air Navigation Regulations (ANRs) that have not been revoked may be enforced should the need arise.
 12. The State may release no regulation prior to the formal approval of the Competent Minister as determined in Civil Aviation Act 2010 or the Director General of Civil Aviation on delegation by the Competent Minister.



CHAPTER 1 DEFINITIONS

For the purpose of this part the following definitions shall apply:

1. **Acceptance Check List** A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.
2. **Accident.** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:
 - a) a person is fatally or seriously injured as a result of:
 - being in the aircraft, or
 - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
 - b) the aircraft sustains damage or structural failure which:
 - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or
 - c) the aircraft is missing or is completely inaccessible.

Note1:- For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.

Note2:- An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

3. **SCAA** The Civil Aviation Authority.
4. **Cargo Aircraft** Any aircraft, other than a passenger aircraft, which is carrying goods or property.
5. **Consignment** 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.
6. **Crew member** A person assigned by an operator to duty on an aircraft during a flight duty period.
7. **DGCA** The Director General of the Civil Aviation Authority
8. **Ground Handling Agent (GHA)** An agency, which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.
9. **IATA Regulation** The current edition of IATA Dangerous Goods Regulation as promulgated by the IATA dangerous goods board and its relevant amendments.
10. **Incident.** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note:- The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual (Doc 9156).



11. **Incompatible** Describing dangerous goods, this if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.
12. **Operator** A person, organization, or enterprise engaged in or offering to engage in an aircraft operation.
13. **Over Pack** An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

Note: A unit load device is not included in this definition.

14. **Package** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.
15. **Packaging** Receptacles and any other components or materials necessary for the receptacle to perform its containment function and to ensure compliance with the packing requirements of this part.
16. **Packing** The art and operation by which article or substances are enveloped in wrapping and/or enclosed in packaging or otherwise secured.
17. **Passenger Aircraft** An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.
18. **Pilot-in-Command** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.
19. **Proper Shipping Name** The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.
20. **Serious incident.** An incident involving circumstances indicating that an accident nearly occurred.

Note:- The difference between an accident and a serious incident lies only in the result.

21. **Serious Injury** An injury, which is sustained by a person in an accident and which:
 - a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
 - b) results in a fracture of any bone (except simple fracture of fingers, toes or nose); or
 - c) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or
 - d) involves injury to any internal organ; or
 - e) involves second or third degree burns, or any burns affecting more than 5 percent of the body surface; or
 - f) involves verified exposure to infectious substances or injurious radiation.
22. **State of Origin** The state in the territory of which the cargo was first loaded on an aircraft.
23. **State of the Operator** The state in which the operator has his principal place of business or, if he has no such place of business, his permanent residence.
24. **State of Registry** The state on whose register the aircraft is entered.
25. **Technical Instructions** The latest effective edition of the Technical Instructions (Doc. 9284-AN/905) for the Safe Transport of Dangerous Goods by Air, including the supplement, amendments, and any Addendum, approved and published by decision of the council of the International Civil Aviation Organization.



26. **UN Number** The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.
27. **Unit Load Device** Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.



CHAPTER 2 APPLICABILITY

18.2.1 General

- 1) The requirements of this Part shall be applicable to all international operations of civil aircraft. Sudan SCAA is the Designated Authority in the State of Sudan for the Safe Transportation of Dangerous Goods by Air. In cases of extreme urgency or when other forms of transport are inappropriate or full compliance with the prescribed requirements is contrary to the public interest, the Sudan SCAA may grant exemptions from these provisions provided that in such cases every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided by these provisions. For Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note1: The States concerned are the States of Origin, transit, overflight and destination of the consignment and the State of the Operator.

Note2: Refer to 4.2 for dangerous goods normally forbidden for which States may grant an exemption.

Note3: Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.

Note4: The requirement of this part should not be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.

Note5: SCAA shall inform ICAO of any difficulties encountered in the application of Technical Instructions and of any amendments which it would be desirable to make to them.

- 2) Sudan Civil Aviation Regulation expressly forbids the Airline, Operator, GHA, Shippers and Freight Forwarders to accept, process or transport of dangerous goods by air unless it is approved/accepted by the DGCA subject to the applicable conditions laid down in this Part.
- 3) No person shall accept, process or transport Class 1 explosive material unless they hold a valid written permission from the Sudan Ministry of Interior and the Sudan SCAA.
- 4) No person shall accept, process or transport Class 7 radioactive materials unless they hold a valid written permission from Sudan Ministry of Health and the Sudan SCAA.
- 5) Dangerous goods in excepted quantities as specified in the Technical Instructions or IATA DG Regulations may be exempted from the marking, labeling and documentation requirements of this Part.
- 6) Movement of Dangerous Goods within Sudan territory:
Sudan SCAA shall facilitate movement of dangerous goods within its territory which are consigned from another Contracting State in accordance with an amendment to the Technical Instructions with an immediate applicability, for



reasons of safety may not yet have been implemented by Sudan SCAA, provided the goods comply in total with the revised requirements.

- 7) Overflight Permission for Aircraft Carrying Dangerous Goods An Operator desirous to carry dangerous goods and applying for permission to overfly the Sudan Flight Information Region (FIR), must ensure that all dangerous goods have been packed, marked, labeled and handled in accordance with ICAO Annex 18 – Safe Transport of Dangerous Goods by Air, and the requirements of ICAO Technical Instructions Doc. 9284-AN/905 or IATA DG Regulations, and must make an undertaking to SCAA to this effect. This undertaking must be made at the time of providing notification of overflight/applying for the required permission.

Note: A copy of any written exemption granted by SCAA shall accompany the relevant consignment.

18.2.4 Dangerous Goods Technical Instructions

Each Operator, GHA, Shipper and Freight Forwarder shall take the necessary measures to achieve compliance with the detailed provisions contained in 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 ICAO Council. Each Operator, GHA, Shipper and Freight Forwarder shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

18.2.5 Domestic civil aircraft operations

In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, all operators shall take necessary measures to achieve compliance with this Part and the ICAO Technical Instructions or IATA DG Regulations for domestic civil aircraft operations.

18.2.6 Exceptions

- 1) Subject to the provisions of this Part, nothing in these regulations shall apply to any aircraft operation involving the spraying or dropping of articles/substances involved in agricultural, horticultural, forestry, pollution or disaster control.
- 2) These regulations shall not apply to dangerous goods of the types specified in the Technical Instructions or IATA DG Regulations which are:-
 - a) articles and equipment required to be carried on an aircraft for the purpose of the good order of the flight in accordance with normal practice whether or not such articles and equipment are required to be carried or intended to be used on that particular flight;
 - b) solely intended for the use of passengers or crew members or for sale to passengers or crew members of the aircraft during the flight in question;
 - c) to provide veterinary or humane killer for an animal during flight; and
 - d) to provide medical aid to a person or persons during flight.
- 3) 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 requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions or IATA DG Regulations, shall be excepted from the provisions of this Part.
- 4) Where articles and substances intended as replacements for those described in 18.2.6 (2) or which have been removed for replacement are carried on an aircraft,



- they shall be transported in accordance with the provisions of this Part except as permitted in the Technical Instructions or IATA DG Regulations.
- 5) The goods specified in sub-paragraphs 18.2.6(2) (c) and (d) above shall only be carried if:-
 - a) they are or may be required for the use during the flight;
 - b) they are or may be required for use during a subsequent flight by the same aircraft and it will not be practicable to load the goods on the aircraft in the intervening period before the commencement of that subsequent flight; and
 - c) they were used or might have been required for use during a previous flight by the same aircraft and it has not been practicable to unload them from the aircraft since that flight.
 - 6) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Part to the extent specified in the ICAO Technical Instructions or IATA DG Regulations.

18.2.7 Notification to ICAO

- 1) Sudan SCAA shall notify ICAO of any different provisions, for those specified in the Technical Instructions, it adopts.
- 2) Sudan SCAA shall notify ICAO of any variations or difficulties encountered in the application of ICAO Technical Instructions or IATA DG Regulations and of any amendments which Sudan SCAA would be desirable to make to them.
- 3) Sudan SCAA shall take the necessary measures to notify ICAO when an operator adopts more restrictive requirements than those specified in the Technical Instructions.



CHAPTER 3 CLASSIFICATIONS

The classification of an article or substance shall be in accordance with the provisions of the ICAO Technical Instructions or IATA DG Regulations.

Note: The detailed definitions of the classes of dangerous goods are contained in the Technical Instructions. These classes identify the potential risks associated with the transport of dangerous goods by air and are those recommended by the United Nations Committee of Experts on the Transport of Dangerous Goods.



CHAPTER 4

LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS BY AIR

18.4.1 Dangerous goods permitted for transport by air

The transport of dangerous goods by air shall be forbidden except as established in this Part and the detailed specifications and procedures provided in the ICAO Technical Instructions or IATA DG Regulations.

18.4.2 Dangerous goods forbidden for transport by air unless exempted

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 18.2.6 or unless the provisions of the Technical Instructions indicate they may be transported under an approval issued by the State of Origin:

- 1) articles and substances that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and
- 2) infected live animals.

18.4.3 Dangerous goods forbidden for transport by air under any circumstances

No person shall accept, process or transport articles and substances that are specifically identified by name or by generic description in the Technical Instructions or IATA DG Regulations as being forbidden for transport by air under any circumstances.



CHAPTER 5 PACKING

18.5.1 General requirements

Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the ICAO Technical Instructions or IATA DG Regulations.

18.5.2 Packagings

- 1) Packagings used for the transport of dangerous goods by air 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.
- 2) 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.
- 3) Packagings shall meet the material and construction specifications in the Technical Instructions or IATA DG Regulations.
- 4) Packagings shall be tested in accordance with the provisions of the Technical Instructions or IATA DG Regulations.
- 5) 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 or IATA DG Regulations.
- 6) 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.
- 7) No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
- 8) If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- 9) No harmful quantity of a dangerous substance shall adhere to the outside of packages.



CHAPTER 6 LABELING AND MARKING

18.6.1 Labels

Unless otherwise provided for in the ICAO Technical Instructions or IATA DG Regulations, each package of dangerous goods shall be labelled with the Instructions or Regulations.

18.6.2 Markings

- 1) Unless otherwise provided for in the ICAO Technical Instructions or IATA DG Regulations, each 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 those Instructions.
- 2) Specification markings on packagings. Unless otherwise provided for in the Technical Instructions or IATA DG Regulations, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions or Regulations.

18.6.3 Languages to be used for markings

In addition to the Arabic language required by tSudan, English should also be used for the markings related to dangerous goods.



CHAPTER 7 RESPONSIBILITIES OF SHIPPERS AND FREIGHT FORWARDERS

18.7.1 General Rules and Requirements

- 1) Before a person offers a package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labeled and accompanied by a properly executed dangerous goods transport document, as specified in this Part and the ICAO Technical Instructions or IATA DG Regulations.
- 2) The shipper, and the shipper alone, is responsible for properly preparing a shipment of dangerous goods for transport by air as he is the only person having direct knowledge of what is being shipped. All other parties subsequently involved in the shipment are reliant on information provided by the shipper. Where the shipper does not have staff trained in accordance with the Technical Instructions or IATA DG Regulations, the freight forwarder may act on the shipper's behalf to provide such technical support/advise as may be required in order to correctly and safely prepare the shipment.
- 3) Shippers of dangerous goods shall process such goods for transport by air utilizing the services of only those freight forwarder agencies that have been inspected and certified by SCAA as being competent to perform such operations. All Freight Forwarders shall submit an application, staff qualification and prescribed fees as per SUCASR Part 27. Such agencies will prominently display a SCAA DG Acceptance Certificate. The DG training of a minimum of two freight forwarding staff members shall be current.
- 4) Acceptance and processing of dangerous goods by air by a non-certified freight forwarder (either directly or temporary assignment to an alternative freight forwarder in subversion of Regulation 7.1 (1) above) would be considered to be in violation of the Sudan Civil Aviation Regulations and will subject the violator to applicable penalties.
- 5) Before consigning any package of dangerous goods for carriage by air, the shipper and freight forwarder shall ensure that:
 - a) The goods are correctly identified and classified. When in doubt as to the correct identification of the goods in question, the shipper should refer to the manufacturer to obtain the necessary information – or – should seek the services of a reputable chemical laboratory for substance analysis. The latter also applies as/when a leak or spill occurs in the aircraft cargo hold, on the apron, or elsewhere on the aerodrome, of a substance of unknown and questionable composition;
 - b) The goods are not of a category whose carriage by air is prohibited by relevant provisions of the Technical Instructions or IATA DG Regulations;
 - c) The goods are packed, marked, labeled, transported to or from aerodrome (surface transport) in accordance with the Technical Instructions or IATA DG Regulations and that the packing used is in compliance with specifications as stipulated in those documents;
 - d) Packagings used for the transport of dangerous goods by air 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.
 - e) 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.
 - f) Packagings shall meet the material and construction specification in the Technical Instruction.



- g) Packagings shall be tested in accordance with the provisions of Technical Instructions.
- h) 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.
- i) 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 content of the inner packagings.
- j) No packaging shall be re-used until it has been inspected and found free from corrosion or other damage. Where a packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.
- k) If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.
- l) No harmful quantity of a dangerous substance shall adhere to the outside of packages.
- m) Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions.
- n) Unless otherwise provided for in the Technical Instructions or IATA DG Regulations, each 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 those Instructions or Regulations.
- o) Specification markings on packagings. Unless otherwise provided for in the Technical Instructions or IATA DG Regulations, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions or Regulations.
- p) In addition to the language which may be required by the State of Origin, English shall be used for the markings related to dangerous goods.
- q) The special provisions and the State and Operator variations applied to articles and substances as contained in the list of dangerous goods are appropriately administered.;
- r) The dangerous goods transport document or shipper's declaration as required by 18.7.2 of this part, has been completed and the declaration therein has been signed by the true shipper of the goods.

18.7.2 Transport Document (TD) & Shipper's Declaration (SD)

The Dangerous Goods Transportation Document (TD) or Dangerous Goods Shipper's Declaration (SD).

- 1) An aircraft shall not carry dangerous goods unless the shipper of the goods has furnished the operator of the aircraft, with TD or SD except that such document shall not be required in respect of those categories of dangerous goods specified in the Technical Instructions or IATA DG Regulations as being goods for which such document is not required.
- 2) The TD or SD shall be completed and signed only by the actual shipper of the goods and it shall:-
 - a) describe the dangerous goods in accordance with, and contain such information as is required by, the provisions of the Technical Instructions or IATA DG Regulations; and



-
- b) contain a declaration stating that the dangerous goods are:-
 - i. fully and accurately described by their proper shipping name;
 - ii. correctly classified, packaged, marked and labeled; and
 - iii. in all respects in proper condition for carriage by air according to applicable international and national governmental regulations.
 - 3) The TD or SD shall be completed and signed in duplicate by the shipper (the second copy may be a carbon copy). One copy of the document will be attached to the Air Waybill and the second copy (or carbon copy) shall be retained on file by the operator or the ground handling service acting on his behalf for a minimum of three months, together with any other document in respect of dangerous goods furnished him in accordance with these regulations (as a minimum: the acceptance checklist and a copy of the written information provided by the pilot-in-command and which has been receipt-acknowledged with his signature)

Note: In addition to information specified by the Technical Instructions/IATA DG Regulations as required for inclusion on the TD or SD, the emergency (24 hr) telephone numbers for consigner and consignee shall also be included in the entries identifying each.

18.7.3 Languages to be used

In addition to the Arabic language required by Sudan, English should also be used for the dangerous goods transport documents.



CHAPTER 8

RESPONSIBILITIES OF OPERATORS OR GROUND HANDLING AGENCIES (GHA) ACTING ON BEHALF OF THE OPERATOR

18.8.1 Acceptance for Transport

An Operator or GHA acting on behalf of the operator shall not accept dangerous goods for transport by air:

- 1) Unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions or IATA DG Regulations indicate that such a document is not required; and
- 2) Until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions or IATA DG Regulations along with appropriate acceptance checklist which shall be completed in duplicate.

Note 1.— See Chapter 12 concerning the reporting of dangerous goods accidents and incidents.

Note 2.— Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.

- 3) The operator of an aircraft or GHA shall ensure that dangerous goods to be transported by air are received from Sudan DGCA certified freight forwarders and that the accompanying Air Waybill contains the statement "DGCA Certified Dangerous Goods Agency No. _____" in the Handling Information box.

18.8.2 Acceptance Checklist

An operator or GHA acting on behalf of the operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 18.8.1.

18.8.3 Loading and Stowage

Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions or IATA DG Regulations.

18.8.4 Inspection for Damage or Leakage

- 1) Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected 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;
- 2) A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein;
- 3) 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 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.



18.8.5 Loading Restrictions in Passenger Cabin or on flight deck

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 or IATA DG Regulations.

18.8.6 Removal of Contamination

- 1) Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.
- 2) An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions or IATA DG Regulations.

18.8.7 Separation and Segregation

- 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 of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions or IATA DG Regulations.
- 3) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical
- 4) Package or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage Instructions or IATA DG Regulations.

18.8.8 Securing Dangerous Goods Cargo Loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall 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. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.6 are met at all times.

18.8.9 Loading on Cargo Aircraft

Except as otherwise provided in the Technical Instructions or IATA DG Regulations, packages of dangerous goods bearing the “Cargo aircraft only” label shall be loaded in such a manner that a crew member or other authorized person can see, handle and, where size and weight permit, separate such packages from other cargo in flight. other package has been contaminated. Operator shall also ensure that the other cargo or baggage loaded on or suspended beneath that aircraft is in a fit state for carriage by air and has not been contaminated.

18.8.10 Inspection after Unloading

- 1) The operator or GHA shall, after unloading, inspect for signs of damage or contamination on any part of the aircraft, or on any sling or other apparatus, which has been used to suspend goods beneath the aircraft, in which;
 - a) a unit load device containing dangerous goods was stowed; or
 - b) damaged or leaking package of dangerous goods was loaded, and the operator shall remove or repair any contamination or damage.



- 2) The operator of an aircraft or GHA shall not permit the aircraft to fly for the purpose of carrying passengers or cargo if he knows or suspects that radioactive materials have leaked or otherwise contaminated any part of the aircraft or any sling or other apparatus attached to the aircraft. However, this is not applicable if the radiation resulting from the fixed contamination on any accessible surface and non-fixed contamination are not more than the relevant values specified in the Technical Instructions or IATA DG Regulations.

18.8.11 DGCA Approval for the transportation of Dangerous Goods by Air.

To obtain the SCAA approval for the safe transportation of dangerous goods by air the applicant shall submit the following to SCAA :-

- 1) duly filled application (see Attachment "A") Form No. 01 along with the fees mentioned on the application;
- 2) biographical details of persons nominated in respect of approval, Form No. 04; (See Attachment "D")
- 3) the dangerous goods regulation manual prepared by the applicant;
- 4) qualification of personnel who are responsible to handle dangerous goods in Sudan;
- 5) list of all stations (including outstations) involved in handling the dangerous goods;
- 6) in case if the Operators or GHA wish to add additional stations to the existing, they should submit a duly filled application form, qualifications of personnel handling dangerous goods in the additional stations along with the prescribed fees to the SCAA. After evaluation of the above documents SCAA shall conduct an inspection on the Operator and/or GHA and the Operator/GHA storage facility for evaluation. If the Operator/GHA is located outside Sudan, the applicant shall be responsible for necessary arrangements as per Part 27 of KCASR for such inspections. If found satisfactory, SCAA shall issue an approval certificate to transport the dangerous goods valid for two (2) years.

Note: Civil Aviation Authority, State of Sudan reserves the right to inspect the facilities/outstations at any time of the year during the validity of the approval. The inspections shall be scheduled or non-scheduled without prior notification. In case of any violations from this Part found during the inspection, SCAA reserves the right to suspend, revoke or cancel the approval and/or penalize the company/organization as per Chapter 14 "Enforcement Sanctions Guidance Table" of this Regulation of this Part.

18.8.12 Dangerous Goods (DG) Manual

- 1) The operator or GHA shall prepare a dangerous goods manual which should cover all dangerous goods activities such as chain of responsibilities, training, handling and processing, emergency response, committees, etc.;
- 2) The dangerous goods manual shall be accepted/approved by Sudan SCAA.

18.8.13 Surrender of Documents / Records

The operator of an aircraft shall, within a reasonable time after being required to do so by a SCAA DG Inspector, cause to be transferred such of the following documents as may have been required by that inspector:

- 1) The dangerous goods transport document as referred to in 18.7.2 of this Part;
- 2) The completed acceptance checklist in respect of any dangerous goods as referred in 18.8.2.
- 3) A copy of the written information provided to the commander of the aircraft in respect of any dangerous goods as referred to in.



CHAPTER 9 PROVISION OF INFORMATION

18.9.1 Information to Pilot-in-Command

The operator of an aircraft or GHA in which dangerous goods are to be carried shall, before the flight begins, provide the pilot-in-command with a document/form (in duplicate) containing all the elements of information concerning the dangerous goods shipment as required by the relevant provisions of the Technical Instructions or IATA DG Regulations. The pilot-in-command shall indicate by his signature on the copy of the document/form that the information has been received/understood.

18.9.2 Information and Instructions to flight crew members

The operator shall appropriately incorporate the following in its Operations Manual:-

- 1) such information as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods;
- 2) instructions as to action to be taken in the event of emergencies involving dangerous goods; and
- 3) details of the location and numbering system of cargo compartments together with the maximum total sum of the transport indices of radioactive material permitted in each compartment.

18.9.3 Information to Passengers

The operator of an aircraft or GHA in which passengers are to be carried, shall notify the passengers of the categories of dangerous goods which may not be taken on board an aircraft either as checked baggage or as hand baggage accompanying the passenger, or in the passenger's unaccompanied baggage, by:

- 1) providing information with each passenger ticket sufficient in prominence to achieve purpose;
- 2) displaying notices sufficient in number and prominence for this purpose;
 - a) at each of the places where the operator issues tickets; and
 - b) at any location where baggage is checked in.

18.9.4 Information to Other Persons

Operators, shippers or other organizations involved in the transport of dangerous goods by air 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.

18.9.5 Information from Pilot-in-command to aerodrome authorities.

If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions or IATA DG Regulations.

18.9.6 Information in the event of an aircraft accident or incident.

- 1) In the event of:
 - a) an aircraft accident; or
 - b) a serious incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or



serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command.

Note.— The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.

- 2) The operator of an aircraft or GHA shall inform the SFOD Directorate of the SCAA of any incident/accident involving Dangerous Goods on the Telephone/Fax Nos. given below or by other means AS SOON AS POSSIBLE.
Civil Aviation Authority – SFOD
P.O.Box 430; Khartoum, Sudan
Tel: +249 9 183 776570
Fax: +249 9 183 775993
Mobile: +249 9 121 89571
SITA: -----
- 3) This is to be followed by a written report as soon as possible but not later than 72 hours to: Aviation Safety Director, SFOD, Civil Aviation Authority, P.O. Box 430, Khartoum, Sudan. For this purpose form SCAA-02, as shown in Attachment "B" or a similar form which contains all elements of required information as specified on form SCAA-0-04 shall be used. This reporting requirement also pertains to undeclared or misdeclared dangerous goods when/as discovered in cargo or when baggage contains dangerous goods which passengers are not permitted.
- 4) The operator shall also provide the accident/incident information to the appropriate authority of the State in which the accident/incident occurred;
- 5) In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to emergency services responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.



CHAPTER 10 ESTABLISHMENT OF TRAINING PROGRAMME

The shipper of dangerous goods by air or the freight forwarder acting on his behalf, the aircraft operator and ground handling agents acting on his behalf, agencies engaged in the security screening of passengers and their baggage and cargo, shall inform any of their respective employees whose duties include a function concerned with the carriage of passengers or cargo by air, of the provisions of the Technical Instructions or IATA DG Regulations. For this purpose, they shall establish and undertake training programmes as required and outlined in Part 6, Chapter 1 of the Technical Instructions and its amendments or Section 1.5 of the IATA DG Regulations and its amendments pertaining to various categories of personnel. Dangerous goods training programmes conducted in or outside Sudan for the operator's personnel and the instructors conducting such programmes shall be subject to approval by the Sudan SCAA. The current records/certificates of staff/employees for whom training is required shall be maintained on file and be readily available for inspection as/when required by a SCAA DG inspector.

18.10.1 Approval of DG Training Organization and Instructors.

No person may conduct a certified DGR Training without, or in violation of, Training Approval issued by the SCAA.

18.10.2 Training Facilities Approval

Training facilities shall be adequate to ensure that training objectives can be achieved. Facilities shall be:-

- 1) quiet and free of distractions;
- 2) suitably lighted for the type of instructions to be given, e.g. lectures, slides and audio-visual;
- 3) furnished with sufficient desks, chairs, chalkboards, and other appropriate equipment; and
- 4) equipped with training aids such as films, Vu-graphs, systems components, audio-visual, DGR Manuals, and other documents related to Dangerous Goods Regulation Course.

18.10.3 Training Course Approval

In order to obtain approval from SCAA to conduct DGR Course, the Organization shall:-

- 1) submit the duly filled application Form No. SCAA-03 (See Attachment "C") along with the fees mentioned;
- 2) qualifications and experience of instructors to be used;
- 3) training Programme Curriculum with final questions;
- 4) training Programmes to be conducted;

After evaluation of the above documents, SCAA will conduct an initial evaluation on the facilities. If found satisfactory, SCAA will issue a preliminary approval for the organization to conduct the DGR Course. The final approval certificate valid for two years will be issued after SCAA evaluates 1 to 3 courses conducted by the organization.

***Note:** Civil Aviation Authority, State of Sudan reserves the right to inspect the organization at any time of the year during the vacase of any violations from this Part found during the inspection, SCAA reserves the right to suspend, revoke or*



cancel the approval as per Chapter 14 “Enforcement Sanctions Guidance Table” of this Part.

18.10.4 Instructors Requirements.

The instructors used for dangerous goods training should have:-

- 1) a university Graduation (science) with at least 2 years experience in dangerous goods working field or have a high school diploma (science) with at least 4 years experience in dangerous goods working field.
- 2) successfully completed a current ICAO DGR course or IATA dangerous goods training accreditation; and
- 3) successfully completed at least a cargo acceptance personnel dangerous goods training course; and
- 4) successfully completed a course in Instructor Techniques.

18.10.5 Instructor Approval

- 1) In order to receive SCAA approval for the instructor to conduct the DGR Course, the applicant shall Submit all relevant documents showing his/her qualification and experience to the SCAA for evaluation;
- 2) After evaluation of the documents submitted, SCAA will issue a provisional approval to the applicant for conducting 1 to 3 DGR courses under the supervision of SCAA authorized instructor and/or SCAA DG Inspector. Upon completion of the courses, SCAA Authorized Instructor and/or SCAA DG Inspector shall submit an evaluation report of the applicant to the SCAA. Based on the evaluation report, and if found satisfactory, SCAA will issue a permanent approval for the applicant valid for 2 years.

***Note:** SCAA reserves the right to suspend, revoke or cancel the Instructor's approval if found violating the requirement or standards mentioned in this Part. lidity of the approval. The inspections could be scheduled or non-scheduled without prior notification.*



CHAPTER 11 COMPLIANCE

18.11.1 Inspection System

- 1) An operator, GHA, Freight Forwarders, or Shippers shall permit a SCAA Inspector to carry out safety inspections and audits, both in the State of Sudan and out stations, which may be necessary to determine compliance with this Part.
- 2) A SCAA DG Inspector may examine, take samples of, and seize any goods, which the SCAA DG Inspector has reasonable grounds to suspect may be dangerous goods in respect of which the provisions of this part have not been complied with.
- 3) A SCAA DG Inspector may open, or require to be opened, any baggage or package, which the SCAA DG Inspector has reasonable grounds to suspect, may contain dangerous goods in respect of which the provisions of this part have not been complied with.
- 4) Any sample taken or goods seized by a SCAA DG Inspector under this part shall be retained for so long as the SCAA considers necessary in all the circumstances and shall be disposed of in such manner as the SCAA considers appropriate.
- 5) Samples taken or goods seized under this part may be retained or detained;
 - i) for forensic examination; or
 - ii) investigation in connection with an offence; or
 - iii) for use as evidence at a trial for an offence.

18.11.2 Cooperation between States

SCAA shall participate in cooperative efforts with other States concerning violations of dangerous goods regulations, with the aim of eliminating such violations. Cooperative efforts could include coordination of investigations and enforcement actions; exchanging information on a regulated party's compliance history; joint inspections and other technical liaisons, exchange of technical staff, and joint meetings and conferences. Appropriate information that could be exchanged include safety alerts, bulletins or dangerous goods advisories; proposed and completed regulatory actions; incident reports; documentary and other evidence developed in the investigation of incidents; proposed and final enforcement actions; and educational/ outreach materials suitable for public dissemination.

18.11.3 Penalties

- 1) SCAA shall take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations.
- 2) Non compliance with the provisions of this Part may result in penalties as specified in the Sudan Civil Aviation Regulation Part 18, Chapter 14 "Enforcement Sanctions Guidance Table".

18.11.4 Dangerous goods by mail

SCAA shall ensure that the Ministry of Transportation is in compliance with the procedures established by the Universal Postal Union for transportation of dangerous goods into air transport through postal serv



CHAPTER 12

DANGEROUS GOODS ACCIDENT/INCIDENT REPORTING

18.12.1 Accident/Incident Inspection System

- 1) In case of an accident involving Dangerous Goods at Sudan International Airport the operator shall follow the Sudan International Airport Emergency Plan.
- 2) In case of an incident or when a package containing Dangerous Goods is suspected to be damaged, leaking or emitting dangerous fumes, the following action shall be taken immediately:-
 - a) Call and report the incident to the SFOD Dangerous Goods Department Tel: +249 9 183 776570 or Mobile: +249 9 121 89571
 - b) Ensure the area is sealed off and that all persons are kept clear.
 - c) Inform SCAA, Aviation Safety Department on the above numbers.
 - d) Scrutinize cargo documents to identify hazards to assist the fire service.
 - e) Complete the SCAA Form DGCA/DGO-02 (see Attachment "B") with whatever information is available and forward it AS SOON AS POSSIBLE TO THE FOLLOWING FAX NUMBERS:
Aviation Safety Director
Fax: +249 9 183 775993

18.12.2 Investigation

- 1) In case of an accident, SCAA accident investigation committee shall undertake the necessary investigation in accidents involving dangerous goods and submit reports and recommendations in accordance with ICAO guidelines.
- 2) In case of an incident, Aviation Safety Directorate shall undertake the necessary investigation in incidents involving dangerous goods and submit reports and recommendations in accordance with ICAO guidelines.



CHAPTER 13

DANGEROUS GOODS SECURITY PROVISIONS

Each operator, shippers, or any other individual engaged in the transport of dangerous goods by air shall establish dangerous goods security measures to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures shall be commensurate with security provisions specified in other Parts and the ICAO Technical Instructions



CHAPTER 14
DANGEROUS GOODS VIOLATIONS
TABLE OF PENALTIES

(Refer to Aviation Enforcement Policy and Procedures Manual)

-END-