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AIR NAVIGATION ACT 1966

AIR NAVIGATION (92 — CARRIAGE OF DANGEROUS GOODS) REGULATIONS 2022

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In exercise of the powers conferred by section 9 of the Air Navigation Act 1966, the Civil Aviation Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

PART 1

PRELIMINARY

Citation and commencement

1. These Regulations are the Air Navigation (92 — Carriage of Dangerous Goods) Regulations 2022 and come into operation on 1 January 2023.

Definitions

2. Any term in these Regulations that is defined in the First Schedule to the Air Navigation (91 — General Operating Rules) Regulations 2018 (G.N. No. S 441/2018) has the meaning given to that term in that Schedule unless the term is otherwise defined in the First Schedule to these Regulations.

To whom these Regulations apply

3. Subject to regulation 4, these Regulations apply to —
- (a) any foreign operator operating any aircraft into and out of Singapore for the purpose of commercial air transport, aerial work or general aviation;
 - (b) any Singapore operator;
 - (c) any operator of a Singapore registered aircraft operated for the purpose of general aviation;
 - (d) any person that takes, or causes to be taken, any dangerous goods on board any aircraft;
 - (e) any person that consigns or delivers, or causes to be consigned or delivered, any dangerous goods for loading or carriage on any aircraft;

- (f) any agent of —
 - (i) an operator mentioned in paragraph (a), (b) or (c); or
 - (ii) a person mentioned in paragraph (d) or (e);
- (g) any person that engages in the security screening of cargo, mail, stores, passengers or baggage in Singapore;
- (h) any aerodrome operator; and
- (i) any public postal operator.

Carriage excluded from these Regulations

4.—(1) These Regulations do not apply to the carriage of the following articles and substances except where provided in paragraph (2):

- (a) any article or substance that —
 - (i) is required to be aboard an aircraft in accordance with the relevant airworthiness requirements and operating regulations; or
 - (ii) is authorised by the State of the operator to meet special requirements;
- (b) any aerosols, alcoholic beverages, perfumes, colognes and liquefied gas lighters (excluding any non-refillable gas lighters and any lighters that are liable to leak when exposed to reduced pressure) that are carried by an operator of an aircraft for use or sale on the aircraft during a flight or series of flights;
- (c) any portable electronic device that —
 - (i) is carried on an aircraft by its operator for use or sale on the aircraft during a flight or a series of flights; and
 - (ii) contains lithium batteries that meet the relevant provisions of Part 8 of the Technical Instructions;
- (d) any dry ice that is intended for use in providing food and beverage services aboard an aircraft;

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- (e) any alcohol-based hand sanitisers and alcohol-based cleaning products that are carried by an operator of an aircraft for use on the aircraft during a flight or a series of flights for the purpose of ensuring passenger and crew hygiene;
 - (f) any electronic device (such as an electronic flight bag or a personal entertainment device or credit card reader) that —
 - (i) is carried on an aircraft by its operator for use on the aircraft during a flight or a series of flights; and
 - (ii) contains lithium batteries that meet the relevant provisions of Part 8 of the Technical Instructions;
 - (g) any lithium batteries intended for use as spare batteries for any electronic device mentioned in sub-paragraph (f) that —
 - (i) are carried on an aircraft by its operator for use on the aircraft during a flight or a series of flights; and
 - (ii) meet the relevant provisions of Part 8 of the Technical Instructions;
 - (h) any dangerous goods that are carried on an aircraft in accordance with the general exceptions specified in Part 1 of the Technical Instructions.
- (2) Despite paragraph (1), regulation 5 and the Technical Instructions apply to the carriage on an aircraft of —
- (a) any article or substance that is intended as a replacement for any article or substance mentioned in paragraph (1)(a), (b), (c), (d), (e), (f) or (g); and
 - (b) any article or substance mentioned in paragraph (1)(a) that has been removed for replacement.

PART 2

CARRIAGE OF DANGEROUS GOODS BY AIR

Division 1 — Dangerous goods permit

Dangerous goods permit needed if not otherwise authorised

5.—(1) An operator of an aircraft operated for the purpose of commercial air transport without any authorisation granted with respect to transport of dangerous goods by air under regulation 14 of the ANR-121 or regulation 14 of the ANR-135, must not do any of the following except under the authority of and in accordance with a dangerous goods permit that is in force:

- (a) load, or cause or permit the loading of, any dangerous goods as cargo onto the aircraft;
- (b) use, or cause or permit the use of, the aircraft to carry any dangerous goods as cargo.

(2) Nothing in paragraph (1) applies to the carriage by or loading onto an aircraft of any dangerous goods where the operator of the aircraft has diplomatic clearance from the Government to land the aircraft in Singapore.

Application for dangerous goods permit

6.—(1) An application for a dangerous goods permit must be made to the Authority in accordance with this regulation.

(2) An application for a dangerous goods permit must —

- (a) be made at least 7 days before the date on which the applicant's loading or carriage of dangerous goods as cargo on an aircraft is to start or is intended to start;
- (b) be made in the form and manner required by the Authority; and
- (c) be accompanied by the following information and documents, in the form required by the Authority:
 - (i) the name of the applicant;
 - (ii) the name and contact details of the person employed by the applicant to have overall responsibility for the

loading or carriage of dangerous goods on the aircraft at the applicant's operating base;

- (iii) the name and contact details of the person employed by the applicant to have overall responsibility for the applicant's loading or carriage of dangerous goods on an aircraft in Singapore;
- (iv) the name and contact details of the agent appointed by the applicant to handle dangerous goods on behalf of the applicant;
- (v) any relevant sections of the applicant's Operations Manual and all other relevant documentation that are, in the Authority's opinion, necessary to ensure that the applicant has established procedures to comply with the requirements in the Technical Instructions;
- (vi) the classes or divisions of dangerous goods (in accordance with the Technical Instructions) that the applicant intends to load onto or carry on the aircraft;
- (vii) any other information and documents that the Authority may require to decide on the application.

(3) The Authority may refuse to consider an application for a dangerous goods permit that is —

- (a) incomplete; or
- (b) not made in accordance with paragraph (2).

Grant and validity of dangerous goods permit

7.—(1) After considering any application for a dangerous goods permit, the Authority may —

- (a) grant the dangerous goods permit, subject to any conditions that the Authority thinks fit; or
- (b) refuse to grant the application.

(2) Before granting a dangerous goods permit, and the conditions to impose, the Authority must be satisfied that —

- (a) the applicant is authorised by the State of the operator to transport dangerous goods by air as cargo on its aircraft;
- (b) the applicant's dangerous goods training programmes are approved by the State of the operator; and
- (c) the applicant has established procedures in its Operations Manual to ensure compliance with the requirements in the Technical Instructions.

(3) A dangerous goods permit remains in force for the period specified in the permit, which must not in any case exceed 6 months.

*Division 2 — Additional approval for transport of
certain dangerous goods*

Regulation 10 approval also needed for transport of certain dangerous goods

8.—(1) This Division applies in relation to the transport of dangerous goods that the Technical Instructions specify the transport thereof on an aircraft or for other purposes provided for in the Technical Instructions must be authorised by an approval of the appropriate authority of the State of Origin and the State of the operator (called in these Regulations specified dangerous goods).

(2) Without limiting regulation 5 —

- (a) a Singapore operator of an aircraft;
- (b) an operator of a Singapore registered aircraft operated for the purpose of general aviation; or
- (c) a shipper of specified dangerous goods by air or an agent of the shipper, as the case may be,

must not transport, or cause or permit the transport of, any specified dangerous goods on the aircraft except under the authority of and in accordance with a regulation 10 approval in respect of that transport.

(3) A person that contravenes paragraph (2) shall be guilty of an offence and shall be liable on conviction —

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- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

Application for regulation 10 approval

9.—(1) An application for a regulation 10 approval must be made to the Director-General of Civil Aviation in accordance with this regulation.

- (2) An application for a regulation 10 approval must —
 - (a) be made at least 14 days before the relevant date of shipment of the specified dangerous goods to which the approval relates;
 - (b) be made in the form and manner required by the Director-General of Civil Aviation; and
 - (c) be accompanied by any information and documents that the Director-General of Civil Aviation may require to decide on the application.
- (3) The Director-General of Civil Aviation may refuse to consider an application for a regulation 10 approval that is —
 - (a) incomplete; or
 - (b) not made in accordance with paragraph (2).

Grant and validity of regulation 10 approval

10.—(1) After considering any application for a regulation 10 approval, the Director-General of Civil Aviation may —

- (a) grant the regulation 10 approval, subject to any conditions that the Director-General of Civil Aviation thinks fit; or
 - (b) refuse to grant the application.
- (2) To avoid doubt, a regulation 10 approval granted is not an aviation safety instrument.

(3) The Director-General of Civil Aviation may withdraw a regulation 10 approval granted, or may impose, add, delete, substitute or modify any conditions in respect of a regulation 10 approval, if —

- (a) the Director-General of Civil Aviation considers such action necessary to ensure compliance with these Regulations or any other relevant aviation safety subsidiary legislation; or
- (b) the Director-General of Civil Aviation is satisfied that there is or is likely to be a failure to comply with these Regulations or any other relevant aviation safety subsidiary legislation.

(4) A regulation 10 approval granted is valid for the period (not exceeding one year) that the Director-General of Civil Aviation may determine.

(5) A person granted a regulation 10 approval must —

- (a) provide a copy of the approval to the operator of any aircraft on which the specified dangerous goods are to be transported;
- (b) attach the approval to the dangerous goods transport document which accompanies the specified dangerous goods; and
- (c) upon request, provide a copy of the regulation 10 approval to the States concerned.

(6) In paragraph (5)(c), “States concerned” means, unless otherwise specified in the Technical Instructions —

- (a) the State of Origin; and
- (b) the State of the operator.

(7) A person that contravenes paragraph (5) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$10,000; but
- (b) where the person is a repeat offender — to a fine not exceeding \$20,000.

Division 3 — Compliance with Technical Instructions

Technical Instructions to bind all carriage of dangerous goods

11.—(1) Subject to paragraph (2), an operator of an aircraft must not —

- (a) load, or cause or permit the loading of, any dangerous goods as cargo onto the aircraft; or
- (b) use, or cause or permit the use of, the aircraft to carry any dangerous goods as cargo,

except in accordance with the Technical Instructions.

(2) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
- (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

(3) To avoid doubt, this regulation applies to any operator of an aircraft even if granted an authorisation with respect to transport of dangerous goods by air under regulation 14 of the ANR-121 or regulation 14 of the ANR-135.

Compliance with Technical Instructions

12.—(1) A person other than a passenger or crew member on an aircraft must not —

- (a) take, or cause to be taken, on board any aircraft any article or substance which the person knows or suspects, or ought reasonably to know or suspect, to be dangerous goods; or
- (b) deliver, or cause to be delivered, for loading onto or carriage on any aircraft any article or substance which the person knows or suspects, or ought reasonably to know or suspect, to be dangerous goods,

except in accordance with the Technical Instructions.

(2) A person who is a passenger or crew member on an aircraft must not carry, or cause to be carried, on board the aircraft any dangerous goods (whether on the person or in the person's checked baggage or carry-on articles) except in accordance with Part 8 of the Technical Instructions.

(3) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but

(b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

(4) A person that contravenes paragraph (2) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$10,000; but

(b) where the person is a repeat offender — to a fine not exceeding \$20,000.

(5) In proceedings for an offence under paragraph (4) against —

(a) an accused who carried or caused to be carried on board an aircraft an object or a thing in the person's checked baggage and the object or thing is any dangerous goods; or

(b) an accused on board an aircraft who carried or has an object or a thing on his or her person (including something carried or worn by the person), and the object or thing is any dangerous goods,

it is not necessary for the prosecution to prove that the accused knew or had reason to believe that the object or thing was that dangerous goods or any dangerous goods.

Absolutely forbidden goods for air transport

13.—(1) A person must not offer or accept for transport by air by that person any articles and substances that are specifically identified by name or by generic description in the Technical Instructions as

being forbidden for transport under any circumstances on any aircraft.

(2) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
- (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

Division 4 — Dangerous goods in air mail

Dangerous goods in air mail

14.—(1) A person must not accept dangerous goods as or in mail to convey or deliver by post by air unless the person is a public postal operator acting in accordance with this regulation.

(2) A public postal operator may accept any dangerous goods as or in mail to convey or deliver by post by air only if —

- (a) the dangerous goods are of the kind permitted under the Technical Instructions to be carried by air as mail;
- (b) the public postal operator —
 - (i) has in place procedures (which are approved by the Director-General of Civil Aviation) for controlling the introduction of such dangerous goods in air transport; and
 - (ii) complies with the provisions of regulation 19; and
- (c) where the dangerous goods are lithium batteries contained in equipment, the public postal operator does so in accordance with an approval granted by the Director-General of Civil Aviation to the public postal operator in respect of any such dangerous goods (called in these Regulations lithium batteries approval).

(3) A person that contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction —

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- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.
- (4) To avoid doubt, nothing in this regulation authorises the conveyance, despatch or delivery by post of any article or substance that is prohibited by or under the Postal Services Act 1999.

Lithium batteries approval

15.—(1) An application by a public postal operator for any lithium batteries approval must —

- (a) be made to the Director-General of Civil Aviation at the time and in the form and manner required by the Director-General of Civil Aviation; and
 - (b) be accompanied by any information and documents that the Director-General of Civil Aviation may require to decide on the application.
- (2) The Director-General of Civil Aviation may refuse to consider an application for any lithium batteries approval that is —
- (a) incomplete; or
 - (b) not made in accordance with paragraph (1).
- (3) After considering any application by a public postal operator for any lithium batteries approval, the Director-General of Civil Aviation may —
- (a) grant the lithium batteries approval to the public postal operator, subject to any conditions that the Director-General of Civil Aviation thinks fit; or
 - (b) refuse to grant the application.
- (4) Any lithium batteries approval granted under paragraph (3)(a) is valid for the period (not exceeding one year) that the Director-General of Civil Aviation may determine.

(5) The Director-General of Civil Aviation may withdraw any lithium batteries approval, or impose, add, delete, substitute or modify any conditions in respect of any such approval, if —

(a) the Director-General of Civil Aviation considers such action necessary to ensure compliance with these Regulations or any other relevant aviation safety subsidiary legislation; or

(b) the Director-General of Civil Aviation is satisfied that there is or is likely to be a failure to comply with these Regulations or any other relevant aviation safety subsidiary legislation.

(6) To avoid doubt, a lithium batteries approval granted under paragraph (3)(a) is not an aviation safety instrument.

Division 5 — Packaging for dangerous goods

Packaging for dangerous goods

16.—(1) A person must not —

(a) mark, label or certify any packaging that is used or intended to be used to contain any dangerous goods as meeting the requirements of the Technical Instructions; or

(b) offer any packaging that is used or intended to be used to contain any dangerous goods for carriage by air,

unless the packaging is manufactured, fabricated, marked, maintained, reconditioned, repaired, tested and approved (as the case may be) in accordance with the Technical Instructions.

(2) A person that —

(a) marks or labels any package or overpack containing any dangerous goods for carriage by air; or

(b) offers any package or overpack that is used or intended to be used to contain any dangerous goods for carriage by air,

must do so in accordance with the Technical Instructions.

(3) A person that contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
- (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

Division 6 — Operator's and shipper's responsibilities

Operator's responsibilities

17.—(1) An operator of an aircraft, or an agent of an operator of an aircraft, must not accept any dangerous goods for carriage on the aircraft unless —

- (a) the dangerous goods are accompanied by a completed and properly executed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and
- (b) the package, overpack or freight container containing the dangerous goods has been inspected, and all accompanying transport documents have been verified, in accordance with the acceptance procedures contained in the Technical Instructions.

(2) For an inspection required by paragraph (1)(b), an operator of an aircraft on which any dangerous goods are to be loaded or carried, or an agent of any such operator, must —

- (a) develop and use an acceptance checklist;
- (b) ensure that the acceptance checklist is in a form, and provides for the recording of any details, that enables the inspection to be fully and accurately made by reference to the completion of the acceptance checklist; and
- (c) ensure that the identity of the person that performed the inspection and the results of the inspection are recorded in the acceptance checklist.

(3) An operator of an aircraft on which any dangerous goods are to be loaded or carried, or an agent of any such operator, must ensure that —

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- (a) all packages and overpacks containing dangerous goods and freight containers containing radioactive materials are —
 - (i) loaded, properly secured and stowed on the aircraft in accordance with the Technical Instructions; and
 - (ii) while in transit, handled and stored in accordance with the Technical Instructions;
 - (b) before any package or overpack containing dangerous goods or any freight container containing radioactive materials is loaded on the aircraft or into any unit load device that is to be loaded on the aircraft, the package, overpack or freight container (as the case may be) is first inspected and found free from any evidence of leakage or damage;
 - (c) any leaking or damaged packages, overpacks or freight containers are not loaded on the aircraft;
 - (d) before any unit load device containing any dangerous goods or radioactive materials is loaded on an aircraft, the unit load device is first inspected and found free from any evidence of leakage or damage;
 - (e) where any package or overpack containing dangerous goods that is loaded on the aircraft appears to be leaking or damaged —
 - (i) the leaking or damaged package or overpack is removed, without delay, from the aircraft by an appropriate authority or organisation;
 - (ii) no other package or baggage on the aircraft has been contaminated by the leaking or damaged package or overpack; and
 - (iii) where the leaking or damaged package or overpack is part of a consignment, the remainder of the consignment is in a proper condition for carriage by air;

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- (f) upon unloading any package or overpack containing dangerous goods or any freight container containing radioactive materials from the aircraft or a unit load device —
- (i) the package, overpack or freight container (as the case may be) is inspected for any evidence of leakage or damage; and
 - (ii) if any evidence of leakage or damage is found during an inspection mentioned in sub-paragraph (i), the part of the aircraft where the package, overpack or freight container was stowed is inspected for contamination or damage by the leaking or damaged package, overpack or freight container;
- (g) any dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck of the aircraft, except in circumstances permitted by the provisions of the Technical Instructions;
- (h) any hazardous contamination found on the aircraft as a result of leakage or damage to dangerous goods is removed without delay;
- (i) if the aircraft is contaminated by radioactive materials, the aircraft is immediately taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination do not exceed the values specified in the Technical Instructions;
- (j) any packages containing dangerous goods which might react dangerously one with another are not stowed on the aircraft next to each other or in a position that would allow interaction between them in the event of leakage;
- (k) any packages of radioactive materials on the aircraft are stowed in such a manner that the packages are separated from persons, live animals and undeveloped film, in accordance with the Technical Instructions;

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- (l) any dangerous goods on the aircraft are secured in such a manner that prevents any movement in flight which would change the orientation of the packages, or which would cause damage to the packages;
 - (m) any packages containing radioactive materials are adequately secured so as to ensure, at all times, compliance with the separation requirements specified in the Technical Instructions; and
 - (n) any packages of dangerous goods bearing the “Cargo aircraft only” label are loaded on the aircraft in accordance with the provisions in the Technical Instructions.
- (4) An operator of an aircraft on which any dangerous goods are carried, or an agent of any such operator, must retain, for at least 3 months after the flight on which the dangerous goods were carried, at least one copy of —
- (a) the completed and properly executed dangerous goods transport document required by paragraph (1)(a) in respect of the dangerous goods, except where the Technical Instructions indicate that such a document is not required;
 - (b) the acceptance checklist required by paragraph (2) in respect of the dangerous goods; and
 - (c) the written information provided to the pilot-in-command of the aircraft required by regulation 25(1)(a).
- (5) A person that contravenes paragraph (1), (2) or (3) shall be guilty of an offence and shall be liable on conviction —
- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.
- (6) A person that contravenes paragraph (4) shall be guilty of an offence and shall be liable on conviction —
- (a) to a fine not exceeding \$10,000; but

- (b) where the person is a repeat offender — to a fine not exceeding \$20,000.

Shipper's responsibilities

18.—(1) Before a shipper, or an agent of a shipper, consigns any dangerous goods for carriage by air, the shipper or its agent must —

- (a) ensure that the dangerous goods are not forbidden for carriage by air in any circumstances under the provisions of the Technical Instructions;
- (b) ensure that the dangerous goods are properly classified, packed, marked, labelled and accompanied by a completed and properly executed dangerous goods transport document, as specified in the Technical Instructions;
- (c) unless otherwise provided for in the Technical Instructions —
- (i) complete and execute the dangerous goods transport document with respect to the dangerous goods, which must —
- (A) contain the information required by the Technical Instructions;
- (B) be in the English language; and
- (C) include a declaration, signed by the shipper or its agent, that the dangerous goods are fully and accurately described by their proper shipping names and that the dangerous goods are classified, packed, marked, labelled, and in proper condition for carriage by air in accordance with the Technical Instructions; and
- (ii) provide the completed and duly executed dangerous goods transport document to the operator of the aircraft on which the dangerous goods are to be carried, or to the agent of that operator; and

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- (d) provide to their employees —
- (i) all such information that is necessary to enable the employees to carry out their responsibilities with regard to the carriage of the dangerous goods; and
 - (ii) instructions as to the action to be taken in the event of any emergency involving the dangerous goods.
- (2) A shipper that consigns any dangerous goods for carriage by air must retain, for at least 3 months after the flight on which the dangerous goods were carried —
- (a) a copy of the completed and properly executed dangerous goods transport document required by paragraph (1) in respect of the dangerous goods, except where the Technical Instructions indicate that such a document is not required; and
 - (b) any other documents or information specified in the Technical Instructions.
- (3) Any document or information mentioned in paragraph (2)(a) or (b) may be kept in electronic form so long as the document or information is capable of being reproduced in a printed form.
- (4) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —
- (a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.
- (5) A person that contravenes paragraph (2) shall be guilty of an offence and shall be liable on conviction —
- (a) for a first offence — to a fine not exceeding \$10,000; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$20,000.

PART 3
TRAINING AND REPORTING

Division 1 — Training

Requirement for dangerous goods training programme approval

19.—(1) A person must hold a valid dangerous goods training programme approval if the person is —

(a) a ground handling agency in Singapore which performs, on behalf of —

(i) any foreign operator carrying out any commercial air transport operation into or from Singapore; or

(ii) an AOC holder,

the act of accepting, handling, loading, unloading, transferring or other processing of cargo, mail or stores;

(b) a ground handling agency in Singapore and located at an airport, which performs, on behalf of —

(i) any foreign operator carrying out any commercial air transport operation; or

(ii) an AOC holder,

the act of processing passengers;

(c) an agency in Singapore and not located at an airport, which performs, on behalf of —

(i) any foreign operator carrying out any commercial air transport operation; or

(ii) an AOC holder,

the act of checking in passengers;

(d) an agency in Singapore which performs, on behalf of —

(i) any foreign operator carrying out any commercial air transport operation; or

(ii) an AOC holder,

the security screening of cargo, mail, stores, passengers or baggage; or

(e) a public postal operator.

(2) A person that is required to hold a valid dangerous goods training programme approval under paragraph (1) (called in this regulation a responsible person) must —

- (a) establish a dangerous goods training programme;
- (b) where the responsible person is a public postal operator, ensure that the contents of the dangerous goods training programme mentioned in sub-paragraph (a) are in accordance with Table 1-4 of the Technical Instructions;
- (c) obtain a dangerous goods training programme approval for the dangerous goods training programme mentioned in sub-paragraph (a);
- (d) maintain the approved dangerous goods training programme;
- (e) ensure that each of the responsible person's employees who is responsible for performing any function aimed at ensuring that dangerous goods are transported in accordance with the Technical Instructions (called in this regulation a relevant employee) —
 - (i) undergoes approved dangerous goods training that —
 - (A) is commensurate with the relevant employee's responsibilities in relation to that function; and
 - (B) includes general familiarisation training, function-specific training and safety training as specified in the Technical Instructions;
 - (ii) is competent to perform that function;
 - (iii) undergoes approved dangerous goods training on a recurrent basis within the duration specified in the Technical Instructions; and

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- (iv) upon completion of any approved dangerous goods training, passes a test to verify that the relevant employee understands the content of the approved dangerous goods training;
 - (f) maintain records of training undergone by every one of its relevant employees, being records in the form and kept in the manner in conformity with the Technical Instructions; and
 - (g) provide the Director-General of Civil Aviation with any of those records the Director-General of Civil Aviation requires for the purposes of these Regulations.
- (3) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —
- (a) to a fine not exceeding \$20,000; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.
- (4) A person that contravenes paragraph (2) shall be guilty of an offence and shall be liable on conviction —
- (a) for a first offence — to a fine not exceeding \$20,000; but
 - (b) where the person is a repeat offender — to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.

Application for dangerous goods training programme approval

20.—(1) An application for a dangerous goods training programme approval must be made to the Director-General of Civil Aviation in accordance with this regulation.

(2) An application for a dangerous goods training programme approval must —

- (a) be made in the form and manner required by the Director-General of Civil Aviation; and

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- (b) be accompanied by —
- (i) the dangerous goods training programme that is the subject of the application; and
 - (ii) any information and documents that the Director-General of Civil Aviation may require to decide on the application.

(3) The Director-General of Civil Aviation may refuse to consider an application for a dangerous goods training programme approval that is —

- (a) incomplete; or
- (b) not made in accordance with paragraph (2).

Grant and validity of dangerous goods training programme approval

21.—(1) After considering any application for a dangerous goods training programme approval, the Director-General of Civil Aviation may —

- (a) grant a dangerous goods training programme approval, subject to any conditions that the Director-General of Civil Aviation thinks fit; or
- (b) refuse to grant the application.

(2) To avoid doubt, a dangerous goods training programme approval granted by the Director-General of Civil Aviation under paragraph (1)(a) is not an aviation safety instrument.

(3) The Director-General of Civil Aviation may withdraw a dangerous goods training programme approval granted under paragraph (1)(a) or impose, add, delete, substitute or modify any conditions in respect of any such dangerous goods training programme approval if the Director-General of Civil Aviation —

- (a) considers such action necessary to ensure compliance with these Regulations or any other relevant aviation safety subsidiary legislation; or

- (b) is satisfied that there is or is likely to be a failure to comply with these Regulations or any other relevant aviation safety subsidiary legislation.

(4) A dangerous goods training programme approval granted under paragraph (1)(a) is valid for the period (not exceeding 2 years) that the Director-General of Civil Aviation may determine.

Responsibilities of shipper with regard to dangerous goods training

22.—(1) A shipper of dangerous goods (including any packer, freight forwarder or person that undertakes the responsibilities of a shipper of dangerous goods) must —

- (a) establish and maintain a dangerous goods training programme;
- (b) ensure that each of its employees who is responsible for performing any function aimed at ensuring that dangerous goods are transported in accordance with the Technical Instructions (called in this regulation the relevant employee) —
 - (i) undergoes dangerous goods training in accordance with the dangerous goods training programme mentioned in sub-paragraph (a) that —
 - (A) is commensurate with the relevant employee's responsibilities in relation to that function; and
 - (B) includes general familiarisation training, function-specific training and safety training as specified in the Technical Instructions;
 - (ii) is competent to perform that function;
 - (iii) undergoes dangerous goods training on a recurrent basis within the duration specified in the Technical Instructions; and
 - (iv) upon completion of any dangerous goods training, passes a test to verify that the relevant employee

understands the content of the dangerous goods training;

- (c) maintain records of training undergone by every one of its relevant employees, being records in the form and kept in the manner in conformity with the Technical Instructions; and
- (d) provide the Director-General of Civil Aviation with any of those records of training when requested to do so.

(2) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$20,000; but
- (b) where the person is a repeat offender — to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.

Responsibilities of operator with regard to dangerous goods training

23.—(1) An operator, other than an AOC holder, must —

- (a) ensure that every one of its relevant personnel —
 - (i) undergoes dangerous goods training in accordance with the Technical Instructions;
 - (ii) is competent to perform that relevant function;
 - (iii) undergoes dangerous goods training on a recurrent basis within the duration specified in the Technical Instructions; and
 - (iv) upon completion of any dangerous goods training, passes a test to verify that the relevant employee understands the content of the dangerous goods training;
- (b) maintain records of training undergone by every one of its relevant personnel, being records in the form and kept in the manner in conformity with the Technical Instructions; and

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- (c) provide the Director-General of Civil Aviation with any of those records of training when requested to do so.
- (2) A person that contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction —
- (a) to a fine not exceeding \$20,000; but
- (b) where the person is a repeat offender — to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.
- (3) In paragraph (1) —
- “relevant function” means any function aimed at ensuring that dangerous goods are transported in accordance with the Technical Instructions;
- “relevant personnel”, in relation to an operator, means —
- (a) for a foreign operator — any crew member operating an aircraft to or from Singapore, an employee of the foreign operator or an agent of the operator in Singapore, who is responsible for performing any relevant function; or
- (b) for a Singapore operator (other than an AOC holder) or an operator of a Singapore registered aircraft for the purpose of general aviation — any crew member operating the aircraft or an employee or agent of such an operator, who is responsible for performing any relevant function.

Division 2 — Reporting of occurrences

Reporting of occurrences

24.—(1) A Singapore operator, or an operator of a Singapore registered aircraft operated for the purpose of general aviation, must report to the Director-General of Civil Aviation, in accordance with paragraphs (3), (4) and (5) —

- (a) any dangerous goods accident or dangerous goods incident involving any aircraft operated by that operator;

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- (b) the finding of any undeclared or misdeclared dangerous goods in any cargo, mail or baggage —
 - (i) that originate from any State; and
 - (ii) that are, or are intended for transportation, on board any aircraft operated by that operator;
 - (c) the finding of any dangerous goods —
 - (i) that are or have been carried on any aircraft operated by that operator; and
 - (ii) that were not loaded, segregated, separated or secured in accordance with the Technical Instructions; or
 - (d) the finding of any dangerous goods —
 - (i) that are or have been carried on any aircraft operated by that operator; and
 - (ii) information of which was not provided to the pilot-in-command of the aircraft as required under regulation 25(1)(a) or in accordance with the Technical Instructions.
- (2) A foreign operator must report to the Director-General of Civil Aviation, in accordance with paragraphs (3), (4) and (5) —
- (a) any dangerous goods accident or dangerous goods incident involving any aircraft operated by that foreign operator that lands in or departs from Singapore; or
 - (b) the finding of any undeclared or misdeclared dangerous goods in any cargo, mail or baggage —
 - (i) that originate from or are destined for Singapore, or that are in transit in Singapore; and
 - (ii) that are, or are intended for transportation, on board any aircraft operated by that foreign operator.
- (3) A report required under paragraph (1) or (2) must contain the following information (as appropriate to the occurrence that is the subject of the report):

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- (a) the date of the occurrence;
 - (b) the State of the operator;
 - (c) the State of Origin;
 - (d) the State of registry;
 - (e) the location of the occurrence, flight number and flight date;
 - (f) the description of the dangerous goods and the reference number of the air waybill, pouch, baggage tag or ticket, as the case may be;
 - (g) the proper shipping name (including the technical name, if applicable) of the dangerous goods;
 - (h) the UN number or ID number (as the case may be) of the dangerous goods;
 - (i) the class or division of the dangerous goods in accordance with the Technical Instructions, and any subsidiary hazard;
 - (j) the type of packaging and the packaging specification marking;
 - (k) the quantity of the dangerous goods;
 - (l) the name and address of the shipper or passenger involved, as the case may be;
 - (m) the suspected cause of the occurrence;
 - (n) the action taken upon discovery of the occurrence, including any mitigation measures;
 - (o) any serious injury, death or damage of property caused by the occurrence;
 - (p) any other reporting action taken;
 - (q) the name, title, address and contact number of the person making the report;
 - (r) any other relevant details.

(4) Subject to paragraph (5), a report containing as much of the information mentioned in paragraph (3) as is in the possession of the person making the report must be despatched in a form specified by the Director-General of Civil Aviation, and by the quickest available means within 24 hours of the occurrence coming to the knowledge of the person making the report.

(5) Where any information mentioned in paragraph (3) is not in the possession of the person making a report under paragraph (1) or (2), that person must despatch the information in a form as specified by the Director-General of Civil Aviation, and by the quickest available means within 24 hours of the information coming into that person's possession.

(6) Where any dangerous goods accident, dangerous goods incident or the finding of any undeclared or misdeclared dangerous goods in cargo, mail or baggage on board any aircraft is reported to the Director-General of Civil Aviation under paragraph (1) or (2), the Director-General of Civil Aviation may cause an investigation to be made in any manner that he or she thinks necessary.

(7) A person that contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$20,000; but

(b) where the person is a repeat offender — to a fine not exceeding \$40,000 or to imprisonment for a term not exceeding 15 months or to both.

(8) A person that contravenes paragraph (4) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$10,000; but

(b) where the person is a repeat offender — to a fine not exceeding \$20,000.

(9) A person that contravenes paragraph (5) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$10,000; but

(b) where the person is a repeat offender — to a fine not exceeding \$20,000.

PART 4

MISCELLANEOUS PROVISIONS

Provision of information

25.—(1) An operator of an aircraft used or to be used for any flight involving the carriage of dangerous goods, or an agent of such an operator, must —

- (a) as early as practicable and before the start of the flight, provide to the pilot-in-command of the aircraft and other personnel with responsibilities relating to the operational control of the aircraft (including the flight operations officer, flight dispatcher and designated ground personnel responsible for the aircraft's flight operations) all such information that is specified in the Technical Instructions so as to enable them to carry out their responsibilities with regard to the carriage of dangerous goods;
- (b) retain a legible copy of the information required under sub-paragraph (a) on the ground, together with an indication that the pilot-in-command of the aircraft has received the information;
- (c) ensure that whilst the aircraft is in flight, the information required under sub-paragraph (a) is readily accessible to the flight operations officer, flight dispatcher, and designated ground personnel responsible for the aircraft's flight operations;
- (d) ensure that at any point where a passenger may (without the involvement of another person) complete the purchase of a passenger ticket, or be issued with a boarding pass, in respect of the flight —
 - (i) the passenger is warned and provided with information (which may be in text or pictorial form) as to the types of dangerous goods that the passenger is forbidden to transport aboard the aircraft as provided in the Technical Instructions (called in this regulation the relevant restrictions); and

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- (ii) the passenger indicates that he or she understands the relevant restrictions;
 - (e) ensure that information (which must include visual examples) on the relevant restrictions is displayed at every location —
 - (i) where any passenger tickets or boarding passes are issued in respect of the flight;
 - (ii) where any baggage intended to be carried on the flight is dropped off or checked in; or
 - (iii) that serves as boarding area for the flight;
 - (f) provide to their flight crew members and other employees —
 - (i) all such information that is necessary to enable the flight crew members and employees to carry out their responsibilities with regard to the carriage of the dangerous goods; and
 - (ii) instructions as to the action to be taken in the event of any emergency involving the dangerous goods;
 - (g) in the event that the aircraft is involved in any accident or serious incident involving (or suspected to involve) dangerous goods on the aircraft, provide, without delay, the information about the dangerous goods as shown on the written information given to the pilot-in-command of the aircraft under sub-paragraph (a), to —
 - (i) any emergency services or rescue personnel responding to the accident or serious incident; and
 - (ii) the appropriate authorities and the State in which the accident or serious incident occurred; and
 - (h) in the event of any in-flight emergency involving the aircraft, require the pilot-in-command of the aircraft to inform, as soon as the situation permits, the appropriate air traffic services unit (for the information of the operator of the aerodrome of intended landing) of the dangerous goods

on the aircraft in accordance with the Technical Instructions.

(2) An aerodrome operator must ensure that every passenger who intends to board any aircraft departing from the aerodrome is warned and provided with information (which must include visual examples) on the relevant restrictions.

(3) For the purposes of paragraph (1)(c), an aircraft is in flight —

(a) in the case where the aircraft is an aeroplane — from the moment the aeroplane first moves for the purpose of taking off until the moment the aeroplane finally comes to rest after landing at the end of the flight; and

(b) in the case where the aircraft is a helicopter — from the moment the helicopter’s rotor blades first start turning for the purpose of taking off until the moment the helicopter finally comes to rest (with its rotor blades stopped) after landing at the end of the flight.

(4) A person that contravenes paragraph (1)(a), (b), (c), (d) or (e) or (2) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but

(b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

(5) A person that contravenes paragraph (1)(f), (g) or (h) shall be guilty of an offence and shall be liable on conviction —

(a) to a fine not exceeding \$50,000 or to imprisonment for a term not exceeding 2 years or to both; but

(b) where the person is a repeat offender — to a fine not exceeding \$100,000 or to imprisonment for a term not exceeding 5 years or to both.

(6) In this regulation, “serious incident” means an incident described in the First Schedule to the Transport Safety

Investigations (Aviation Occurrences) Regulations 2023 (G.N. No. S 870/2023).

[S 914/2023 wef 01/01/2024]

Administrative relief from Technical Instructions compliance

26.—(1) For the purposes of —

- (a) regulation 17(1) and (3);
- (b) regulation 18(1)(a), (b) and (c);
- (c) regulation 19(2)(e);
- (d) regulation 22(1)(b); and
- (e) regulation 23(1)(a),

the Director-General of Civil Aviation may grant any particular person (including any operator or shipper) in any particular case relief from complying with any Technical Instruction referred to in any of those provisions (called in this regulation the relevant provision), either absolutely or subject to any conditions that the Director-General of Civil Aviation thinks fit, if —

- (f) the Director-General of Civil Aviation is satisfied that —
 - (i) the relief from compliance with the relevant provision is a matter of extreme urgency;
 - (ii) other forms of transport are inappropriate; or
 - (iii) full compliance with the relevant provision of the Technical Instructions is contrary to public interest; and
- (g) the person makes every effort to achieve an overall level of safety in transport which is at least equivalent to the level of safety required or provided for in the Technical Instructions.

(2) An application for relief under paragraph (1) from complying with Technical Instructions (called in this regulation a relief) must —

- (a) be made to the Director-General of Civil Aviation in the form and manner the Director-General of Civil Aviation requires; and

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- (b) be accompanied by any documents and information that the Director-General of Civil Aviation may require to decide on the application.
- (3) Any relief granted is valid only for the period (not exceeding one year) that the Director-General of Civil Aviation may determine.
- (4) A person that is granted any relief must —
- (a) provide a copy of the documents evidencing the relief granted to the operator of any aircraft on which the dangerous goods are to be loaded or transported;
 - (b) provide copies of the documents mentioned in sub-paragraph (a) upon request by any of the States concerned; and
 - (c) attach the documents mentioned in sub-paragraph (a) to the dangerous goods transport document accompanying the dangerous goods.
- (5) In paragraph (4)(b), “States concerned” means —
- (a) the State of the operator;
 - (b) the State of Origin;
 - (c) the State of Overflight;
 - (d) the State of Transit; and
 - (e) the State of Destination.

Fees

27.—(1) The provisions of the Second Schedule are to have effect with respect to the fees to be charged in connection with the application for, or the grant, issue, validation, renewal, extension or variation, of any permit, approval or other document (including a copy of any permit, approval or document), required or provided by or for the purpose of these Regulations.

(2) The Director-General of Civil Aviation may, in any particular case, waive or refund in whole or in part any fee payable under these Regulations on any terms and conditions that the Director-General of Civil Aviation thinks fit.

Financial penalties

28.—(1) Subject to paragraphs (2) and (3), where the Authority is of the opinion that a shipper or an operator of an aircraft, or an agent of a shipper or an operator of an aircraft (called in this regulation the responsible person) is contravening or has contravened any provision in Part 2 or 3 (being a contravention that is not an offence under the Act), the Authority may impose on the responsible person a financial penalty not exceeding the higher of —

- (a) \$500,000; or
- (b) 5% of the responsible person's annual revenue derived from the regulated activity.

(2) Before exercising any power under paragraph (1), the Authority must give written notice to the responsible person —

- (a) stating that the Authority intends to impose on the responsible person a financial penalty under this regulation;
- (b) specifying each instance of non-compliance that is the subject of the financial penalty; and
- (c) specifying the time (being not less than 14 days after the service of the notice on the responsible person) within which written representations may be made to the Authority with respect to the non-compliance that is the subject of the financial penalty.

(3) The Authority may, after considering any written representations made under paragraph (2)(c), decide to impose any financial penalty under paragraph (1) that the Authority considers appropriate.

(4) Where the Authority has made any decision under paragraph (3) against a responsible person, the Authority must give written notice to the responsible person specifying —

- (a) the amount of the financial penalty imposed on the responsible person; and
- (b) the period within which the financial penalty is to be paid.

(5) To avoid doubt, this regulation does not affect the operation of section 17, 18 or 19 of the Act.

(6) In this regulation —

“annual revenue” means the amount of money received by a responsible person in the calendar year during which the responsible person contravened a provision in Part 2 or 3 (being a contravention that is not an offence under the Act);

“regulated activity” means the flights or operations regulated under these Regulations.

PART 5

SAVING AND TRANSITIONAL PROVISIONS

Saving and transitional provisions

29.—(1) Subject to paragraph (2), where —

(a) a permit or an approval is granted by the Chief Executive under the Air Navigation Order (O 2) immediately before 1 January 2023; and

(b) the permit or approval may be granted by the Director-General of Civil Aviation under these Regulations,

the permit or approval granted by the Chief Executive continues in force as if the Director-General of Civil Aviation had granted that permit or approval under these Regulations until the permit or approval is superseded, revoked or otherwise terminated.

(2) A permit or an approval mentioned in paragraph (1)(a) that is expressed to continue in force for a definite period ceases to be in force after the expiration of that period.

(3) An application under any provision of the Air Navigation Order immediately before 1 January 2023 for a permit or an approval that may be granted by the Director-General of Civil Aviation under these Regulations, which application is still pending on or after 1 January 2023, is to be treated as if that application were made under these Regulations.

FIRST SCHEDULE

Regulation 2

DEFINITIONS

- “acceptance checklist” means 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.
- “aerodrome certificate”, in relation to a certified aerodrome, means a certificate granted by the Authority under paragraph 67 of the Air Navigation Order to a person to operate an aerodrome.
- “aerodrome operator”, in relation to a certified aerodrome, means the holder of an aerodrome certificate.
- “agent” means any person that undertakes the responsibilities or carries out any of the functions of an operator or a shipper (as the case may be), on behalf of the operator or shipper in relation to the carriage of dangerous goods.
- “ANR-119” means the Air Navigation (119 — Air Operator Certification) Regulations 2018 (G.N. No. S 443/2018).
- “ANR-121” means the Air Navigation (121 — Commercial Air Transport by Large Aeroplanes) Regulations 2018 (G.N. No. S 444/2018).
- “ANR-135” means the Air Navigation (135 — Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018 (G.N. No. S 445/2018).
- “AOC holder” means a holder of an air operator certificate granted under the ANR-119.
- “approved dangerous goods training” means training that is conducted in accordance with an approved dangerous goods training programme.
- “approved dangerous goods training programme” means a dangerous goods training programme that is the subject of a valid dangerous goods training programme approval.
- “baggage” means the personal property of any passenger or crew member that is carried on an aircraft by agreement with the operator.
- “cargo” means any property carried on an aircraft other than mail and accompanied or mishandled baggage.
- “cargo aircraft” means an aircraft, other than a passenger aircraft, which carries goods or property.

FIRST SCHEDULE — *continued*

- “certified aerodrome” means an aerodrome in respect of which an aerodrome certificate has been granted.
- “consignment” means one or more packages of dangerous goods received and accepted as a single lot by an operator from a single shipper on a single occasion for conveyance from a single address to a single consignee at a single destination.
- “dangerous goods” means any article or substance —
- (a) which is capable of posing a hazard to health, safety, property or the environment; and
 - (b) which is set out in the list of dangerous goods in, or is classified as dangerous goods according to, the Technical Instructions.
- “dangerous goods accident” means any occurrence associated with and related to the transport of dangerous goods by air which results in —
- (a) fatal or serious injury to a person; or
 - (b) major property or environmental damage.
- “dangerous goods incident” means any occurrence, other than a dangerous goods accident, which is associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained, and includes any occurrence relating to the transport of dangerous goods and which seriously jeopardises the aircraft or its occupants.
- “dangerous goods permit” means a permit granted under regulation 7.
- “dangerous goods training programme” means an initial and recurrent dangerous goods training programme.
- “dangerous goods training programme approval” means an approval of a dangerous goods training programme granted by the Director-General of Civil Aviation under regulation 21.
- “ID number” means a temporary identification number specified in the Technical Instructions for an item of dangerous goods or a substance which has not been assigned a UN number.
- “mail” means any letter, correspondence, postal article or thing that is tendered by, and intended for delivery to, a postal service in accordance with the provisions of the Convention regulating the affairs of the Universal Postal Union.

FIRST SCHEDULE — *continued*

- “overpack” means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.
- “package” means the complete product of a packing operation consisting of the packaging and its contents prepared for transport.
- “packaging” means a receptacle and any components or materials necessary for the receptacle to perform its containment function.
- “passenger aircraft” means an aircraft that carries any person other than a crew member, an operator’s employee in an official capacity, an authorised representative of an appropriate national authority or a person accompanying a consignment or other cargo.
- “pilot-in-command” means 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.
- “Postal Authority” has the meaning given by section 2(1) of the Postal Services Act 1999.
- “postal service” has the meaning given by section 2(1) of the Postal Services Act 1999.
- “public postal operator” means any provider of postal services designated by the Postal Authority under section 7 of the Postal Services Act 1999 to operate postal services and to fulfil the related obligations of the Convention regulating the affairs of the Universal Postal Union on its territory.
- “regulation 10 approval” means an approval granted under regulation 10.
- “repeat offender”, in relation to any offence under these Regulations, means a person who —
- (a) is convicted, or found guilty, of such an offence (called the current offence); and
 - (b) has been convicted or found guilty of the same offence on at least one other earlier occasion before the date on which the person is convicted or found guilty of the current offence.
- “serious injury” means any injury which is sustained by a person in an accident and which —
- (a) requires hospitalisation for a period exceeding 48 hours, where the period starts within 7 days from the date the injury was sustained;

FIRST SCHEDULE — *continued*

- (b) results in a fracture of any bone, other than a simple fracture of any finger, toe or nose;
- (c) involves lacerations which cause severe haemorrhage or nerve, muscle or tendon damage;
- (d) involves injury to any internal organ;
- (e) involves second or third degree burns, or any burns affecting more than 5% of the surface of the body; or
- (f) involves verified exposure to infectious substances or injurious radiation.

“shipper”, in relation to any dangerous goods, means a person that consigns or delivers, or causes to be consigned or delivered, any dangerous goods for carriage by air.

“State of Destination”, in relation to a consignment, means the State in the territory of which the consignment is, or is to be, finally unloaded from an aircraft.

“State of Origin”, in relation to a consignment, means the State in the territory of which the consignment is, or is to be, first loaded on an aircraft.

“State of Overflight”, in relation to a consignment that is transported by an aircraft, means a State having sovereignty over any territory that is overflown by the aircraft without landing or taking off in that territory.

“State of the operator”, in relation to an operator, means the State in which —

- (a) the operator’s principal place of business is located; or
- (b) where the operator has no principal place of business, the operator’s permanent residence is located.

“State of Transit”, in relation to a consignment, means a State —

- (a) in which the consignment arrives on an aircraft; and
- (b) from which the consignment departs on the same aircraft.

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

“transport”, by air, includes carriage by air.

“UN number” means a four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the

FIRST SCHEDULE — *continued*

Globally Harmonized System of Classification and Labelling of Chemicals to identify —

- (a) an article or a particular group of articles; or
- (b) a substance or a particular group of substances.

“undeclared or misdeclared dangerous goods” means dangerous goods which are —

- (a) not declared in accordance with the Technical Instructions; or
- (b) inaccurately declared in the dangerous goods transport document accompanying the dangerous goods.

“unit load device” means any type of —

- (a) freight container;
- (b) aircraft container;
- (c) aircraft pallet with a net; or
- (d) aircraft pallet with a net over an igloo.

SECOND SCHEDULE

Regulation 27

FEES

<i>First column</i>	<i>Second column</i>
<i>Matter</i>	<i>Amount</i>
1. Dangerous goods permit for a single return flight	\$50
2. Dangerous goods permit (block)	\$600 for return flights occurring within the period that the permit is in force

Made on 14 December 2022.

EDMUND CHENG WAI WING
Chairperson,
Civil Aviation Authority of
Singapore.

[LE/LGN/A1.8; AG/LEGIS/SL/6/2020/12 Vol. 2]

(To be presented to Parliament under section 9(9) of the
Air Navigation Act 1966).