



## IATA Dangerous Goods Regulations

51<sup>st</sup> Edition (English)  
Effective 1 January 2010

### ADDENDUM

Posted 31 March 2010

Users of the IATA Dangerous Goods Regulations are asked to note the following amendments and corrections to the 51st Edition, effective from 1 January 2010.

Where appropriate, changes or amendments to existing text have been highlighted (in yellow - PDF or grey - hardcopy) to help identify the change or amendment.

#### **New or Amended State Variations (Section 2.9.2)**

##### **New LUG (Luxembourg)**

**LUG-01** Under the Grand-ducal regulation of 14 December 2000 concerning the protection of the population against the dangers arising from ionizing radiation, as modified on 21 July 2006, each airline carrying radioactive material above exemption level (excepted packages, Type A, Type B, etc.) to and from the airport of Luxembourg shall be authorized to this effect by the Minister of Health. Information on the licensing procedure can be obtained at:

Division de la Radioprotection  
Villa Louvigny - Allée Marconi  
L-2120 Luxembourg  
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phone: +352 247 85670  
[www.radioprotection.lu](http://www.radioprotection.lu)

#### **New or Amended Operator Variations (Section 2.9.4)**

##### **Amend IJ (Great Wall Airlines)**

**IJ-01** Only Division 1.4S and Division 1.4G explosives can be accepted for carriage on GWL services. Division 1.4S explosives must be packed for passenger aircraft **and loaded in the lower deck cargo compartment**. Division 1.4G explosives can ONLY be uplifted from Shanghai.

##### **New IT (Kingfisher Airlines)**

**IT-01** Battery-powered wheelchairs or mobility-aids with spillable batteries will not be accepted on Kingfisher aircraft as checked baggage (see 2.3.2.3 and 9.3.15). **Note:** Battery-powered wheelchairs and mobility aids with non-spillable batteries are acceptable.

**IT-02** Used camping stoves (fuel or gas) will not be accepted for carriage in baggage, even if thoroughly cleaned (see 2.3.2.5).

**IT-03** Small gaseous oxygen (oxygen compressed UN 1072) or air cylinders required for medical use are not permitted in passenger checked or carry-on baggage. Should a passenger require supplementary oxygen, a request 24hrs prior to the flight must be made to Kingfisher Airlines.

**IT-04** Mercury barometers will not be accepted for carriage as carry-on or checked baggage, except a small medical or clinical thermometer for personal use when in protective case (see 2.3.3.1).

**IT-05** Dangerous Goods in salvage packaging will not be accepted for carriage (see 5.0.1.6, 6.0.6, 6.7, 7.1.5 and 7.2.3.11).



**IT-06** Mercury (UN 2809) or Mercury contained in manufactured articles will not be accepted for carriage under any circumstances.

**IT-07** Hazardous waste as defined by any regulation, will not be accepted for carriage (see Packing Instruction 622 and 8.1.3.3).

**IT-08** The shipper must provide a 24hrs emergency telephone number of a person/agency who is knowledgeable of the hazards characteristics and the actions to be taken in case of an accident or incident concerning each of the dangerous goods being transported. This telephone number, including the country and area code, preceded by the words "Emergency contact" or "24hour number" must be inserted in the "Additional Handling Information" box of the DGD.

**IT-09** Dangerous goods as defined by any regulation will not be accepted in AIR MAIL (see 2.4 and 10.2.2).

**IT-10** Class – 1 Explosives will not be accepted for carriage except substances and articles of Division 1.4S, UN 0012 or UN 0014 only (see Packing Instruction 130).

**IT-11** Division 2.3, Toxic gases will not be accepted for carriage (see Packing Instruction 200 and 206).

**IT-12** Class – 4 Flammable Solids will not be accepted for carriage.

**IT-13** Class – 7 Radioactive material will not be accepted for carriage (see 10.10.2).

**Amend KZ (Nippon Cargo Airlines)**

**KZ-06** ~~In the case of a transshipment, a photocopy of the Shipper's Declaration will not be accepted. Two copies of the Shipper's Declaration must be forwarded with the shipment (see 8.1.2.3). Not used.~~

**Amend MN (Comair Pty Limited)**

**Add new:**

**MN-04** Bicycle Inflation Pumps filled with Div 2.2 Carbon Dioxide non-flammable gas will be accepted for transportation as checked baggage only. The maximum amount per passenger is limited to four 16 g cartridges. Cartridges larger than 16 g will not be permitted for carriage. This is outside the Company policy as specified in MN-01.

**Section 2**

Pg. 12 – Amend 2.3.2 as shown:

**2.3.2 Goods Acceptable with Operator Approval, as Checked Baggage Only**

The following dangerous goods, as listed in 2.3.2.1 through ~~2.3.2.4~~ **2.3.2.5**, are permitted on aircraft as checked baggage only and with the approval of the operator(s).

Pg. 12 – Amend 2.3.2.2 and 2.3.2.3 as shown:

**2.3.2.2 Wheelchairs/Mobility Aids with Non-spillable Batteries**

~~Battery-powered wheelchairs or other battery-powered similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with non-spillable batteries, (see Packing Instruction 806 and Special Provision A67), which comply with Special Provision A67 or the vibration and pressure differential tests of Packing Instruction 806~~ provided the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container, and the battery is securely attached to the wheelchair or mobility aid (see 9.3.15.4 and Figure 9.3.G). Operators must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional operation and that the wheelchair/mobility aid is protected from being damaged by the movement of baggage, mail, stores or cargo. ~~It is recommended that passengers make advance arrangements with each operator.~~

### **2.3.2.3 Wheelchairs/Mobility Aids with Spillable Batteries**

**2.3.2.3.1** Battery-powered wheelchairs or other battery-powered similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with spillable batteries, provided that the wheelchair or mobility aid can be loaded, stowed, secured and unloaded always in an upright position and that the battery is disconnected, the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container, and the battery is securely attached to the wheelchair or mobility aid. Operators must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional operation and that the wheelchair/mobility aid is protected from being damaged by the movement of baggage, mail, stores or cargo. If the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed and the wheelchair or mobility aid may then be carried as checked baggage without restriction. The removed battery must be carried in strong, rigid packagings as follows:

- (a) packagings must be leak-tight, impervious to battery fluid and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securement (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders;
- (b) batteries must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their total liquid contents; and
- (c) these packagings must be marked "BATTERY, WET, WITH WHEELCHAIR" or "BATTERY, WET, WITH MOBILITY AID" and be labelled with the "Corrosive" label (see Figure 7.3.V) and with the "Package Orientation" label (see Figures 7.4.E and 7.4.F).

**2.3.2.3.2** The pilot-in-command must be informed of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery. It is recommended that passengers make advance arrangements with each operator; also that batteries which are spillable should be fitted with spill-resistant vent caps when feasible (see 9.3.15.4 and Figure 9.3.H).

Pg. 12 – Add new 2.3.2.4 as follows:

### **2.3.2.4 Wheelchairs/Mobility Aids with Lithium Batteries**

**2.3.2.4.1** Lithium-ion battery powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:

- (a) the batteries must be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, section 38.3;
- (b) battery terminals are protected from short circuits, e.g. by being enclosed within a battery container, and the battery is securely attached to the wheelchair or mobility aid;
- (c) the operator(s) must ensure that such mobility aids are carried in a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo; and
- (d) the pilot-in-command must be informed of the location of the mobility aid.

It is recommended that passengers make advance arrangements with each operator.

Pg. 12 – Revise existing 2.3.2.4 to become 2.3.2.5



Pg. 14 – Amend Table 2.3.A as follows:

NO	YES	NO	YES	NO	<b>Wheelchairs or other battery-powered mobility devices with non-spillable batteries</b> (see <b>which comply with</b> Packing Instruction 806 and Special Provision A67), provided the battery terminals are insulated to prevent accidental short circuits, e.g. by being enclosed within a battery container, and the battery is securely attached to the wheelchair or mobility aid. Operators must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional operation and that the wheelchair/mobility aid is protected from being damaged by the movement of baggage, mail, stores or cargo.
NO	YES	NO	YES	YES	<b>Wheelchairs or other battery-powered mobility devices with spillable batteries or with lithium-ion batteries.</b> (See 2.3.2.3 and <b>2.3.2.4</b> for details.)

**Section 4**

Pg. 127/128 – Table 4.1.A: Revise Division 4.1 *General entries* as shown:

Class or Division	Subsidiary Risk	UN or ID No.	Proper Shipping Names (Note: The ★ is not part of the proper shipping name)
<i>General entries</i>			
4.1	<b>8</b>	<b>3180</b>	<b>Flammable solid, corrosive, inorganic, n.o.s.★</b>
	<b>8</b>	<b>2925</b>	<b>Flammable solid, corrosive, organic, n.o.s.★</b>
		<b>3178</b>	<b>Flammable solid, inorganic, n.o.s.★</b>
		<b>1325</b>	<b>Flammable solid, organic, n.o.s.★</b>
		<b>3176</b>	<b>Flammable solid, organic, molten, n.o.s.★</b>
	<b>5.1</b>	<b>3097</b>	<b>Flammable solid, oxidizing, n.o.s.★</b>
	<b>6.1</b>	<b>3179</b>	<b>Flammable solid, toxic, inorganic, n.o.s.★</b>
	<b>6.1</b>	<b>2926</b>	<b>Flammable solid, toxic, organic, n.o.s.★</b>
		<b>3181</b>	<b>Metal salts of organic compounds, flammable, n.o.s.★</b>
		<b>3175</b>	<b>Solids containing flammable liquid, n.o.s.★</b>

Pg. 211 – 4.2: Revise the proper shipping name for UN 3468 to read:

**Hydrogen in a metal hydride storage system**

Pg. 225 – 4.2: Revise ERG Code for UN 1230, Methanol to be **3L**

Pg. 240 – 4.2: Revise the entry for UN 3356 as shown:

UN/ID no.	Proper Shipping Name/Description	Class or Div. (Sub Risk)	Hazard Label(s)	PG	EQ see 2.7	Passenger and Cargo Aircraft				Cargo Aircraft Only		S.P. see 4.4	ERG Code
						Ltd Qty		Pkg Inst	Max Net Qty/Pkg	Pkg Inst	Max Net Qty/Pkg		
						Pkg Inst	Max Net Qty/Pkg						
A	B	C	D	E	F	G	H	I	J	K	L	M	N
3356	<b>Oxygen generator, chemical †</b> (including when contained in associated equipment e.g. passenger service units (PSUs), protective breathing equipment (PBE), etc.	5.1	Oxidizer	II	E0	Forbidden		Forbidden		523	<del>25 kg-G</del> <b>25 kg</b>	A1 A111 A116 A144	5L

Table 4.2 revise the following entries as shown:

Pg. 164

tert-Butyl peroxyacetate, > 52% and < 77%, when with >23% diluent Type B

Pg. 173

3-Chloroperoxybenzoic acid, > 57% and < 86%, when with ≥ 14% inert solid

Pg. 183

Diacetone alcohol peroxides, > 57% in solution with > 9% hydrogen peroxide, < 26% diacetone alcohol and < 9% water; total active oxygen content > 10% by weight

Pg. 184

Dibenzoyl peroxide, > 77% and < 94%, when with ≥6% water

Pg. 202

Formaldehyde solution with ≥ 10% but < 25% formaldehyde, see **Aviation regulated liquid, n.o.s.\* †** (UN 3334)

UN 3412 **Formic acid**

with ≥ 5% but < 10% acid by weight

Pg. 232

UN 2031 **Nitric acid**

other than red fuming, with > 20% but < 65% nitric acid

Pg. 237

UN 0266 **Octol**

dry or wetted with < 15% water, by weight

UN 0266 **Octolite**

dry or wetted with < 15% water, by weight

Pg. 247

UN 0154 **Picric acid**

dry or wetted with < 30% water, by weight

Pg. 252

UN 1848 **Propionic acid**

with ≥ 10% but < 90% acid by weight

Pg. 271

UN 0209 **TNT**

dry or wetted with < 30% water, by weight

Pg. 276

UN 0214 **Trinitrobenzene**

dry or wetted with < 30% water, by weight

UN 0215 **Trinitrobenzoic acid**

dry or wetted with < 30% water, by weight

UN 0154 **Trinitrophenol**

dry or wetted with < 30% water, by weight

Pg. 277

UN 0209 **Trinitrotoluene**

dry or wetted with < 30% water, by weight

Pg. 278

UN 3370 **Urea nitrate**

with > 10% but < 20% water, by weight

## **Section 5**

Packing Instruction 523 – Add “FX-13 into operator variations.

## **Section 9**

### **9.3.15 Loading of Wheelchairs or other Battery Operated Mobility Aids as Checked Baggage**

**9.3.15.1** Wheelchairs or other battery-powered mobility aids with spillable batteries, being carried with the approval of the operator as checked baggage, must be loaded as follows:

(a) if the wheelchair or mobility aid is loaded, stowed, secured and unloaded always in an upright position, **the battery must be disconnected**, the battery terminals insulated to prevent accidental short circuits **e.g. by being enclosed within a battery container**, and the battery securely attached to the wheelchair or mobility aid; or

(b) if the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed and the wheelchair or mobility aid may then be carried as checked baggage without restriction. The removed battery must be carried in strong, rigid packagings as follows:

- packagings must be leak-tight, impervious to battery fluid and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securement (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders;
- batteries must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their total liquid contents; and;
- these packagings must be marked “BATTERY, WET, WITH WHEELCHAIR” or “BATTERY, WET, WITH MOBILITY AID” and be labelled with the “Corrosive” label (see Figure 7.3.U), and with the “Package Orientation” label (see Figure 7.4.E and Figure 7.4.F).

**9.3.15.2** The pilot-in-command must be informed of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery. It is recommended that passengers make advance arrangements with each operator, also that batteries which are spillable should be fitted with spill-resistant vent caps when feasible.

**9.3.15.3** Wheelchairs or other battery-powered mobility aids with non-spillable batteries, being carried with the approval of the operator as checked baggage only, must be loaded with the battery terminals insulated to prevent accidental short circuits, e.g. by being enclosed within a battery container, and the battery securely attached to the wheelchair or mobility aid.

**9.3.15.4** **Lithium-ion battery powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:**

**(a) the batteries must be of a type which meets the requirements of each test in the UN *Manual of Tests and Criteria*, Part III, section 38.3;**

**(b) battery terminals are protected from short circuits, e.g. by being enclosed within a battery container, and the battery is securely attached to the wheelchair or mobility aid;**

**(c) the operator(s) must ensure that such mobility aids are carried in a manner so as to prevent unintentional activation and that they are protected from being damaged by the movement of baggage, mail, stores or other cargo; and**

**(d) the pilot-in-command must be informed of the location of the mobility aid.**

**It is recommended that passengers make advance arrangements with each operator.**

**9.3.15.5** Operators must ensure that wheelchairs or other battery-powered mobility aids are carried in such a manner so as to prevent unintentional operation and that the wheelchair/mobility aid is protected from being damaged by the movement of baggage, mail, stores or cargo.

**9.3.15.4 9.3.15.6** To assist the handling of wheelchairs and mobility aids with batteries, Figure 9.3.H shows an example of a label which may be used to assist in identifying whether or not a wheelchair has had the battery

removed. The label is in two parts; Part A remains with the wheelchair and indicates whether or not the battery has been removed. In the particular case where the battery is separated from the wheelchair, Part B may be used to assist in identifying the battery and also in reconciling the battery and its wheelchair.

**FIGURE 9.3.H**  
**Battery-powered Wheelchair and Mobility Aid label (9.3.15.4 9.3.15.6)**

**Appendix D.1**

Amend Information for Algeria:

Direction de l'aviation civile et Météorologie (DACM)  
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ALGERIA

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Amend Information for United Kingdom

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**Appendix E.2**

Pg. 789

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GH Package/Product Testing and Consulting of Arizona, Inc.  
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GH Package & Product Testing and Consulting, Inc.  
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**Appendix F.3**

Pg. 815

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**Appendix F.4**

Pg. 817

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