



Direction de l'Aéronautique Civile

**Formulaire :** Formulaire de demande de dérogation aux exigences des Instructions techniques pour la sécurité du transport aérien des marchandises dangereuses

**Code:** F.DSA.641.OPS

**Processus** Exploitants aériens.

**Version :** 01

**Date de création :** 12/06/2023

	Nom	Fonction	Date	Visa
Rédacteur	Groupe de travail	Cadres OPS	12/06/2023	
Vérification	M.LMATI	Chef du service de l'exploitation aérienne	14/06/2023	<b>Chef du Service de l'Exploitation Aérienne</b> <b>Mohamed Essaghir LMATI</b>
Approbation	N. MASSALI	Directeur de l'Aéronautique Civile	16 JUIN 2023	<b>N. Massali</b> <b>Directeur de l'Aéronautique Civile</b>

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**HISTORIQUE DES REVISIONS**

Date	Version	Motif de la modification	Rédaction
12/06/2023	01	Création	Groupe de travail

Niveau de diffusion : ☒ Interne ☒ Externe ☐ Confidentiel



**APPLICATION FOR EXEMPTION TO TRANSPORT BY AIR OF  
DANGEROUS GOODS WHICH ARE FORBIDDEN UNDER  
NORMAL CIRCUMSTANCES**

Exemption ref.

granted by

as State of

☐ Origin ☐ Operator ☐ Transit ☐ Overflight ☐ Destination

**A/ Reason for requesting the exemption** (mark at least one of the following options)

☐ (a) extreme urgency

humanitarian relief <input type="checkbox"/>	environmental relief <input type="checkbox"/>	pestilence <input type="checkbox"/>	national or international security <input type="checkbox"/>	saving of life (e.g. rescue) <input type="checkbox"/>	limited availability at destination <input type="checkbox"/>
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☐ (b) other forms of transport are inappropriate:

Length of journey <sup>1</sup> <input type="checkbox"/>	Infrastructure <sup>2</sup> <input type="checkbox"/>	Security <sup>3</sup> <input type="checkbox"/>	Routing <sup>4</sup> <input type="checkbox"/>
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☐ (c) full compliance with the Technical Instructions is contrary to the public interest:

medical applications <input type="checkbox"/>	new technologies <input type="checkbox"/>	enhancements in safety <input type="checkbox"/>
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☐ (d) reason other than (a), (b), (c) above

Explanation for (a), (b), (c) or (d) above:

**B/ Description of measures aimed at achieving an overall level of safety in transport which is at least equivalent to the level of safety provided for in the ICAO Technical Instructions**

B1/ General measures: see Appendix 1

B2/ Additional measures (if any) presented by the applicant <sup>5</sup>:

<sup>1</sup> for example: transport by other forms may result in an unrealistic journey time and could affect the viability of the dangerous goods

<sup>2</sup> for example: the availability of other forms of transport may be limited

<sup>3</sup> for example: the comprehensive security provisions of the air mode may reduce the possibility of unlawful interference (theft, etc.)

<sup>4</sup> for example: transport by air may result in a reduced risk of exposure of the public to the dangerous goods in the event of an incident or accident. The risk of piracy may also be significantly reduced

<sup>5</sup> for example: no dangerous goods carried on board other than those subject to the present exemption

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**C/ Flight**

Flight date: (dd/mm/yyyy)	Flight No:
Aircraft type:	Aircraft registration: (+ subsequent if any)
Departure airport: (Name and ICAO code)	Destination airport: (Name and ICAO code)
Airport(s) of transit: (Name and ICAO code)	
Flight plan route over national territory “estimated”:	

**D/ Air operator**

Name:		AOC No:
Address:	Tel:	
	E-mail:	
Name of the contact: (If different from the applicant) Tel:		
I confirm that the air operator <input type="checkbox"/> has a valid specific approval to transport dangerous goods recorded within the AOC Operations Specifications (OPS SPECS); <input type="checkbox"/> uses and complies with the valid edition of the following dangerous goods standards: ICAO Technical Instructions (or Acceptable Regulations) + ICAO Technical Instructions Supplement.		

**E/ Consignee / Shipper** (In case of several shippers/consignees, identify each of them with dedicated information in duplicated tables)

**Consignee:**

Name:	
Address:	Tel:  E-mail:

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**Shipper:**

Name:	
Address:	Tel:  E-mail:
Name of the person signing the dangerous goods transport document: (shipper's declaration)	
<p>I confirm that</p> <p><input type="checkbox"/> the person signing the dangerous goods transport document (shipper's declaration) holds a valid and appropriate dangerous goods training qualification and is in a position to verify that all requirements are met; the shipper uses and complies with the valid edition of the following dangerous goods standards: ICAO Technical Instructions (or Acceptable Regulations) + ICAO Technical Instructions Supplement.</p> <p><input type="checkbox"/></p>	

## F/ Identification of dangerous goods requiring exemption

UN No	Proper shipping name	Class/ Division/ Compatibility Group	Subsid. hazard	Packing group (if applicable)	Number of packages	Net quantity per package (Kg or L)	Gross quantity per package (Kg or L)	Net explosive quantity per package	Packing inst.	Packaging test certificate reference	Classification certificate reference	SDS reference
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								y				
								)				

## G/ Identification of dangerous goods to be carried (if any) other than those requiring exemption

UN No	Proper shipping name	Class/ Division/ Compatibility Group	Subsid. hazard	Packing group (if applicable)	Number of packages	Net quantity per package (Kg or L)	Gross quantity per package (Kg or L)	Net explosive quantity per package	Packing inst.

Note: any approvals or authorizations that may be required for the dangerous goods identified in this table are not covered by the present exemption.

## H/ Description of the method for separating packages containing explosives with different compatibility groups (if applicable)

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**I/ Identification of the person completing this application**

Personnel of the air operator:

☒

Yes

☐

No

Name:	Tel:
Title:	E-mail:
<div style="display: flex; justify-content: space-between;"><div style="width: 45%;">Company: (if not the air operator)</div><div style="width: 45%;">Address: (if not the air operator)</div></div> <div>Billing address: (if not the same as above)</div>	
I declare that <input type="checkbox"/> to the best of my knowledge the particulars entered on this application are accurate; <input type="checkbox"/> I hold a valid and appropriate dangerous goods training qualification and I am in a position to verify that all requirements are met; <input type="checkbox"/> I use and comply with the valid edition of the following dangerous goods standards: ICAO Technical Instructions (or Acceptable Regulations) + ICAO Technical Instructions Supplement; <input type="checkbox"/> the conditions set in this exemption will be fully complied with.	
Date (dd/mm/yyyy):	Signature:

**J/ Authority:**

Name:
Title:
Date (dd/mm/yyyy):
Signature:

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**APPENDIX I**

(See paragraph B1 of the application form)

- 1- This exemption is valid only to the extent applicable to the legal competence of the issuing State, i.e. the State of Origin, Operator, Transit, Overflight and/or Destination.
- 2- This exemption is neither a decision for diplomatic clearance, traffic rights, transport of munitions of war, nor acceptance from aerodrome operators.
- 3- The dangerous goods shall be carried in accordance with ICAO Technical Instructions and all conditions set in the exemption.  
Note: 'Technical Instructions' means the latest effective edition of the 'Technical instructions for the safe transport of dangerous goods by air (Doc 9284), including the supplement and any addenda or corrigenda, approved and published by the International Civil Aviation Organization.
- 4- The air operator must have conducted a specific risk assessment in accordance with ICAO Annex 6 Chapter 15.
- 5- Transport is allowed in cargo aircraft only (CAO). No person shall be carried onboard 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 (as defined in the Technical Instructions).
- 6- In the case of the transport of explosives, explosives of different compatibility groups must be separated in accordance with ICAO Technical Instructions Supplement and the method of separation must be as approved by the national authorities concerned. See paragraph H of the application form.
- 7- Prior to the flight, in addition to observing any aerodrome requirements stated within the Aeronautical Information Publication, the air operator must comply with aerodrome operator's safety and security instructions regarding the storage, handling, loading or unloading of the dangerous goods, refuelling and parking of the aircraft. Regardless, the following minimum conditions apply:
  - a) no refuelling during loading/unloading;
  - b) no loading/unloading on the approach of, or during a thunderstorm;
  - c) compliance with safety distances from infrastructures with personnel and passengers and from other aircraft as defined by the aerodrome operator unless otherwise specified by the authority issuing the exemption;
  - d) no reduction to the rescue and firefighting capacities of the planned aerodromes (other than alternate aerodromes).
- 8- The operational flight plan (including any amendments to the flight plan that become necessary in the course of the flight) must avoid densely populated areas as far as practicable, whilst respecting the instructions of air traffic control.
- 9- In the event of an unscheduled landing, the pilot in command of the aircraft shall immediately inform the aerodrome operator of the nature and quantity of all dangerous goods carried as cargo on board the aircraft.

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- 10- In the event of an in-flight emergency where the situation does not permit the pilot in command to inform the ATS unit of all dangerous goods carried as cargo on board the aircraft, in accordance with ICAO Technical Instructions Part 7 Chapter 4 § 4.3:
- a) the pilot in command must:
    - i- notify air traffic control that dangerous goods are being carried under an exemption; and
    - ii- provide air traffic control the telephone number of a person of the ground staff of the air operator that may be called by emergency services and authorities to obtain details of the dangerous goods on board.
  - b) the contact telephone number must be recorded:
    - i- within box 18 of the aircraft flight plan; and
    - ii- on the written information to the pilot in command.
- 11- The packaging of explosives must be the one specified in the classification document issued by the competent authority.
- 12- A copy of this exemption and a copy of any Packing Instruction which is published in ICAO Technical Instructions Supplement must be attached to the dangerous goods transport document (shipper's declaration).
- 13- A copy of this exemption must be provided by the air operator to the aerodrome operators of origin, transit (if applicable) and destination.
- 14- This exemption is valid for a single flight on the scheduled flight date specified in paragraph C of the present exemption. If the flight date should change:
- a) within 30 days from the scheduled flight date, the air operator must inform as soon as possible and before the flight is performed all the parties concerned (authorities, aerodromes, etc.) of the new effective flight date; or
  - b) more than 30 days from the scheduled flight date, an amendment of this exemption or a new exemption must be requested as soon as possible and at least 10 days before the new effective flight date.
- 15- Additional requirements (if any) set by the issuing authority