	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b> 9. Dangerous Goods and Weapons  INDEX	Section 9
		<b>Revision 59</b>
		Page 1

## **SECTION 9 : DANGEROUS GOODS AND WEAPONS**

9.1 Information, instructions and general guidelines on the transport of dangerous goods in accordance with annex V (SPA.DG) SUBPART G

- a) The policy of **CLIPPER NATIONAL AIR** about the transport of dangerous goods;
- b) Guidance on the requirements for acceptance, labelling, handling, storage and segregation of dangerous goods
- c) Specific requirements on notification in the event of an accident or incident when dangerous goods are transported
- d) Procedures to respond to emergency situations that include the presence of dangerous goods
- e) Obligations of all affected personnel
- f) Instructions regarding the transport of the operator's employees on cargo aircraft when dangerous goods are transported

9.1.1 **Instructions to the operator's employees or handling agents hired.**

9.2 Conditions under which weapons, ammunition of war and sports weapons may be carried.

**1. Weapons and ammunition of war.**

2. ~~we~~apons and ammunition **for** sports use

**3. Types of personnel admitted on board that can be carried weapons.**

Four. **Compliance with the PNS.**

**5. Updating of the Company's website.**

**Annex A: Items prohibited in the passenger cabin.**

**Annex B: Order of service and seal**



**OPERATIONS MANUAL**  
**Part A – General / Basic**  
9. Dangerous Goods and Weapons

Section 9

**Revision 59**

INDEX

Page 2

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**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 1

**9.1 INFORMATION, INSTRUCTIONS AND GENERAL GUIDELINES FOR THE  
TRANSPORT OF DANGEROUS GOODS ACCORDING TO ANNEX V (SPA.DG)  
SUBPART G**

**TERMINOLOGY**

**DANGEROUS GOODS:** articles or substances that can present dangers for health, safety, the goods or the environment and that it appears in the list of dangerous goods of the Technical Instructions or are classified according to the instructions;

**ACCIDENT ATTRIBUTABLE TO DANGEROUS GOODS:** Any occurrence attributable to transportation of dangerous goods and related to it, causing death or serious injury to some person or damage of consideration to the goods or to the environment ;


**INCIDENT ATTRIBUTABLE TO DANGEROUS GOODS:** every occurrence attributable to air transport of dangerous goods related to it, which is not constituting an accident attributable to dangerous goods and that does not have that necessarily occur on board an aircraft, that injury to any person or damage to property or the environment, the fire, breaking off, spillage, fluid leaks, radiation or any other manifestation that the integrity of any packaging has been violated. An incident attributable to dangerous goods is also considered to be any occurrence related to the transport of dangerous goods that may have endangered the aircraft or its occupants.

**EXCEPTION:** Any provision of these instructions that excludes a certain item considered dangerous goods from the conditions normally applicable to such item ;

**SERIOUS INJURY:** Any injury sustained by a person in an accident and that:

- i) requires hospitalization of more than 48 hours within the seven days numbered from the date the injury was sustained; either
- ii) results in the fracture of any bone (with the exception of simple fractures of the nose or fingers or toes); either
- iii) cause lacerations that give rise to severe bleeding , injuries to nerves , muscles or tendons; either
- iv) causes damage to any internal organ; either
- i) occasions second or third degree burns or others burns involving more than 5% of the body surface; either
- vi) is attributable to proven contact with infectious substances or exposure to harmful radiation ;

**TECHNICAL INSTRUCTIONS:** the latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905), including the Supplement and any Addenda, approved and published by decision of the Council of the International Civil Aviation Organization;


	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 2

Though **CLIPPER NATIONAL AIR** does not have approval for the transport of dangerous goods, in this chapter the following points are developed:

- The regulation allows passengers and crews to transport certain MMPPs as checked baggage, carry-on baggage or in person.
- Procedures that guarantee compliance with the limitations established for the exceptions indicated.
- Procedures that pursue the detection of undeclared dangerous goods that can be delivered for transport on their aircraft.

The reference document that regulates the transport of dangerous goods by air and establishes the necessary provisions both in the event that dangerous goods are transported or not, are the ICAO Technical Instructions Doc. 9284 (hereinafter IT ICAO Doc. 9284 ) in its latest edition.

All the information that is developed in this chapter is in accordance and updated with what is established in the IT ICAO Doc. 9284 in its latest current edition.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 3

**a. CLIPPER NATIONAL AIR's Policy on the transport of dangerous goods;**

**CLIPPER NATIONAL AIR** does not have authorization to transport this type of merchandise.

Therefore, it is guaranteed that articles or substances, or other merchandise declared dangerous, identified by their specific name or a generic description in the Technical Instructions as merchandise whose transportation is prohibited in all cases, will not be transported on any aircraft.

In order to make it **remit** to all handling operators **Before your hiring** through the Company's website, this Section of the MOA and the ANNEX IV to the MOA, so that your Responsible ensures that you have staff and means to fulfill the assistance service following our procedures.

**a.1 Precautions against illegal shipment.**

Given the obvious risk that they pose to the safety of flights, every employee or person who provides service to the Company will pay special attention and take all reasonable measures to prevent the boarding on Company aircraft of any article or substance classified as merchandise. dangerous as cargo or mail and, likewise, will prevent its transport by passengers or in any other way, except for the exceptions indicated for the operator and for passengers and crew.

**a.2 Commitment to comply with the Regulations on Dangerous Goods.**

The Company is committed to strict compliance with all applicable regulations on dangerous goods in air transport, compliance being mandatory for all its personnel.

**a.3 Provisions for dangerous goods carried by passengers and crew**

The cases in which certain types of dangerous goods can be transported by the crew and passengers without having approval to do so are detailed below, as established by IT ICAO Doc. 9284.

- Passengers or crew are prohibited from transporting goods in hand baggage, checked baggage or on your person, unless dangerous goods:
  - a. They are permitted in accordance with Table 8-1 of ANNEX IV to the MOA.
  - b. They are for personal use only.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 4

- With the exception of other additional provisions that may be applied by the States to safeguard aviation security, the provisions of these instructions do not apply to dangerous goods permitted under Table 8-1, when such goods:
  - a. They are carried by passengers or crew for use staff only,
  - b. They are contained in baggage that has been separated from your owner during transit (e.g., lost luggage or wrongly routed); either
  - c. They are contained in pieces of excess baggage transported as cargo and meet the established requirements.
- The entry in Table 8-1 should be selected that best describes the Item or object.
- Articles or objects that contain multiple dangerous goods must conform to the corresponding to all applicable boxes.
- The baggage that was planned to be transported in the cabin and that is located in the load compartment must contain only goods Dangerous goods allowed in checked baggage. When the Company retain baggage that was intended to be carried as carry-on baggage hand and puts it in the cargo compartment for transport, confirm with the passenger that the dangerous goods have been removed that are allowed only in carry-on baggage.
- Aside from Clipper National Air, any organization or company (such as travel agents), involved in the transportation by air of passengers, you should provide them with information on the types of Dangerous goods that are prohibited to be carried on board aircraft. This information should be delivered as a minimum notices in places where there is interaction with passengers.
- When it is possible to purchase tickets online, should be provided to the passenger, either in the form of text or illustration, information on the types of dangerous goods that You are prohibited from transporting on board the aircraft. The procedure of purchase of the ticket should be such that it cannot be completed if the passenger, or the person acting on his behalf, does not indicate that he has including restrictions on dangerous goods in the Baggage.



**OPERATIONS MANUAL  
Part A – General / Basic**

9. Dangerous Goods and Weapons

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Section 9.1

Revision 59

Page 5

Note 1: The following dangerous goods may be transported normally by passengers in other modes of transport, without However, they are prohibited in transport by air, both in the carry-on baggage as in checked baggage:

- a. Medical oxygen devices for personal use that use liquid oxygen.
- b. Electroshock weapons (eg, tasers) containing merchandise such as explosives, compressed gases, lithium batteries, etc.
- c. Universal ignition matches.
- d. Fuel for lighters and refills for lighters.  
and Premixed torch-type igniters without a means of protection against accidental activation, and
- F. Battery powered lighters and the battery is ion or lithium lithium metal (e.g., laser plasma lighters, gas lighters, Telsa coil, flux lighters, arc lighters and double-arc lighters) without a safety cap or means of protection against accidental activation.

Note 2: The exceptions contained in these instructions are not reproduced in Table 8-1. The following dangerous goods are not are subject to these instructions:

- a. Radiopharmaceuticals contained in a person's body such as result of medical treatment; Y
- b. Low energy lamps in their retail packaging detail for personal or domestic use.

Note 3: States may introduce additional restrictions in favor of of aviation security.

- Activated devices must meet the standards defined for electromagnetic radiation in order to ensure that its operation does not interfere with aircraft systems.

Refer to Annex IV to this manual, «Dangerous goods and weapons» Point A. «Table of provisions relating to dangerous goods carried by passengers or crew».



**OPERATIONS MANUAL  
Part A – General / Basic**

9. Dangerous Goods and Weapons

9.1 Information, instructions and general guidelines on  
the transport of dangerous goods


Section 9.1

Revision 59

Page 6

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	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 7

**b. Guidance on the requirements for acceptance, labelling, handling, storage and segregation of dangerous goods.**

**b.1 Classification of dangerous goods (class, division, UN...).**

Some risk classes are further subdivided into risk divisions due to the broad spectrum of the class. The nine risk classes and their divisions are listed below. The order in which the classes are numbered is for convenience and does not imply a relative degree of risk.

**Class 1: Explosives.**

Division 1.1: Substances and articles presenting a mass explosion hazard.

Division 1.2: Substances and articles that have a projection hazard, but not a mass explosion hazard.

Division 1.3: Substances and articles that present a fire hazard and a minor explosion hazard or a minor projection hazard, or both, but not a mass explosion hazard.

Division 1.4: Substances and articles that do not present an appreciable danger.

Division 1.5: Very insensitive substances that have a mass explosion hazard.

Division 1.6: Extremely insensitive articles that do not have a mass explosion hazard.

**Class 2: Gases.**

Division 2.1: Flammable Gases.

Division 2.2: Non-flammable, non-toxic gases.

Division 2.3: Toxic gases.

**Class 3: Flammable liquids.** This

class has no subdivisions.

**Class 4: Flammable Solids; Substances susceptible to spontaneous combustion; Substances which, in contact with water, give off flammable gases.**


Division 4.1: Flammable solids, self-reactive substances and related and desensitized explosive solids and polymerizing substances.

Division 4.2: Substances susceptible to spontaneous combustion.

Division 4.3: Substances which, in contact with water, emit gases flammable.

**Class 5: Oxidizing substances and organic peroxides**

Division 5.1: Oxidizing Substances. Division 5.2: Organic peroxides.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 8

**Class 6: Toxic substances and infectious substances.**

Division 6.1: Toxic Substances.

Division 6.2: Infectious Substances.

**Class 7: Radioactive material.**

This class has no subdivisions.

**Class 8: Corrosive substances.**

This class has no subdivisions.

**Class 9: Miscellaneous dangerous substances and objects, including substances dangerous for the environment.**

This class has no subdivisions.

**b.2 Labeling and marking requirements.**


Though **CLIPPER NATIONAL AIR** does not have approval for transport of dangerous goods, it is necessary to know the labeling and marking that is used to identify them and thus be able to prevent them from being get on the plane.

All brands must:

- a. Be durable and be printed, or otherwise marked or affixed to the outer surface of the bundle.
- b. They must be easily visible and legible.
- c. They must be able to remain outdoors without noticeable loss of their effectiveness.
- d. They should be placed on a background color that contrasts with yours, and and they should not be placed near other markings that may reduce remarkably effective.

Note: In no package containing dangerous goods in a state arrows may be used, unless they serve to indicate the position or form of proper placement of the package.

Refer to Annex IV to this manual «Dangerous goods and weapons», Point B, "Labels."

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 9

There are two types of tags:

**Yo. Hazard labels.**

They are shaped like a diamond and identify the hazard of the class or division through colors and symbols. Text indicating the nature of the hazard normally appears at the bottom of the label, but is not required.

Some items and substances are hazardous in more than one way and require a primary hazard label for the first hazard, and a secondary hazard label for the other hazards.

Both the primary hazard identification label and the secondary hazard label(s) must bear the number of the class or division in the lower corner of the label.

Class 1 Explosives labels also require the Compatibility Group to appear above the Class number in the bottom corner.

**ii. labels of handling**

They are used to provide information regarding the proper handling and storage of packages with dangerous goods.

**a. magnetized material:** Packages with this label must not be loaded in a position that could affect the correct operation of the aircraft's magnetic compasses. Various packages have a cumulative effect.


**b. Cargo aircraft only (CAO):** Packages with this label cannot be loaded on passenger planes. It should appear next to the danger label.

**c. Package Orientation:** For liquid dangerous goods. These packages must always be handled and stored in the position indicated by the arrows, which must appear on two opposite sides of the package.

**d. cryogenic liquid:** Used in addition to Division 2.2 hazard labels. This label warns that gas can flow through the ventilation mechanism. Since it is extremely cold, it can condense into water vapor that looks like smoke. This phenomenon is normal and not dangerous. These shipments must be separated from live animals.

**Identification of cargo units containing Dangerous Goods**

The Company's aircraft are not adapted to carry unitized load devices.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 10

### b.3 Information to passengers

**CLIPPER NATIONAL AIR** and/or your Handling agent provide their passengers information on the prohibition of transporting cataloged articles as Dangerous goods and on the exceptions contemplated in the IT of ICAO.

The ROT will ensure that information is disseminated as required in the Technical Instructions, through the Company's website, to warn passengers about the types of items that they are prohibited from transporting on board the aircraft.

Passengers are informed through the Company's website, the procedure (in Spanish and English) that, in case you want to transport a MMPP authorized according to the table of MMPP allowed to passengers or crew, which requires the prior approval of the Company, must request it by email [ROT@cnair.es](mailto:ROT@cnair.es) or by phone at +34 93 21 82 321.

This information will be sent to each passenger along with their flight contract.

In the event that passengers or crew have requested approval to transporting dangerous goods permitted and established in Table 8.1, the ROT will inform Commander of acceptance through GenDec .


The Company only accepts and transports cargo associated with a passenger on board, therefore, it is considered baggage and does not use shippers or freight forwarders, or load acceptance points.

Exceptions are refrigerators for transplants used by NTOs, which are sent directly and sometimes do not fly accompanied by staff medical.

In Annex IV of this manual, there is a list of dangerous goods allowed for passengers and crew.

Also your handling agents must ensure supply of information on the transport of dangerous goods by installing highlighted and in visible places the sufficient number of informative signs in the cargo acceptance points, to alert regarding the goods hazards that may be in your cargo shipments. These notices must include Visual examples of dangerous goods, including batteries.

In case of not having predetermined informative signs and installed by the airport or the handling company, can be obtained on the website of the Company, for the same purpose.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	Revision 59
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 11

### b.3.1. Information to the Handling and Operations Personnel Involved

The ROT will provide this Section 9, 8.2 of **and Annex IV to the MOA**, to the people contracted handling, in **Spanish and** English **by means of the** web page of the Company, so that it applies its instructions when dealing with our operation.

The Handling or operations personnel receiving the ticket should ask them if they are transporting dangerous goods on their person, in hand luggage (packages, backpacks, etc.) or in checked baggage, including if they carry a spare lithium battery. **!**

**Passengers or crew who have requested prior authorization to the Company to transport a MMPP that requires it, they must present it to the handling staff in charge of receiving passengers and luggage.**


**In case of not having it, the handling will not be able to accept it.**

Certain articles and substances that would otherwise be classified as dangerous goods, but which are not subject to the Technical Instructions under Parts 1 and 8 thereof, are excluded from the provisions of this Subpart.

These exceptions are listed in **Chapter 1 Point 1.1.5 «Exceptions general»** 1.1.5.1.a) **of the** Technical Instructions, the rest of the points of said article are not applicable, given the characteristics of the Company's aircraft.

They can be applied provided that:

- a. Required to provide medical assistance to a patient **to preserve human tissues or organs that are intended to be used in transplants,** during the flight if said dangerous goods:
  1. have been placed on board with the approval of the Company; either
  2. are part of the permanent equipment of the aircraft if the aircraft has been adapted for specialized use; as long as:
    - Yo. the gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas,
    - ii. equipment containing liquid electrolyte accumulators is maintained and, if necessary, secured in an upright position to prevent electrolyte spillage.
    - iii. **Lithium metal or lithium ion cells or batteries fit to the provisions of 2.9.3. lithium batteries of spare must be individually protected in such a way that short circuits do not occur when they are not using.**

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 12

Allowable medical items are listed in **table 8.1 of Annex IV to the MOA**. From them, **the 4,** cannot be applied as they are not possible access to the aircraft, due to the dimensions of the cabin door and cargo compartments **!**


- b. They are required to provide, during the flight, assistance veterinary or serve as an element of humane or animal slaughter.**
- c. have to go on board the aircraft, in accordance with the relevant applicable rules or for operational reasons, although articles and substances intended as spare parts or that have been withdrawn for replacement must be transported on an aircraft in accordance with the provisions of the Technical Instructions ;
- d. are in baggage:
  1. Carried by passengers or crew members in accordance with the Technical Instructions; either
  2. Separated from its owner during transit (for example, baggage lost or misrouted), but carried by the carrier.

The provisions of these Instructions do not apply to:

1. Objects and substances that should be classified as dangerous goods, but that, in accordance with airworthiness requirements and relevant operating regulations, must be carried on board aircraft or that are authorized by the State of the Operator to satisfy special requirements;
2. Aerosols, alcoholic beverages, perfumes, colognes, liquefied gas lighters and portable electronic devices that contain lithium metal batteries or lithium ion batteries, provided that the batteries meet the conditions to be transported on board an aircraft for consumption or sale on board during the flight or series of flights, except for non-refillable gas lighters and those that may suffer loss when subjected to reduced pressure;
3. dry ice intended for use in the food and beverage service on board the aircraft; or necessary for its use by the medical service (eg: ONT).

**Four. Hand sanitizers and cleaning products hydroalcoholic beverages transported on board an aircraft of the Company for use on the aircraft during flight or a series of flights for passenger and crew hygiene.**

- 5. electronic devices such as electronic flight bags, personal entertainment devices and credit card readers that contain lithium metal or lithium ion cells or batteries or replacement lithium batteries for such**

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	Revision 59
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 13

devices that the Company transports on board for use in the aircraft during the flight or series of flights, provided that the batteries comply with the provisions from Table 8-1, box 1). Spare lithium batteries must be individually protected to prevent short circuits when not in use. The conditions for the transport and use of these electronic devices and for the transport of spare batteries must be included in the operations manual and/or other relevant manuals, so that flight crew members and other employees can comply with , Y the functions they are responsible for.

6. Vaccines against COVID-19 that contain GMOs or MOMGs, including those used in clinical trials, do not will be subject to these instructions.

**Provisions to help recognize dangerous goods undeclared.**

- **Information to the Company's flight personnel and to those of the handlings contracted to receive passengers, their baggage and cargo on board.**

To prevent dangerous goods from being loaded onto an aircraft undeclared and that passengers bring on board such dangerous goods that are prohibited from carrying in your luggage (see Table 8-1 in Annex IV to the MOA), the following information regarding:

- general descriptions often used for items of cargo or passenger baggage that may be contained dangerous goods;
- other indications that dangerous goods may be present (eg, labels, brands); Y
- dangerous goods that passengers can transport accordance with Table 8-1.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 14

The following is a list of these general descriptions and types of dangerous goods that may be included in any article that meets that description:

**electrically powered appliances** (*wheelchairs, lawnmowers, golf carts, etc.*); may contain liquid electrolyte accumulators

o lithium batteries o fuel cells o cartridges

for fuel cells that contain or have contained gas.

**Dental appliances**: they may contain flammable resins or solvents, compressed or liquefied gas, mercury and radioactive material.

**Battery Operated Appliances/Equipment**: can contain liquid electrolyte accumulators or lithium batteries.

**Respiratory apparatus**: they may include compressed air or oxygen cylinders, chemical oxygen generators, or refrigerated liquid oxygen.

**Sporting Goods/Sports Competition Equipment**: they can contain cylinders of compressed or liquefied gas (air, carbon dioxide, carbon, etc), lithium batteries, propane torches, first-aid kits first aid, flammable adhesive substances, aerosols, etc.

**Automobiles, auto parts**: see automotive spare parts, etc.

**Toolboxes**: they may contain explosives (rivets), compressed gases or aerosols, flammable gases (butane cylinders or torches), flammable adhesives or paints, corrosive liquids, etc.

**cylinders**: They may contain compressed or liquefied gas. **Frozen**

**embryos**: they may be packed with refrigerated liquefied gas or dry ice.

**Household goods**: they may contain items that meet any of the criteria for dangerous goods. Examples include flammable liquids such as solvent paint, adhesives, polishes, aerosol sprays (for passengers, which are not allowed on

table 8-1 of Annex IV to the MOA

, bleach, corrosive oven and drainpipe cleaners, ammunition, matches, etc.

**Consolidated shipments (groups)**: may contain any of the defined classes of dangerous goods.

**Passenger baggage**: may contain articles that meet any of the criteria applicable to dangerous goods, no

are allowed according to table 8-1 of Annex IV to the MOA.

**Unaccompanied baggage and personal effects**: may contain products that meet any of the criteria for dangerous goods

that are not allowed according to table 8-1 of the

Annex IV to the MOA.





**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 15

**Diving equipment:** may contain cylinders of compressed gas (eg, air or oxygen). Additionally, it may contain high-intensity lamps that generate extremely intense heat when operating in air. To transport them safely, the bulb or battery must be disconnected.

**Automobile or motorcycle racing team:** may contain motors, including fuel cell engines, carburetors or tanks with fuel or fuel residues, liquid electrolyte accumulators and lithium batteries, aerosol sprays flammable, nitromethane or other additive for gasoline, compressed gas cylinders, etc.

**Laboratory/assay equipment:** may contain products that meet the criteria applicable to dangerous goods, in particular those relating to flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances, lithium batteries, compressed gas cylinders, etc.

**Mining and drilling equipment:** They may contain explosives or other dangerous goods.

**Repair team:** may contain organic peroxides and flammable adhesive substances, solvent paints, resins, etc.

**Equipment electric /electronic :** can contain materials magnetized, mercury in switch boxes, electronic tubes or lithium batteries or fuel cells or cartridges for batteries fuel that contain or have contained fuel.

**expeditionary team:** may contain explosives (flares), flammable liquids (gasoline), flammable gas (camping canisters) or other dangerous goods.

**Equipment without supplies photographic:** may contain products that meet the criteria applicable to dangerous goods, in particular those relating to devices that generate heat, flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic substances or corrosive substances and batteries of lithium.

**Camping equipment:** they may contain flammable gases (butane, propane, etc.), flammable liquids (kerosene, gasoline, etc.) or flammable solids (hexamine, matches, etc.).

**Equipment and means of filming:** may contain pyrotechnic explosive devices, generators with built-in internal combustion engines, liquid electrolyte accumulators or batteries of lithium, fuel, heat-producing items, etc.

**refrigerators:** they may contain liquefied gases or ammonia in solution.

**Frozen fruit or vegetables:** may be packed with dry ice (solid carbon dioxide).



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 16

**Hot air balloons:** can hold gas cylinders flammable, fire extinguishers, internal combustion engines, accumulators, etc.

**Magnets and other articles of similar material:** they can individually and cumulatively satisfy the definition of magnetized material.

**Instruments:** may contain barometers, manometers, mercury switches, rectifier tubes, thermometers, etc., containing mercury.

**Switches in electrical equipment or instruments:** may contain mercury

**cryogenic liquid:** indicates refrigerated liquefied gases such as argon, helium, neon, and nitrogen, etc.


**metal construction material:** may contain ferromagnetic material that is subject to special stowage requirements due to the potential for it to affect aircraft instruments (see 2;9.2.1).

**test samples:** may contain products that meet the criteria applicable to dangerous goods, in particular those related to infectious substances, flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances.

**Diagnostic samples:** may contain infectious substances. **Aircraft On Ground (AOG) Spare Parts:** May contain explosives (flares or other pyrotechnic items), chemical oxygen generators, disused tire assemblies, compressed gas cylinders (oxygen, carbon dioxide, or fire extinguishers), equipment fuel, liquid electrolyte accumulators, or storage batteries. lithium, matches

**Automotive spare parts (cars, motorcycles, mopeds):** may contain motors (including stack engines made out of fuel), carburetors or fuel tanks that contain or have contained fuel, liquid electrolyte accumulators or lithium batteries, compressed gas in inflators tires and in fire extinguishers, inflatable bags, substances adhesives, paints, sealants and flammable solvents, etc.

**Spare parts for boats:** they may contain explosives (flares), compressed gas cylinders (life rafts), paint, lithium batteries (emergency locator transmitters), etc. **Spare parts for machinery:** they may contain adhesive substances, paints, sealants and flammable solvents, liquid electrolyte accumulators and lithium batteries, mercury, compressed or liquefied gas cylinders, etc.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 17

**Pharmaceutical products:** they may contain products that meet the criteria applicable to dangerous goods, in particular those related to radioactive material, flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances.

**Chemical products:** they may contain products that meet the criteria for dangerous goods, in particular those relating to flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances.

**Pool chemicals:** They may contain oxidizing or corrosive substances.

**Dry cryogenic vessels (steam):** They may contain liquid nitrogen in the free state. These receptacles are not subject to these Instructions only when their design does not allow any release of liquid nitrogen regardless of the orientation of the package.

**Semen:** may be packed with dry ice or refrigerated liquefied gas. (See Dry Cryogenic Vessels.)

**torches:** ordinary microtorches and lighters may contain flammable gas and be equipped with an electronic ignition device. Larger torches may consist of a nozzle (often with an automatic ignition switch) connected to a container or cylinder of flammable gas.


**supplies** **/equipment** **doctors:** may contain products that meet the criteria applicable to dangerous goods, in particular those relating to flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances

**and lithium batteries.**

**metal pipes:** they may contain ferromagnetic material which is subject to special stowage requirements due to the potential for it to affect aircraft instruments (see 2;9.2.1). **Fuel regulation units:** They may contain flammable liquids.

**Vaccines:** they may be packed with dry ice (solid carbon dioxide).

**metal fences:** they may contain ferromagnetic material which is subject to special stowage requirements due to the potential for it to affect aircraft instruments (see 2;9.2.1).

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 18

### **b.3.3 Load conditions.**

- magnetized material.


The Company will not transport magnetized material.

- Dry ice.

The Company will not approve the transportation of Dry Ice.

- motor aids.

Given the size of the holds and the aircraft door of the Company, motor aids cannot be transported.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 19

**c. Specific requirements on notification in the event of an accident or incident when dangerous goods are transported**

**c.1 MMPP detected on board carried by passengers or crew or in luggage.**

If dangerous goods are detected on board carried by passengers or crew or inside their luggage that are not allowed with respect to what is contemplated in the **table 8-1 of Annex IV to the MOA**, they will be withdrawn and submitted a report to the Company as described below.

**c.2 Notification Procedures:**

- **Authorities to inform**

All Company personnel, or those who perform tasks for it, have the obligation to report incidents and accidents with undeclared dangerous goods. **or falsely declared** to the Responsible for Security of the Company, as quickly as possible in order to notify the AESA and the State where the event has occurred within 72 hours from **of its occurrence** using the following format.

This report may be sent by any means, such as email, telephone or fax, and will include details known at the time.

- **Data to notify. The following will be indicated.**

1. Date of incident, accident, or finding of undeclared or misdeclared dangerous goods;
2. Location, number and date of the flight;
3. Description of the goods, airway bill reference number, package, baggage tag, AWB, etc.;
4. Proper shipping name (including technical name, if applicable) and UN/ID number, if known;
5. Class or division and possible subsidiary risks;
6. Type of packaging and packaging specifications and marking thereof;
7. Quantity;
8. Name and address of the consignee, the passenger, etc.;
9. Any other pertinent information;
10. Suspected cause of the incident or accident;
11. Measures taken;
12. Any other reporting actions taken, and deaths
13. Name, title, address and telephone number of the person making the report.



**OPERATIONS MANUAL  
Part A – General / Basic**

9. Dangerous Goods and Weapons

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Section 9.1


**Revision 59**

Page 20

• **Format used for notification.**

**Check the type of occurrence:**    **Accident**     **Incident**     **Other occurrences**

1. Operator:		2. Date of occurrence:		3. Local time of occurrence:	
4. Flight date:		5. Flight number:			
6. Airport of departure:		7. Destination airport:			
8. Type of aircraft:		9. Aircraft registration:			
10. Location of occurrence:		11. Origin of the goods:			
12. Description of the occurrence, including details of injuries, damage, etc. (If necessary continue on the next page)					
13. Proper Shipping Name (including technical name):				14. UNIID No. (if known)	
15. Class/Division (if known):		16. Subsidiary risk(s):		17. Packing Group	18. Category (Class 7 only)
19. Type of packaging:		20. Packing Specification Marks:	21. Number of packages:		22. Quantity (transport index, if applicable):
23. Reference to the Air Waybill number:					
24. Reference to the number of the passenger's courier bag, luggage tag or ticket:					
25. Name and address of shipper, agent, passenger, etc.:					
26. Other pertinent information (including suspected cause, any action taken):					
27. Name and title of the person issuing the report:			28. Telephone number:		
29. Company/Dept. Code, E-Mail or InfoMail Code:			30. Reference of the reporter:		
31. Address:			32. Date and signature:		

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 21


*Description of the occurrence (continued):*

**Note:**

1. Any type of occurrence related to dangerous goods must be reported, regardless of whether they are contained in cargo, mail or baggage.
2. A dangerous goods accident is an occurrence associated with and related to the transportation of dangerous goods that results in serious or fatal injury to a person, or major property damage. For these purposes, a serious injury is one experienced by a person in an accident that (a) requires hospitalization for more than 48 hours, beginning from the time the injuries were received; (b) fracture any bone (except minor fractures of fingers, toes, or nose); (c) involves lacerations that cause severe bleeding or damage to nerves, muscles, or tendons; (d) involves injury to any internal organ; (e) involves second or third degree burns or any burn that affects more than 5% of the body surface;

*An accident related to dangerous goods can also be an aircraft accident, in which case the normal procedure to be followed is that related to accidents due to dangerous goods.*

3. A dangerous goods incident is an occurrence other than an accident, associated and related to the transport of dangerous goods that occurs, not necessarily in an aircraft, which may result in injury to a person, damage to property, fire, breakage, fluid or radiation leaks or other evidence that the integrity of the packages has not been maintained. Any occurrence related to the transport of dangerous goods that seriously endangers the aircraft or its occupants is also considered an incident related to dangerous goods.
4. This format can also be used to report any occasion in which undeclared or falsely declared merchandise is discovered in the load or when the baggage contains dangerous merchandise that passengers are not allowed to carry on board an aircraft.
5. An initial report should be dispatched within 72 hours of its occurrence, unless special circumstances prevent it. The initial report may be issued by any means, but a written report should be submitted as soon as possible, even if not all information is available.
6. Complete reports are normally sent to the competent authority.
7. Copies of all relevant documents should be attached to the report.
8. Whenever it is safe to do so, all dangerous goods, documents, etc. related to the occurrence should be retained until after the initial report has been made.
9. The requirements and procedures differ from one State to another, it is recommended to contact the local competent authority in order to clarify the exact procedures that must be followed in the event of an incident or accident related to dangerous goods.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	Revision 59
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 22

- **Responsible personnel who will carry out the notifications and means of notification that will be used for their notification.**

The notifications will be sent to the person in charge of Security of the Company who will in turn inform AESA and, if any, the countries involved.

- **Notification times according to what is established by the legislation.**

either In the case of accidents and incidents of any kind related to dangerous goods, the first report will be sent within 72 hours of the event unless exceptional circumstances prevent it and include the data known at that time. If necessary, a subsequent report should be made, as soon as possible, with all the additional information observed. Upon request, all information required by IT ICAO Doc. 9284 will be provided.


either If a Company aircraft is involved in an accident or serious incident, all the information required by IT ICAO Doc. 9284 will be provided without delay.

either In the case of undeclared or falsely declared dangerous goods in cargo and passenger baggage, both checked and stowed on board, the first report must be sent within 72 hours of discovery unless exceptional circumstances prevent it. and include data that is known at that time. If necessary, a subsequent report should be made, as soon as possible, with all the additional information observed.

- **Reports.**

As many reports as events occur must be sent, that is, an incident that could lead to an accident must be treated as an incident and then as an accident. This implies that the mechanisms for event notification **are the established in Section 11 of the MOA .**



	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 23

**d. Procedures for responding to emergency situations involving the presence of dangerous goods**

**d.1 Responsibilities and duties of all operations personnel involved in an emergency response.**

The mechanisms and procedures of the Company are detailed below, to detect and proceed in any case of emergency that produced with dangerous goods:

**d. 1.1. Inspection to detect damage or spills caused by undeclared dangerous goods**

The Company guarantees that:

Yo. its staff or that of the handling agent will check that no package containing dangerous goods or that presents damage or spills is brought on board.

If this occurs, the merchandise will be returned and the Company's address will be notified.


ii. your staff or that of the handling agent will check that there are no signs of breakage or leaks in the luggage or cargo on board.

If there are any and it is suspected that they are undeclared dangerous goods, in addition to unloading, the place, luggage or cargo must be decontaminated and the Company's management must be notified.

**d. 1.2. Contamination removal**

Whenever breakages and/or spills have occurred in packages suspected of containing undeclared dangerous goods, the Company's personnel or the handling personnel will eliminate this contamination without delay and take measures to nullify any danger as specified in the Technical Instructions.

Although the Company is not authorized to transport radioactive material, if this type of contamination by this material is suspected, the airport authority will be notified, the aircraft will be withdrawn from service and will not return until the radiation level on any accessible surface and the permanent contamination does not exceed the values specified in the Technical Instructions.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 24

**d. 1.3. Baggage or cargo suspected of being contaminated**

If it is suspected that baggage or cargo has been contaminated and that this contamination may be due to undeclared Dangerous Goods, reasonable steps must be taken to identify the nature and source of the contamination before proceeding with the shipment of the contaminated baggage or cargo.

If it is determined or suspected that the polluting substance is classified as dangerous goods in the Technical Instructions, the Company or the handling agent must isolate the baggage or cargo and take appropriate measures to eliminate all risk by identifying the baggage or cargo before proceeding. air travel.


Although the transport of dangerous goods is not planned, it may happen that emergency situations arise caused by these goods shipped illegally. In this case, the procedures described below will be followed:

**d. 1.4 Emergency ground response procedures**

Emergency response procedures must be available whenever dangerous goods are handled. These procedures may be those established by the Administration, airport authorities, operators, airlines or other sources. It is very important that you are familiar with local requirements and know where and how to contact for all emergencies.


**Goals:**The emergency response procedures indicated among the training requirements are basically restricted to a "first aid" action, for which the following must be known:

- the general emergency procedures to be followed when a damaged or leaking package is discovered.
- the risks that can be expected from each risk class or division of dangerous goods.
- the immediate action to be taken.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 25

**Procedures:** The general emergency procedures to follow include the following points:

- Always have emergency telephone numbers at hand
- Notify your superiors immediately.
- For a first security action: either
  - separate potentially affected people from the hazard
  - either stay away from danger avoid
  - either breathing fumes and vapors
  - either protect yourself from fire
  - either request professional help from firefighters or other emergency services
- Isolate the area and notify the emergency services in accordance with local procedures.
- Identify the substances involved with the shipping papers or by the markings on the packages.
- Avoid contact with the contents of the package.
- Isolate the package by separating it from other packages or items.
- If the content has been in contact with someone's body or clothing:
  - either remove contaminated clothing wash
  - either body with plenty of water do not eat
  - either or smoke
  - either do not touch your eyes, mouth or nose with your hands
  - either require medical assistance
- The names of the personnel involved in the incident should be noted.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 26

**d.2 In-flight emergency response procedures** The crew

must:

- Yo. Use the table of emergency response procedures for aircraft to help resolve the incident (“Red Book” of ICAO Doc 9481 – AN/928).
- ii. Communicate to ATC all possible information about the type of emergency, the probable causes and their intentions.
- iii. Follow relevant aircraft emergency procedures to suppress fire or smoke, **if required**
- IV. Consider the possibility of landing as soon as possible
- v. Evaluate the disconnection of electrical circuits that are not essential

**sa** Determine the source of the smoke/fire/fumes/ **assess the use of oxygen masks.**

**d.2.1 Incidents related to PEDs**

**In the event of a fire involving a portable electronic device:**

**1. Identify the item.**

**Note:** You may not be able to identify the source of the fire immediately. In this case, apply step 2 first.

**two Apply fire extinguishing procedure.**

- a. Obtain and use the proper fire extinguisher.
- b. Retrieve and use protective equipment, as appropriate to the situation.
- c. Move passengers away from the area, if possible.
- d. Notify pilot in command/other crew members **n**.

**Note.:** The actions must occur simultaneously in a multi-crew operation.

**Caution:**

To avoid injury from flash fire, it is not recommended to open the affected baggage when there is any indication of smoke or flames.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.1

9. Dangerous Goods and Weapons

Revision 59

9.1 Information, instructions and general guidelines on the transport of dangerous goods

Page 27

**USE REGULATORY PROCEDURE – OBTAIN AND USE  
A FIRE EXTINGUISHER**

Regulatory emergency procedures must be used to fight the fire. Although halon has been shown to be ineffective in a lithium metal fire, it works effectively to smother fires in adjacent materials or to extinguish fires in lithium ion batteries.

**REMOVE THE EXTERNAL POWER SUPPLY FROM THE  
APPLIANCE (IF APPLICABLE)**

Batteries are more likely to catch fire due to thermal runaway during or immediately after charging, although runaway may have a delayed effect. Removing the external power supply from the device will ensure that the battery does not receive additional energy that could cause a fire.

**Eliminate energy.**

- a) Disconnect the device from the power source, if it is safe to do so.
- b) Turn off the power at the seat, if applicable.
- c) Verify that the power to the remaining outlets stay off, if applicable.

**Caution:**

Do not try to remove the battery from the device.

**SOAK THE DEVICE WITH WATER (OR OTHER NON-FLAMMABLE  
LIQUID) TO COOL THE BATTERIES AND PREVENT IGNITION OF  
THE ADJACENT STACKS**

**Note:** Liquid may turn to vapor when applied to hot battery.

If a water extinguisher is available, it should be used to cool the cells of the battery that has ignited, thus preventing heat from spreading to adjacent cells. If you do not have a water extinguisher, you can use any other non-flammable liquid to cool the batteries and the device.


**DO NOT MOVE THE DEVICE, LEAVE THE DEVICE IN PLACE AND SUPERVISE  
ANY RESET**

If smoke or flames reappear, repeat step 2.

**Caution:**

- Do not try to pick up or move the device.
- Do not cover or enclose the device.
- Do not use ice or dry ice to cool the device.

Batteries that catch fire have been observed to re-ignite and blaze repeatedly as the heat is transferred to the other batteries contained within. It is preferable to cool the device with water (or other non-flammable liquid); moving it may cause the appliance to re-ignite and cause injury.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 28

**DISCONNECT REMAINING ELECTRICAL CIRCUITS UNTIL IT MAY BE DETERMINED THAT THE ON-BOARD SYSTEMS ARE NOT FAULTY, IF THE APPLIANCE WAS PLUGGED IN**

When the device has cooled down:

(for example, about 10 to 15 minutes)

- a. Obtain a suitable empty container.
- b. Fill the container with enough water (or other non-flammable liquid) to submerge the device.
- c. Wearing protective equipment, place the device in the container and completely immerse in water (or other non-flammable liquid).
- d. Store and secure (if possible) container to prevent spillage.

The disconnection of the remaining electrical circuits ensures that a failure of the on-board systems does not contribute to other failures with passenger portable electronic devices.


**and. Obligations of all affected personnel.**

The ROT is responsible for informing all personnel involved of their responsibilities to comply with the requirements established by the standard and those specific to the Company.

The compliance responsibilities of this section fall on:

- Ground staff
- Flight personnel (crew)
- Handling staff.

Obligations	Responsible of compliance
Clipper National Air Policy. (Point a")	All
Labeling and marking requirements. (Point "b.2")	Ground, flight and handling
Passenger information (Point «b.3»)	The ROT and handling personnel
Information to handling and operations personnel. (Point «b.3.1»)	Handling and ground staff.
Specific requirements on notification in the event of an accident or incident when dangerous goods are transported (Item "c")	Handling, ground and flight personnel.
Procedures to respond to emergency situations that include the presence of dangerous goods. (D point")	Ground, handling and flight personnel.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.1
	9. Dangerous Goods and Weapons	Revision 59
	9.1 Information, instructions and general guidelines on the transport of dangerous goods	Page 29

**F. Instructions regarding the transport of the operator's employees on cargo aircraft when dangerous goods are transported.**

Not applicable !

**9.1.1 Instructions to the operator's employees or contracted handling agents.**

**A. I Ground staff.**

The Company will provide all the information contained in this Section 9 **Y** Annex IV to the MOA, to all its ground personnel related to the operation.

**B. To Crew Members.**

The Operations Manual includes all the information that allows crew members to carry out their responsibilities regarding the NO transport of dangerous goods, including the actions to be taken in the case of emergencies with undeclared dangerous goods.

**C. To the Handlings.**

Section 9 of the MOA and its Annex IV, with all the information on MMPP and the procedures applicable, so **Y**as informative signs of prohibited items in case that it is necessary to use them, to alert regarding the merchandise hazards that may be in your shipment.

**1. Passenger reception.**

The personnel in charge of the reception must have received adequate training that allows them to identify and detect dangerous goods transported by passengers, which are not included in the exceptions of Annex IV to the MOA and obtain from passengers confirmation of the content of any article they suspect. may contain dangerous goods, with a view to preventing dangerous goods that are prohibited from being transported on the aircraft in passenger luggage. Many seemingly harmless items may contain dangerous goods.

**2. Load acceptance.**

The personnel in charge of accepting the cargo will be informed of its content in the manifest that accompanies it and will not load it on the aircraft, if it does not have the seal certifying that it has passed the security control.



**OPERATIONS MANUAL  
Part A – General / Basic**

9. Dangerous Goods and Weapons

9.1 Information, instructions and general guidelines on  
the transport of dangerous goods


Section 9.1

Revision 59

Page 30

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	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.2
	9. Dangerous Goods and Weapons	<b>Revision 59</b>
	9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried	Page 1

**9.2 Conditions under which weapons, ammunition of war and sports weapons may be carried.**

**C** **LIPPER NATIONAL AIR** will follow everything described in its Security Program regarding the transport of weapons and to the procedures established in this section, for the safe transport of weapons.

The Company guarantees that:

- a) weapons, ammunition and the objects included in "Annex A" of this section, shall not be transported in the passenger cabin (except those of personnel included in point 3 of this section) and will be duly located packed in one of the aircraft's baggage compartments, ensuring that they are not accessible During flight for no person, including the crew.

If they are firearms or other weapons that can carry ammunition, they will be downloaded.

- b) Ammunition and weapons for sports use may be transported subject to certain limitations in accordance with the Technical Instructions defined in ICAO Doc. 9284, this is in the checked baggage, those of the Division 1.4S or UN 0014 only, and in amounts that do not exceed 5 kg of weight roughly per person for use of that person. What is allowed for more than one person must not be grouped in one or more lumps.

- c) The packages will be duly identified as «ZZ» and with the documentation that authorizes its transport (authorization of the Intervention of Arms and the Company). Otherwise, the Commander will authorize your transport.



## OPERATIONS MANUAL Part A – General / Basic

Section 9.2

### 9. Dangerous Goods and Weapons

Revision 59

9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Page 2

#### 1. Weapons and ammunition of war.

The Company is not authorized to transport weapons and ammunition of war, except in the case of pistols and revolvers (GM1 CAT.GEN.MPA 160).

#### two Weapons and ammunition for sports use.

There is no international agreement on the definition of weapons for sporting use. In general, it can be any weapon that is not a firearm or ammunition of war.

Sporting weapons include hunting knives, bows, and other items similar. An ancient weapon, once a weapon of war, such as a carabiner, can now be considered as a sporting weapon.

A firearm is any weapon, rifle, or pistol that fires projectiles.

In the absence of a specific definition, and in order to provide guidance operators, according to what is described in GM1 CAT.GEN.MPA.160 the

The following firearms are generally considered for sporting use:

- Those designed for shooting games, hunting birds and other animals.
- Those used for precision shooting, clay pigeon shooting and shooting competitions. and shot, as long as
- weapons are not for use by the armed forces.
- Air guns, darts, etc.
- A firearm, other than a weapon or ammunition of war, will be treated as a sporting weapon for the purpose of carriage on an aircraft".

#### • Communication.

either When contracting a flight to the Company, the client will be warned of the obligation to communicate if they wish to transport weapons or ammunition for sports use.

When a client requests the transport of weapons and/or ammunition sports, you will be informed that you must previously request the corresponding authorization to the Intervention of Weapons of the airport output, which will check if the request complies with the PNS regulations in force. Once you have the authorization, you must go to the ground assistance service of the Company, who will be in charge of finalize its management for its transport.

The Company's website contains, both for passengers and for handling, the transport conditions for this type of MMPP.

In Annex "A" of this section, all the objects that are prohibited to be transported in the aircraft cabin are listed.

either The ROT will inform the crew, the ground assistance service contracted and dispatch of flights, the type of weapons, ammunition, number of packages, using the GenDec format.

either The Company will communicate sufficiently in advance the flight on which



## OPERATIONS MANUAL Part A – General / Basic

### 9. Dangerous Goods and Weapons

#### 9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Section 9.2

Revision 59

Page 3

transport weapons and/or ammunition, as well as the data of the passenger who has billed said packages to the "Arms Intervention" of the airport, paying special attention to flights from outside the Spanish territory.

either Flight dispatch will notify, on the load sheet, the number of weapons, packages with ammunition or prohibited objects that are transported they will load in the hold of the plane, once the Commander signs the Loading sheet.

#### • Billing and receipt.

either The contracted ground assistance service and once you check the corresponding authorization issued by «Weapons Intervention», shall proceed to conveniently identify the packages containing those by the acronym «ZZ», and label them with the corresponding billing label, delivering to the passenger, receipt of the baggage check-in label, which together with said clearance, will allow you to pick up the weapon in question at the airport of destiny.

#### • Loading and unloading.

either The contracted ground assistance service will transfer to the plane packages containing weapons and deliver them to the crew who **will load** in the hold once the Commander has verified and signed the bill of lading.

either When the destination is a Spanish airport, the crew **will download** the packages and will deliver them to the contracted ground assistance service, which will transfer the packages and deliver them to the "Intervention of arms" of the airport.


either The transfer of said objects will be carried out under surveillance at all times.

either For unloading at a foreign airport, the unloading and delivery regulations of the destination country will be followed.

either On flights from foreign countries, the ground handling service will verify that the packages have been identified "ZZ". In case Otherwise, they will be identified as such.

### 3. Types of personnel allowed on board who can carry weapons

According to CAT.GEN.MPA.155, the personnel of the Armed Forces, of the Security Forces and Bodies and officials of the Deputy Directorate of Customs Surveillance who travel on commission of service, as well as those that the Ministry of the Interior exceptionally authorizes, are exempt of the obligation that their weapons go in the hold of the plane.

	<b>OPERATIONS MANUAL</b> <b>Part A – General / Basic</b>	Section 9.2
	9. Dangerous Goods and Weapons	Revision 59
	9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried	Page 4

The personnel of the ground handling company contracted by the Company, will accompany the person(s) admitted to identify themselves at checkpoints security and before the Commander of the aircraft, where he will present duly completed and stamped the "Service Order" (See Annex B to this section) in order to be able to carry your weapon without requiring the delivery of the same to the Commander, unless the latter requires it. In that case the Commander guarantees that while he remains in his custody he will not suffer any manipulation.

Weapons must be carried without a magazine and without a cartridge in the chamber and They can be manipulated before third parties.

Weapons subject to exclusion are short firearms (pistols and revolvers).

**Four. Compliance with the PNS.**

All of Section 9.2 complies with the PNS regulations currently in force.

**5. Updating of the Company's website.**

The website is updated with the inclusion of all the revisions to the sections of the MO it contains.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.2

9. Dangerous Goods and Weapons

Revision 59

9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Page 5

**ANNEX A**

**Items prohibited in the passenger cabin**

**a) Firearms and other devices that discharge projectiles.**

Any object that can be used, or appears to be used, to cause serious injury by discharging a projectile, including which are included:

- All types of firearms, such as pistols, revolvers, rifles, or shotguns
- Toy guns, replica firearms and firearms imitation fire that can be mistaken for real weapons.
- Parts from firearms, except telescopic sights.
- Compressed air and CO2 weapons, such as pistols, shotguns, pellets, rifles and pellet guns.
- Flare guns and “estarte” or signaling guns.
- Bows, crossbows and arrows.
- Harpoons and fishing guns, and
- Slingshots and slingshots.

**b) Stunning devices.**

Devices specifically intended to stun or immobilize, including which are included:

- Shock-producing devices, such as stun guns, stun guns, tasers or stun batons.
- Animal stunners and butcher guns, and
- Chemicals, gases and neutralizing nebulizers or incapacitating, such as mace, pungent sprays, pepper spray, tear gas, acid spray and animal repellent sprays

**c) Objects with a sharp point or cutting edge.**

Objects with a sharp point or a cutting edge that can be used to cause serious injury, including:

- Articles designed to cut, such as axes, hatchets and cleavers.
- Ice axes and picks,
- Razors and razor blades,
- box cutters,
- Knives and penknives whose blades exceed 6 cm in length,
- Scissors whose blades exceed 6 cm measured from the axis,
- Sharp or cutting martial arts equipment, and
- swords and sabers.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.2

**9. Dangerous Goods and Weapons**

**Revision 59**

9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Page 6

**d) Work tools.**

Tools that can be used either to cause serious injury or to threaten the safety of the aircraft, including:

- levers,
- Drills and bits, including portable cordless power drills,
- Tools with a blade or shaft longer than 6 cm that can be used as a weapon, such as screwdrivers and chisels,
- Saws, including cordless portable electric saws,
- torches, and
- Fixed projectile guns and staple guns.

**e) Blunt instruments**

Objects that can be used to cause serious injury when used to hit, including:

- baseball and softball bats,
- Sticks and canes, such as batons and blackjacks, and
- Martial arts equipment.

**f) Explosive and incendiary substances and devices**

Explosive and incendiary substances and devices that can be used, or appear capable of being used, to cause serious injury or to threaten the safety of the aircraft, such as:

- ammunition,
- fulminating,
- detonators and fuses,
- Reproductions or imitations of explosive devices,
- Mines, grenades and other explosive charges for military use,
- Fireworks and other pyrotechnic articles,
- Smoke canisters and smoke generating cartridges, and
- Dynamite, gunpowder and plastic explosives.

The security staff may remove from the passenger any item not listed in the previous list that raises your suspicion for your access to the area security restricted.



**OPERATIONS MANUAL  
Part A – General / Basic**

Section 9.2

**9. Dangerous Goods and Weapons**

**Revision 59**

9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Page 7

**ANNEX B  
Order of Service and Seal**

**ORDEN DE SERVICIO (1)**

DEPARTAMENTO/ORGANISMO.....  
N.I.F./CARNET PROFESIONAL (2).....  
DEPENDENCIA/UNIDAD.....  
NÚMERO Y TIPO DE ARMA.....  
FECHA Y DESTINO DEL VUELO.....

Firmado

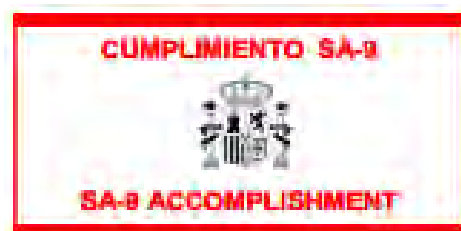
Jefe Dependencia/Unidad

(1) Se entregará copia a las Fuerzas y Cuerpos de Seguridad al pasar el control  
(2) Se deberá mostrar este documento al identificarse ante el Comandante de la aeronave

**PAUTAS DE ACTUACIÓN DEL PERSONAL AUTORIZADO A LLEVAR ARMAS DE FUEGO A BORDO DE AERONAVES COMERCIALES EN VUELOS NACIONALES.**

- 1. Condiciones previas en el momento de embarcar.**
  - 1.1 El personal autorizado, al subir a bordo de la aeronave se presentará ante el Comandante haciéndole saber que lleva un arma.
  - 1.2 El Comandante, en caso de ser más de una las personas autorizadas a portar armas en el mismo vuelo, las presentará entre sí con el fin de evitar incidentes.
  - 1.3 El personal autorizado deberá llevar su arma de forma discreta, sin cargador y sin cartucho en la recámara. Las comprobaciones necesarias para ello las realizará el portador del arma antes de acceder a la aeronave y fuera de la presencia de terceras personas.
  - 1.4 Si el Comandante decide hacerse cargo del arma se le entregará, acordando ambas partes en el momento de la entrega, la devolución de la misma. En ningún caso se le entregará la munición al Comandante.
- 2. En caso de que ocurra un incidente a bordo con pasajeros.**
  - 2.1 Se dejará que sean los miembros de la tripulación quienes resuelvan el problema, ya que han sido entrenados específicamente para ello.
  - 2.2 Única y exclusivamente a requerimiento del Comandante de la aeronave se prestará el auxilio que se solicite.
- 3. Riesgos inherentes a la utilización de un arma de fuego durante el vuelo.**
  - 3.1 Disparar un arma de fuego en el interior de una aeronave puede afectar a las tuberías de combustible y líquido hidráulico; producir descompresión, además de alarma entre los pasajeros.

**STAMP**





**OPERATIONS MANUAL  
Part A – General / Basic**

9. Dangerous Goods and Weapons

9.2 Conditions under which weapons, ammunition of war and sporting weapons may be carried

Section 9.2

Revision 59

Page 8

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