SECTION 9 : DANGEROUS GOODS AND WEAPONS

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

a) The CLIPPER NATIONAL AIR policy on the transport of dangerous goods;

b) Guidance on the requirements for acceptance, labeling, handling, storage and segregation of dangerous goods

c) Specific requirements regarding 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 in cargo aircraft when transporting dangerous goods

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

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

1. Weapons and ammunition of war.
2. Weapons and ammunition for sports use
3. Types of personnel admitted on board that can carry weapons.
4. Compliance with the PNS.
5. Update of the Company's website. Annex A:

Prohibited items in the passenger cabin. Annex B:

Service Order and Seal

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9.1 INFORMATION, INSTRUCTIONS AND GENERAL GUIDELINES FOR THE TRANSPORTATION OF DANGEROUS GOODS IN ACCORDANCE WITH ANNEX V (SPA.DG) SUBPART G

TERMINOLOGY

DANGEROUS GOODS: articles or substances that may present dangers to health, safety, property or the environment and that appear on the list of dangerous goods in the Technical Instructions or are classified according to the instructions;

ACCIDENT ATTRIBUTABLE TO DANGEROUS GOODS: Any occurrence attributable to the air transport of dangerous goods and related to it, which causes fatal or serious injuries to any person or considerable damage to property or the environment;

INCIDENT ATTRIBUTABLE TO DANGEROUS GOODS: Any occurrence attributable to or related to the air transport of dangerous goods, which does not constitute an accident attributable to dangerous goods and which does not necessarily have to occur on board an aircraft, which causes injury to any person, damage to property or the environment environment, fire, rupture, 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 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 article considered dangerous goods from the conditions normally applicable to such article;

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

i) requires hospitalization of more than 48 hours within seven days from the date the injury was suffered; either

ii) causes the fracture of any bone (with the exception of simple fractures of the nose or fingers or toes); either

iii) causes lacerations that result in serious bleeding, injury to nerves, muscles or tendons; either

iv) causes damage to any internal organ; either

v) occasions second or third degree burns or other burns that affect 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;

Although**CLIPPER NATIONAL AIR**does not have approval for the transport of dangerous goods, this chapter develops the following points:

- The regulations allow passengers and crews to transport certain MMPP 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 and not, are the Technical Instructions of ICAO Doc. 9284 (hereinafter IT ICAO Doc. 9284) in its latest edition.

All the information developed in this chapter is consistent and updated with the provisions of IT ICAO Doc. 9284 in its latest current edition.

to. The CLIPPER NATIONAL AIR Policy on the transport of dangerous goods;

CLIPPER NATIONAL AIRdoes not have authorization to transport this type of merchandise.

Therefore, it is guaranteed that no articles or substances, or other goods declared dangerous, identified by their specific name or a generic description in the Technical Instructions as goods whose transport is prohibited in all cases, will be transported on any aircraft.

In order to achieve this, it refers to all handling operators before they are hired through the Company's website, this Section of the MOA and ANNEX IV to the MOA, so that its Manager can ensure that it has the personnel and means to fulfill the service. assistance following our procedures.

a.1 Precautions against illegal shipment.

Given the obvious risk they pose to flight safety, any employee or person who provides services to the Company will pay special attention and take all reasonable measures to prevent the shipment 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 the 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

Below are the cases in which certain types of dangerous goods can be transported by the crew and passengers without having approval for it, as established in IT ICAO Doc. 9284.

- Passengers or crew are prohibited from transporting dangerous goods in carry-on baggage, checked baggage or on their person, unless the dangerous goods:

  to. They are allowed according to Table 8-1 of ANNEX IV to the MOA.

  b. They are for personal use only.

- Except for other additional provisions that States may apply to safeguard aviation security, the provisions of these instructions do not apply to dangerous goods permitted under Table 8-1, when such goods:

  to. Are carried by passengers or crew for personal use only,

  b. They are contained in baggage that has been separated from its owner during transit (eg, lost or misdirected baggage); either

  c. They are contained in pieces of excess baggage transported as cargo and meet the established requirements.

- The entry from Table 8-1 that best describes the Item or object should be selected.
- Items or objects containing multiple dangerous goods must fit all applicable boxes.
- Baggage intended to be carried in the cabin and placed in the cargo compartment must contain only dangerous goods that are permitted in checked baggage. When the Company retains baggage that was intended to be carried as carry-on baggage and places it in the cargo compartment for transport, it will confirm with the passenger that dangerous goods that are allowed only in carry-on baggage have been removed.
- Other than CLipper National AIr, any organization or business (such as travel agents) involved in the carriage of passengers by air should provide passengers with information on the types of dangerous goods that are prohibited on board aircraft. This information should be delivered as a minimum in the form of notices at places where there is interaction with passengers.
- Where it is possible to purchase tickets via the internet, the passenger should be provided, either in textual or illustrative form, with information on the types of dangerous goods that he is prohibited from carrying on board the aircraft. The ticket purchase procedure should be such that it cannot be completed if the passenger, or a person acting on his behalf, does not indicate that he has understood the restrictions regarding dangerous goods in baggage.

Note 1: The following dangerous goods can normally be transported by passengers in other modes of transport, however, they are prohibited for transport by air, both in carry-on and checked baggage:

to. Medical oxygen devices for personal use that use liquid oxygen.

b. Electro-shock weapons (eg tasers) containing dangerous goods such as explosives, compressed gases, lithium batteries, etc.

c. Universal ignition matches.

d. Fuel for lighters and refills for lighters.

and. Premix torch-type igniters without a means of protection against accidental activation, and

F. Battery-powered lighters and the battery is lithium ion or metal (eg, laser plasma lighters, Telsa coil lighters, flow lighters, arc lighters, and double arc lighters) without safety cap or medium 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 subject to these instructions:

to. Radiopharmaceuticals contained in a person's body as a result of medical treatment; and

b. Energy saving lamps in their retail packaging for personal or domestic use.

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

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

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

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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 having a projection hazard, but not a mass explosion hazard.

Division 1.3: Substances and articles presenting 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 appreciable danger.

Division 1.5: Very insensitive substances having a mass explosion hazard.

Division 1.6: Extremely insensitive objects not having 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, emit flammable gases.

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

Division 4.2: Substances capable of spontaneous combustion.

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

Class 5: Oxidising substances and organic peroxides

Division 5.1: Oxidizing Substances. Division 5.2: Organic

peroxides.

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.

Although**CLIPPER NATIONAL AIR**It is not approved for the transport of dangerous goods, it is necessary to know the labeling and marking used to identify them and thus be able to prevent them from entering the plane.

All brands must:

to. Be durable and be printed, or otherwise marked or affixed to the external surface of the package.
b. They must be easily visible and legible.
c. They must be able to remain outdoors without a noticeable decrease in their effectiveness.
d. They should be placed on a background color that contrasts with yours, and
and. They should not be placed near other brands that may significantly reduce their effectiveness.

Note: Arrows may not be used on any package containing dangerous goods in a liquid state, unless they serve to indicate the proper position or manner of placement of the package..

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

There are two types of tags:

Yo. Danger labels.

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

Some articles 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(s) must bear the class or division number in the lower corner of the label.

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

ii. handling labels

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

to.**magnetized material**: Packages with this label must not be loaded in such a position that they may affect the correct functioning of the aircraft's magnetic compasses. Various lumps have a cumulative effect.

b.**Cargo Aircraft Only (CAO)**: Packages with this label may not be loaded on passenger planes. It must 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 advises that gas may flow through the vent mechanism. Because it is extremely cold, it can condense into smoky-looking water vapor. This phenomenon is normal and not dangerous. These shipments must be separated from live animals.

<u>Identification of cargo units containing Dangerous Goods</u>

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

b.3 Information to passengers

CLIPPER NATIONAL AIRand/or its Handling agent provide their passengers with information on the prohibition of transporting items classified as Dangerous Goods and on the exceptions contemplated in the ICAO IT.

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

Passengers are informed through the Company's website of the procedure (in Spanish and English) that, in the event that they wish to transport an authorized MMPP according to the table of MMPP allowed to passengers or crew, which requires the prior approval of the Company , you must request it by emailROT@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 required approval to transport dangerous goods permitted and established in Table 8.1, the ROT will inform the Commander of the acceptance through GenDec.

The Company only accepts and transports cargo associated with a passenger on board, for which reason it is considered baggage and does not use shippers, cargo agents, or cargo acceptance points.

The exceptions are the refrigerators for transplants used by the ONT, which are sent directly and sometimes do not fly accompanied by medical personnel.

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

Its handling agents must also ensure the provision of information on the transport of dangerous goods by installing prominently and in visible places a sufficient number of informative signs at the cargo acceptance points, to warn about the dangerous goods that may be in the cargo. your freight shipments. These notices must include visual examples of dangerous goods, including batteries.

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

b.3.1. Information to the Handling and Operations Personnel involved

The ROT will provide this Section 9, 8.2 and Annex IV to the MOA, to the hired handling agent, in Spanish and English through the Company's website, so that they can apply their instructions when attending to our operation.

The Handling staff or the operations staff that receive the ticket should ask them if they are transporting dangerous goods on their person, in hand luggage (bags, backpacks, etc.) or in checked baggage, including if they carry a spare lithium battery .

Passengers or crew members who have requested prior authorization from the Company to transport an MMPP that requires it, must present it to the handling staff in charge of receiving passengers and baggage.

If it is not available, the handling will not be able to accept it.

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

These exceptions appear in Chapter 1 Point 1.1.5 "General exceptions" 1.1.5.1.a) and b) 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 whenever:

to. Required to provide medical assistance to a patient or to preserve human tissues or organs intended for use in transplantation, during the flight if such dangerous goods:

1. have been placed on board with the approval of the Company; either
2. form 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 specifically manufactured for the purpose of containing and transporting that particular gas,

ii. equipment containing liquid electrolyte batteries is kept and, if necessary, secured in an upright position to prevent electrolyte spillage.

iii. Lithium metal or lithium ion cells or batteries conform to the provisions of 2.9.3. Spare lithium batteries must be individually protected so that they do not short circuit when not in use.

The articles for medical use allowed are listed in Table 8.1 of Annex IV to the MOA. Of these, 4 cannot be applied as access to the aircraft is not possible, due to the dimensions of the cabin door and cargo compartments.

b. They are required to provide, in-flight, veterinary assistance or serve as a humane or animal slaughter item.

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 luggage:

1. carried by passengers or crew members in accordance with the Technical Instructions; either
2. separated from its owner during transit (for example, lost or misrouted luggage), 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 which, in accordance with airworthiness requirements and relevant operating regulations, are required to be carried on board aircraft or are authorized by the State of the Operator to meet special requirements;

2. aerosols, alcoholic beverages, perfumes, colognes, liquefied gas lighters and portable electronic devices that contain lithium metal batteries or lithium ion cells 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 leak 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).
4. Hand sanitizers and hydroalcoholic cleaning products carried on board a Company aircraft for use on the aircraft during the 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

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 of table 8-1, box 1). Spare lithium batteries must be individually protected so that short circuits are prevented 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 pertinent manuals, so that flight crew members and other employees can comply with them. the functions they are responsible for.

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

Provisions to help recognize undeclared dangerous goods.

- **Information to the Company's flight personnel and to the handling staff hired to receive passengers, their luggage and cargo on board.**

  To prevent undeclared dangerous goods from being loaded onto an aircraft and passengers from bringing on board those dangerous goods that they are prohibited from carrying in their baggage (see Table 8-1 in Annex IV to the MOA), the following information is provided regarding to:

  to. General descriptions typically used for items of cargo or passenger baggage that may contain dangerous goods;

  b. other indications that dangerous goods may be present (eg, labels, markings); and

  c. dangerous goods that passengers may carry in accordance with Table 8-1.

The following is a list of such general descriptions and types of dangerous goods that may be included in any item meeting such a description:

electrically powered appliances*(wheelchairs, lawn mowers, golf carts, etc.):*They may contain liquid electrolyte accumulators or lithium batteries or fuel cells or fuel cell cartridges that contain or have contained fuel.

dental appliances:They may contain flammable resins or solvents, compressed or liquefied gas, mercury, and radioactive material.
Battery powered appliances/equipment:They may contain liquid electrolyte accumulators or lithium batteries.
Respiratory systems:They may include compressed air or oxygen cylinders, chemical oxygen generators, or refrigerated liquid oxygen.

Sporting goods/sports competition equipment:They may contain compressed or liquefied gas cylinders (air, carbon dioxide, etc.), lithium batteries, propane torches, first aid kits, 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 items:may contain items that meet any of the criteria for dangerous goods. Examples include flammable liquids such as paint thinner, adhesives, polishes, aerosols (for passengers, those not allowed in Table 8-1 of Annex IV to the MOA), bleach, corrosive oven cleaners and drainage pipe, ammunition, matches, etc.

Consolidated shipments (groups):may contain any of the defined classes of dangerous goods.
Passenger luggage:may contain articles that meet any of the criteria applicable to dangerous goods, which are not 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 permitted under Table 8-1 of Annex IV to the MOA.

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 competition team: May contain engines, including fuel cell engines, carburettors or tanks with fuel or fuel residues, liquid electrolyte accumulators and lithium batteries, flammable aerosols, nitromethane or other gasoline additive, compressed gas cylinders, etc.

Laboratory/test equipment: may contain products that meet the criteria applicable to dangerous goods, particularly those related 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 kit: It may contain organic peroxides and flammable adhesive substances, paints with solvents, resins, etc.

Equipment electric/electronic: can contain materials magnetized, mercury in switch boxes, electronic tubes or lithium batteries or fuel cells or fuel cell cartridges that contain or have contained fuel.
expeditionary team: It may contain explosives (flares), flammable liquids (gasoline), flammable gas (camp bottles) or other dangerous goods.
Photographic equipment/supplies: It may contain products that meet the criteria applicable to dangerous goods, particularly those related to devices that generate heat, flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic substances or corrosive substances, and lithium batteries.

Camping equipment: They may contain flammable gases (butane, propane, etc.), flammable liquids (kerosene, gasoline, etc.), or flammable solids (hexamine, matches, etc.).
Filming equipment and means: may contain explosive pyrotechnic devices, generators with built-in internal combustion engines, liquid electrolyte accumulators or lithium batteries, fuel, heat-producing items, etc.
refrigerators: may contain liquefied gases or ammonia in solution.

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

Hot air balloons: may contain gas cylinders flammable, fire extinguishers, internal combustion engines, accumulators, etc.
Magnets and other items 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., that contain mercury.
Switches in electrical equipment or instruments: may contain mercury
cryogenic liquid: indicates refrigerated liquefied gases such as argon, helium, neon and nitrogen, etc.
metallic construction material: it may contain ferromagnetic material which is subject to special stowage requirements due to the possibility of it affecting aircraft instruments (see 2;9.2.1).

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

Diagnostic samples: may contain infectious substances. ***Spare parts for aircraft on the ground (AOG)***: 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 backup batteries. lithium, matches

Automotive Spare Parts*(cars, motorcycles, mopeds):* may contain engines (including fuel cell engines), carburettors or fuel tanks that contain or have contained fuel, liquid electrolyte accumulators or lithium batteries, compressed gas in tire inflators and fire extinguishers, inflatable bags, adhesive substances, 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, mercury batteries, compressed or liquefied gas cylinders, etc.

Pharmaceutical products: They may contain products that meet the criteria applicable to dangerous goods, particularly 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, particularly those related to flammable liquids, flammable solids, oxidizing substances, organic peroxides, toxic or corrosive substances.

Pool Chemicals: They may contain oxidizing or corrosive substances.

Cryogenic dry vessels (steam): may contain liquid nitrogen in the free state. These containers 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 Cryogenic Dry Receptacles.)
torches: ordinary microtorches and lighters may contain flammable gas and be equipped with an electronic ignition device. Larger torches may have a nozzle (often with an automatic ignition switch) connected to a container or cylinder of flammable gas.

Medical supplies/equipment: may contain products that meet the criteria applicable to dangerous goods, particularly those related 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 possibility of affecting aircraft instruments (see 2;9.2.1). ***Fuel Regulating 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 possibility of affecting aircraft instruments (see 2;9.2.1).

b.3.3 Loading 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 door of the Company's aircraft, mobility aids cannot be transported.

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 baggage.

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 table 8-1 of Annex IV to the MOA, they will be removed and a report will be sent to the Company as indicated. describes below.

c.2 Notification procedures:

- **Authorities to inform**

  All Company personnel, or who carry out tasks for it, have the obligation to report incidents and accidents involving undeclared or falsely declared dangerous goods to the Company's Security Manager, as quickly as possible in order to notify the Company. AESA and the State where the event occurred within 72 hours 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 that are known at that time.

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

  1. Date of the incident, accident or discovery of undeclared or misdeclared dangerous goods;
  2. Location, number and date of the flight;
  3. Description of the goods, reference number of the air waybill, package, luggage 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. You suspect the cause of the incident or accident;
  11. Measures taken;
  12. Any other reporting action taken, and deaths
  13. Name, position, address and telephone number of the person making the report.

- **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. Date of the flight:	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. Packaging specification marks:	21. No. of packages:	22. Quantity (transport index, if applicable):
23. Reference to the Air Waybill number:			
24. Reference to the number of the courier bag, baggage check or passenger ticket:			
25. Name and address of shipper, agent, passenger, etc.:			
26. Other relevant 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:	

Occurrence Description (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. *An accident related to dangerous goods, is an occurrence associated and related to the transport of dangerous goods, which results in a fatal or serious injury to a person, or major damage to property. For these purposes, serious damage is that suffered 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 involving dangerous goods may also be an aircraft accident, in which case the normal procedure to be followed is that related to accidents involving dangerous goods.

3. *A dangerous goods incident is an occurrence other than an accident, associated and related to the transportation of dangerous goods that occurs, not necessarily in an aircraft, which may result in injury to a person, damage to property , fire, ruptures, leaks of fluids or radiation or other evidence that the integrity of the packages has not been maintained. Any occurrence related to the transportation 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 goods are discovered in the cargo or when the baggage contains dangerous goods that passengers are not allowed to take on board an aircraft.*
5. *An initial report should be issued within 72 hours of its occurrence, unless special circumstances prevent it. The initial report can be issued by any means, but a written report should be submitted as soon as possible, even if not all information is available.*
6. *Full reports are normally sent to the competent authority.*
7. *Copies of all relevant documents should be submitted, attached to the report.*
8. *Whenever it is safe to do so, all dangerous goods, documents, etc. related to the occurrence should be withheld 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.*

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

  The notifications will be sent to the Company's Security Manager who will in turn inform AESA and, if applicable, the countries involved.

- **Notification times in accordance with what is established by legislation.**

  either In the case of accidents and incidents of any type 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 must be made, as soon as possible, with all the additional information observed. All information required by ICAO IT Doc. 9284 will be provided upon request.

  either If a Company aircraft is involved in an accident or serious incident, all the information required by ICAO IT 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 the data known at that time. If necessary, a subsequent report must be made, as soon as possible, with all the additional information observed.

- **Reports.**

  As many reports must be sent as events occur, 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 those established in MSG 3.2.1.4.

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 Company's mechanisms and procedures are detailed below to detect and proceed in any case of emergency that occurs with dangerous goods:

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

The Company guarantees that:

Yo. Your staff or that of the handling agent will check that no package containing dangerous goods or that shows damage or spills is taken 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 baggage or cargo on board.

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

d.1.2. Contamination removal

Whenever there have been breaks and/or spills in packages suspected of containing undeclared dangerous goods, the Company's or handling staff will immediately eliminate this contamination and measures will be taken 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.

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 prior to 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. the trip by air.

Although the transport of dangerous goods is not foreseen, it may happen that emergency situations arise caused by these illegally shipped goods. 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 the 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 they must know:

- 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.

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

- Always have emergency numbers handy
- Notify your superiors immediately.
- For a first security action: either
  - separate people who may be affected from the hazard
  - either stay away from danger avoid
  - either breathing fumes and vapors
  - either protect yourself from fire
  - either seek professional help from the fire brigade or other emergency services
- Isolate the area and notify emergency services in accordance with local procedures.
- Identify the substances involved with shipping documentation or by package markings.
- Avoid contact with the contents of the package.
- Isolate the package by separating it from other packages or items.
- If the contents have 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
  - either hands seek medical attention
- The names of the personnel involved in the incident should be noted.

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 its intentions.

iii. Follow relevant aircraft emergency procedures to eliminate fire or smoke, if necessary

iv. Consider landing as soon as possible

v. Assess the disconnection of electrical circuits that are not essential

saw. 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 element.

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

2. Apply fire extinguishing procedure.

to. Obtain and use the proper fire extinguisher.

b. Recover and use protective equipment, as appropriate to the situation.

c. Move passengers away from the area, if possible.

d. Notify the pilot in command / other crew membersno.

Note.: Actions must occur simultaneously in a multi-crew operation.

Caution:

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

USE THE DUE DUE PROCESS – OBTAIN AND USE A FIRE EXTINGUISHER

The regulatory emergency procedures must be used to fight the fire. Although halon has not been shown to be effective in the case of lithium metal fires, it works effectively to smother fires in adjacent materials or to extinguish lithium ion battery fires.

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

The likelihood of batteries catching fire due to thermal impalement increases during or immediately after charging, although impalement may have a delayed effect. By removing the external power supply from the appliance, you 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 power at the seat, if applicable.
c) Verify that the power to the remaining outlets remains off, if applicable.

Caution:
Do not try to remove the battery from the device.

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

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 caught fire, thus preventing the heat from spreading to adjacent cells. If you do not have a water extinguisher, any other non-flammable liquid can be used to cool the batteries and the device.

DO NOT MOVE THE DEVICE, LEAVE THE DEVICE IN PLACE AND MONITOR 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.

It has been observed that when the batteries catch fire they re-ignite and emit flames repeatedly as the heat is transferred to the other cells contained within them. It is preferable to cool the device with water (or another non-flammable liquid); moving it can cause the appliance to ignite again and cause injury.

DISCONNECT REMAINING ELECTRICAL CIRCUITS UNTIL IT MAY BE DETERMINED THAT THE ON-BOARD SYSTEMS HAVE NO FAULTS, IF THE DEVICE WAS PLUGGED IN

When the device has cooled down:

(for example, approximately 10 to 15 minutes)

to. 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 it in water (or other non-flammable liquid).

d. Store and secure (if possible) the container to prevent spillage.

Disconnection of the remaining electrical circuits ensures that a failure of the onboard systems does not contribute to other failures with passengers' portable electronic devices.

and. Obligations of all affected personnel.

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

The responsibilities of compliance with this section fall on:

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

Obligations	Responsable of compliance
Clipper National Air Policy. (Point a")	All
Labeling and marking requirements. (Point «b.2»)	Ground, flight and personnel handling
Information for passengers (Point «b.3»)	The ROT and handling personnel
Information to handling and operations personnel. (Point «b.3.1»)	Handling and ground staff.
Specific requirements regarding notification in the event of an accident or incident when dangerous goods are transported (Point «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.

F. Instructions regarding the transportation of the operator's employees in cargo aircraft when dangerous goods are transported.

Not applicable.

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

A. To the ground staff.

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

B. To members of the Crew.

The Operations Manual includes all the information that allows crew members to carry out their responsibilities regarding the NOT transporting dangerous goods, including the actions to be taken in the event of emergencies with undeclared dangerous goods.

C. To the Handlings.

Section 9 of the MOA and its Annex IV appear on the Company's website, with all the information on MMPP and the applicable procedures, as well as informative signs of prohibited articles in case it is necessary to use them, to warn about dangerous goods. that may be in your shipment.

1. **Passenger reception.**

The staff 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 confirmation from passengers of the content of any article they suspect. may contain dangerous goods, with a view to preventing dangerous goods that passengers are prohibited from transporting on the aircraft, in passenger luggage. Many seemingly innocuous items may contain dangerous goods.

2. Acceptance of cargo.

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 stamp accrediting having passed the security control.

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

CLIPPER NATIONAL AIR It will follow everything described in its Safety Program regarding the transport of weapons and the procedures established in this section, for the safe transport of weapons.

The Company guarantees that:

a) The weapons, ammunition and objects included in "Annex A" of this section, will not be transported in the passenger cabin (except those of the personnel included in point 3 of this section) and will be located properly packed in one of the aircraft's baggage compartments, ensuring that they are not accessible during the flight to any person, including the crew.

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

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 checked baggage, those of Division 1.4S or UN 0014 only , and in quantities not exceeding 5 kg gross weight per person for that person's use.
What is allowed for more than one person should not be grouped in one or more packages.

c) The packages will be duly identified as "ZZ" and with the documentation that authorizes their transport (authorization of the Weapons Intervention and the Company). Otherwise, the Commander will not authorize their transportation.

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).

2. 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 weapon or ammunition of war.
Sporting weapons include hunting knives, bows, and other similar items. An old weapon, which was once a weapon of war, such as a carabiner, can now be considered 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 to operators, according to what is described in GM1 CAT.GEN.MPA.160, the following firearms are generally considered for sporting use:

- Those designed for shooting games, hunting birds and other animals.
- Those used for precision shooting, skeet shooting and shooting competitions, provided that
- the weapons are not for use by the armed forces.
- Compressed air guns, darts, etc.
- A firearm, other than a weapon or ammunition of war, will be treated as a sporting weapon for purposes of transportation on an aircraft."

- **Communication.**

either When a flight is contracted from the Company, the client will be warned of the obligation to communicate if he wishes to transport arms or ammunition for sporting use.

When a client requests the transport of weapons and/or sports ammunition, they will be informed that they must previously request the corresponding authorization from the Weapons Intervention at the airport of departure, which will check if the request complies with the current PNS regulations. Once you have the authorization, you must go to the Company's ground assistance service, who will be in charge of finalizing your transportation process.

On the Company's website, both for passengers and handlings, the transport conditions for this type of MMPP appear.

In Annex "A" of this section, all the objects that are prohibited from transporting in the aircraft cabin are listed.

either The ROT will notify the crew, the contracted ground assistance service and flight dispatch, the type of weapons, ammunition, quantity of packages, using the GenDec format.

either The Company will notify the flight on which weapons and/or ammunition are transported well in advance, as well as the details of the passenger who has checked in said packages to the "Weapons Intervention" at the airport, paying special attention to flights coming from outside the airport. Spanish territory.

either Flight dispatch will notify, in the load sheet, the number of weapons, packages with ammunition or prohibited objects that are transported that will be loaded in the aircraft hold, once the Commander signs the load sheet.

- **Billing and receipt.**

either Once the contracted ground assistance service has verified the corresponding authorization issued by "Weapons Intervention", it will proceed to properly identify the packages containing those by means of the initials "**ZZ»**, and label them with the corresponding billing tag, giving the passenger the receipt of the baggage billing tag, which together with said authorization, will allow him to remove the weapon in question at the destination airport.

- **Load and unload.**

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

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 "Weapons Intervention" at the airport.

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

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

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

3. Types of personnel admitted on board who can carry weapons

In accordance with 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 duty, as well as those that the Ministry of interior exceptionally authorizes, they are exempt from the obligation that their weapons go in the aircraft hold.

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

Weapons must be carried without a charger and without a cartridge in the chamber and cannot be handled in front of third parties.

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

4. Compliance with the PNS.

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

5. Update of the Company's website.

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

ANNEX A
Prohibited items in the passenger cabin

a) Firearms and other devices that discharge projectiles. Any object that may be used, or appears to be used, to cause serious injury by discharging a projectile, including but not limited to:

- All types of firearms, such as pistols, revolvers, rifles or shotguns.
- Toy guns, replica firearms, and imitation firearms that could be mistaken for real weapons.
- Parts from firearms, except telescopic sights.
- Compressed air and CO2 weapons, such as pistols, BB guns, rifles and BB guns.
- Flare-launching pistols and "stare" or signaling pistols.
- Bows, crossbows and arrows.
- Harpoons and fishing guns, and
- Slingshots and slingshots.

b) Devices to stun.

Devices specifically intended to stun or immobilize, including:

- Shock-inducing devices, such as stun guns, Tasers, or stun batons.
- Animal stunners and slaughter guns, and
- Disabling or incapacitating chemicals, gases, and sprays such as mace, pungent sprays, pepper sprays, tear gas, acid sprays, 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 splitters.
- Ice picks and picks,
- Razors and razor blades,
- box cutters,
- Knives and razors 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.

d) Work tools.

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

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

e) Blunt instruments

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

- baseball and softball bats,
- Sticks and batons, such as batons and blackjacks, and
- Equipment for martial arts.

f) Explosive and incendiary substances and devices

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

- ammunition,
- withering caps,
- detonators and fuzes,
- 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 personnel may remove from the passenger any item not listed in the previous list that arouses their misgivings about their access to the security restricted area.

ANNEX B
Service Order 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.

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A. Table of Provisions relating to dangerous goods carried by passengers or crew

Table 8-1. Provisions relating to dangerous goods carried by passengers and crew

Dangerous goods	*Location*		*Operator approval required*	*Restrictions*
	Checked baggage	*Hand luggage*		
Batteries				
1) Lithium batteries (including electronic portable electronic devices)	Yes [except g) and h)]	Yes	[see c) and d)]	(a) batteries must be of a type that meets the requirements of each of the tests set out in the United Nations *Manual of Tests and Criteria*, Part III, subsection 38.3; b) no battery shall exceed the following: — for lithium metal batteries, a lithium content of 2 g; or — for lithium-ion batteries, a nominal capacity of 100 Wh; (c) each battery may have a nominal capacity of more than 100 Wh but not more than 160 Wh for lithium-ion batteries, subject to the operator's approval; (d) each battery may contain more than 2 g but not more than 8 g of lithium metal for portable electronic devices intended for medical use, subject to the operator's approval; e) batteries installed in portable electronic devices: — measures must be taken to prevent them from being accidentally activated and to protect the devices from damage; and — devices should be carried as hand luggage; however, — if carried as checked baggage, the devices must be completely switched off (not in sleep or hibernation mode); — for lithium metal batteries, a capacity of 0.3 g per device; or — for lithium-ion batteries, a capacity of 2.7 Wh per device; f) batteries and heating elements must be isolated in portable electronic devices capable of generating extreme heat that could cause a fire if activated: to do this, the heating element, battery or other component must be removed; g) spare batteries, including power banks: — must be carried as hand luggage; and — must be individually protected to prevent short circuits (by placing them in their original retail packaging or otherwise insulating the terminals, e.g. by covering exposed terminals with adhesive tape or placing each battery in a plastic bag or protective sleeve);

Dangerous goods	Location		Operator approval required	Restrictions
	Checked baggage	Hand baggage		
				h) baggage containing lithium batteries that exceed the following: — for lithium metal batteries, a lithium content of 0.3 g; or — for lithium-ion batteries, a nominal capacity of 2.7 Wh, must be carried as cabin baggage, except where the batteries are removed from the baggage, in which case the batteries must be carried in accordance with (g); (i) No more than two spare batteries meeting the requirements of (c) or (d) may be carried per person.
2) Spillable liquid electrolyte accumulators/batteries, nickel-metal hydride batteries, and dry batteries	Yes	Yes	No	a) For non-spillable accumulators/batteries: i) the conditions of Special Provision A67 must be met; ii) each battery must have a voltage of not more than 12 volts and a nominal capacity of not more than 100 Wh; iii) each battery must be protected against short circuits by effectively insulating the exposed terminals; and iv) no more than two spare batteries may be carried per person; and v) if installed in equipment, the equipment must be protected against accidental activation, or each battery must be disconnected and the exposed terminals must be insulated; b) for dry or nickel-metal hydride batteries, each battery must comply with Special Provision A123 or A199, respectively; and c) Batteries and heating elements must be isolated in battery-powered equipment capable of generating extreme heat; to do this, the heating element, battery or other components must be removed.
3) Portable, battery-powered electronic smoking devices (such as e-cigarettes, e-pipes, personal vapourisers, electronic nicotine delivery systems)	No	Yes	No	a) If powered by lithium batteries, each battery must comply with the restrictions in 1) a), b) and g); b) the devices and/or batteries must not be recharged on board the aircraft; and c) measures must be taken to prevent accidental activation of the heating element whilst on board aircraft.

Dangerous goods	Location: Checked baggage	Location: Hand luggage	Operator approval required	Restrictions
4) Mobility aids (e.g. wheelchairs) powered by: – spillable batteries/accumulators; – non-spillable batteries/accumulators containing liquid electrolyte; – dry batteries; – nickel-metal hydride batteries; or – lithium-ion batteries	Yes	[see e)]	Yes	a) for use by passengers with reduced mobility due to either a disability, their state of health or age, or a temporary mobility issue (e.g., a broken leg); b) Passengers should make arrangements in advance with each carrier and provide information on the type of battery installed and on the handling of the power source (including instructions on how to disconnect the battery); c) in the case of dry batteries or nickel-metal hydride batteries, each battery must comply with Special Provision A123 or A199, respectively; d) in the case of spillable liquid electrolyte batteries/accumulators: i) each battery must comply with Special Provision A67; and ii) a maximum of one spare battery per passenger may be carried; e) in the case of lithium-ion batteries: i) the batteries must be of a type that meets the conditions of each of the tests in the United Nations *Manual of Tests and Criteria*, Part III, subsection 38.3; ii) where the power unit does not provide adequate protection for the battery: — The battery must be removed in accordance with the manufacturer's instructions; — the battery must not exceed 300 Wh; — the battery terminals must be protected against short circuits (by insulating the terminals, e.g. by covering exposed terminals with adhesive tape); — the battery must be protected against damage (e.g. by placing it individually in a protective case); and — the battery must be carried in the cabin; iii) A maximum of one spare battery not exceeding 300 Wh or two spare batteries not exceeding 160 Wh each may be carried. Spare batteries must be carried in the passenger cabin. *Note.— Where the lithium battery(ies) remains(remain) installed in the power-assisted device, there is no watt-hour limit.*

Dangerous goods	Location: Checked baggage	Location: Hand baggage	Operator approval required	Restrictions
Sources of flame and fuel				
5) Cigarette lighters A small packet of safety matches	No	[see b)]	No	a) no more than one per person; b) must be carried on the person; and c) they must not contain unabsorbed liquid fuel (other than liquefied gas); and d) if the cigarette lighter is powered by lithium batteries, each battery must comply with the restrictions in 1) a), (b) and (g), and 3) (b) and (c).
6) Alcoholic beverages containing more 24% but less than 70%, by volume, of alcohol	Yes	Yes	No	a) must be in retail packaging; and b) a total net quantity of no more than 5 litres per person. *Note.— Alcoholic beverages containing less than 24% by volume of alcohol are not subject to any restrictions.*
7) Internal combustion engines or fuel cell engines	Yes	No	No	Measures must be taken to eliminate the hazard. See Special Provision A70 for further information.
8) Fuel cells containing fuel	No	Yes	No	a) Fuel cell cartridges may only contain flammable liquids, corrosive substances, flammable liquefied gases, substances that react with water, or hydrogen in metal hydrides;
Spare fuel cell cartridges	Yes	Yes	No	b) Refilling fuel cells on board the aircraft is not permitted, except when fitting a spare cartridge; c) the maximum quantity of fuel in each fuel cell or fuel cell cartridge must not exceed: — 200 mL for liquids; — 200 g for solids; — 120 mL for liquefied gases in the case of non-metallic fuel cell cartridges or 200 mL for metallic fuel cells or fuel cell cartridges; and — for hydrogen in metal hydrides, fuel cells or fuel cell cartridges must have a maximum water capacity of 120 mL; d) Each fuel cell and each fuel cell cartridge must comply with IEC Standard 62282-6-100 Ed. 1, including Amendment 1, and must bear the manufacturer's certification mark to indicate compliance with the specification. Furthermore, each fuel cell cartridge must be marked with the maximum quantity and type of fuel contained within it; e) fuel cell cartridges containing hydrogen in metal hydrides must comply with the conditions of Special Provision A162; f) no more than two spare fuel cell cartridges may be carried per passenger;

Dangerous goods	Location: Checked baggage	Location: Hand luggage	Operator approval required	Restrictions
				g) Fuel cells containing fuel are permitted in hand luggage only; h) the interaction between fuel cell systems and batteries integrated into a device must comply with IEC Standard 62282-6-100 Ed. 1, including Amendment 1. Fuel cells whose sole function is to charge a battery in the device are not permitted; i) Fuel cells must be of a type that cannot be used to charge batteries when the portable electronic device is not in use, and must bear a durable manufacturer's mark stating: "APPROVED FOR CARRIAGE IN AIRCRAFT CABIN ONLY), to indicate this; and j) in addition to any languages that the State of origin may require in the specified markings, English should be used.
Gases in cylinders and cartridges				
9) Oxygen or air cylinders required for medical use	Yes	Yes	Yes	a) not exceeding 5 kg gross mass per cylinder; b) cylinders, valves and regulators, where applicable, must be protected to prevent damage that may result from the accidental release of the contents; c) it is recommended that arrangements be made in advance; and d) The pilot-in-command must be informed of the number of oxygen or air cylinders carried on board and their location on the aircraft.
10) Cartridges from Division 2.2 for activating mechanical control surfaces	Yes	Yes	No	Replacement cartridges of a similar size are also permitted, where necessary, to ensure a sufficient supply throughout the journey.
11) Hydrocarbon gas cartridges contained in hair styling appliances	Yes	Yes	No	a) no more than one per person; b) the safety cover must be fitted so that it covers the heating element; and c) spare cartridges must not be carried.
12) Cartridges of Division 2.2 cartridges without secondary hazards fitted to a self-inflating personal safety device that the person intends to use, such as a life jacket	Yes	Yes	Yes	a) no more than two personal safety devices per person; b) personal safety devices must be packed in such a way that they cannot be accidentally triggered; c) the devices must be designed to inflate; d) no more than two cartridges contained in each device; and e) no more than two spare cartridges per device.
13) Cartridges of Division 2.2 with no secondary hazard, other than those for self-inflating personal safety devices	Yes	Yes	Yes	a) no more than four cartridges per person; and b) the water capacity of each cartridge must not exceed 50 mL. *Note.— For carbon dioxide, a gas cartridge with a water capacity of 50 mL is equivalent to a 28 g cartridge.*

Dangerous goods	Location: Checked baggage	Location: Hand luggage	Operator approval required	Restrictions
14) Division 2.2 cartridges without secondary hazard contained in avalanche rescue backpacks	Yes	Yes	Yes	a) no more than one avalanche rescue backpack per person; b) the pack must be packed in such a way that it cannot be accidentally triggered; c) may contain a pyrotechnic actuating mechanism that must not contain more than 200 mg net of Division 1.4S; and d) the inflatable bags inside the rucksack must have pressure relief valves.
Radioactive material				
15) Cardiac pacemakers or other medical devices containing radioisotopes	n/a (see restrictions)	n/a (see restrictions)	No	Must be implanted in a person's body or outside the body as a result of medical treatment.
Mercury				
16) Small medical or clinical thermometer containing mercury	Yes	No	No	a) no more than one per person; and b) must be in its protective packaging.
Other dangerous goods				
17) Non-radioactive medicinal products (including aerosols), toiletries (including aerosols) and Division 2.2 aerosols without secondary hazards	Yes	Yes	No	a) a total net quantity of no more than 0.5 kg or 0.5 L per item; b) a total net quantity of no more than 2 kg or 2 L for all items (e.g. four aerosol cans of 0.5 L each) per person; c) the pressure relief valves on aerosols must be protected by a cap or other suitable means to prevent the accidental release of the contents; and d) the release of gas must not cause extreme discomfort or inconvenience that prevents crew members from properly performing their assigned duties.
18) Dry ice	Yes	Yes	Yes	a) no more than 2.5 kg per person; b) used for packing perishable goods not subject to these Instructions; c) the package must allow carbon dioxide to escape; and d) when carried in checked baggage, each package must be marked: i) "DRY ICE" or "CARBON DIOXIDE, SOLID"; and ii) the net weight of dry ice or an indication that the net weight is 2.5 kg or less.

Dangerous goods	Location		Operator approval required	Restrictions
	Checked baggage	Hand luggage		
19) Cartridges of Division 1.4S (UN 0012 or UN 0014 only)	Yes	No	Yes	a) no more than 5 kg gross mass per person; b) must be securely packed; c) they must not contain ammunition with explosive or incendiary projectiles; and d) Quantities permitted for more than one person must not be combined into a single item or items.
20) Permeation devices	Yes	No	No	Instructions on how to pack permeation devices for calibrating air quality monitoring equipment are set out in Special Provision A41.
21) Non-infectious specimens in flammable solutions	Yes	Yes	No	Instructions on how to pack and mark specimens are given in Special Provision A180.
22) Refrigerated liquid nitrogen	Yes	Yes	No	It must be contained in insulated packagings (e.g. dry cryogenic vessels) that do not allow pressure to build up and that fully absorb the liquid into a porous material so that there is no release of liquid from the packaging. See Special Provision A152 for further information.
23) Dangerous goods incorporated into safety equipment such as safety cases, safety boxes, safety bags and other items	Yes	No	Yes	The safety equipment must be fitted with an effective means of preventing accidental activation, and any dangerous goods incorporated into the equipment must comply with the requirements of Special Provision A178.

If you wish to bring items on board that require the Company's authorisation for carriage, the Sales Department will request this from the ROV when booking the flight.
In cases where this is not possible due to time constraints, Handling will notify the flight captain to obtain such authorisation.
Both the Company and its handling agent will provide passengers with information on the types of dangerous goods that are prohibited from being carried on board aircraft. This information will be provided, at a minimum, in the form of notices in areas where there is interaction with passengers.

B. LABELS.

EXPLOSIVES, Class 1, Divisions 1.1, 1.2 and 1.3

Normally, packages bearing this label with the Division marking: 1.1, 1.2, may not be transported by air.

Symbol (exploding bomb): black on an orange background.

** Insert the division number and compatibility group

EXPLOSIVE, Class 1, Division 1.4

Symbol: orange background with black figures

The numbers must be approximately 30 mm high and 5 mm thick (on 100 mm x 100 mm labels)

*** Insert the compatibility group

EXPLOSIVE, Class 1, Division 1.5

Normally, items bearing this label cannot be transported by air.
Symbol: orange background with black numbers
The numbers must be approximately 30 mm high and 5 mm thick (on 100 mm x 100 mm labels)

*** Insert the compatibility group

EXPLOSIVE, Class 1, Division 1.6

Normally, packages bearing this label cannot be transported by air.
Symbol: orange background with black numerals
The numbers must be approximately 30 mm high and 5 mm thick (on 100 mm x 100 mm labels)

*** Insert the compatibility group

Flammable gas, Class 2, Division 2.1

Symbol (flame): in black or white on a red background

Non-flammable, non-toxic gas, Class 2, Division 2.2

Symbol (gas cylinder): in black or white on a green background

Toxic gas, Class 2, Division 2.3

Symbol (skull and crossbones): in black on a white background

Flammable liquid, Class 3

Symbol (flame): in black on a red background

Flammable solid, Class 4, Division 4.1

Symbol (flame): black on a white background with seven vertical red stripes

Substance presenting a risk of spontaneous combustion, Class 4, Division 4.2

Symbol (flame): black on a white background in the upper half, red in the lower half.

Substance which, in contact with water, emits flammable gas, Class 4, Division 4.3

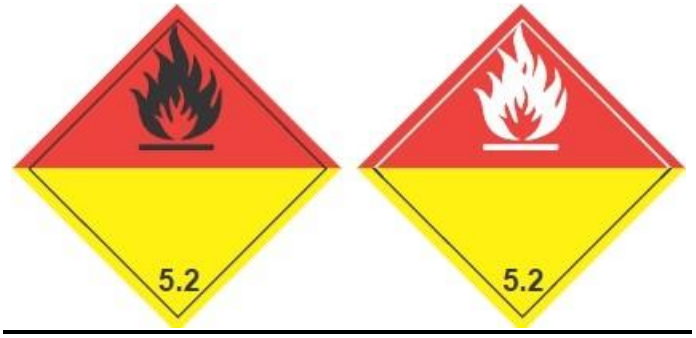
Symbol (flame): black or white on a blue background.

Oxidising substance, Class 5

Symbol (flame on a circle): black on a yellow background. Number “5.1” in the lower corner.

Organic peroxide, Class 5, Division 5.2

Symbol (flame): in black or white on a red background in the upper half and a yellow background in the lower half. Number “5.2” in the lower corner.



Toxic substance; Class 6, Division 6.1

Symbol (skull and crossbones): in black on a white background

Infectious substance; Class 6, Division 6.2

The bottom of the label must bear the inscription: “INFECTIOUS SUBSTANCE – In the event of damage or leakage, notify the health authorities immediately”

Symbol (three crescents on a circle) and inscription: in black on a white background.
Number “6” in the lower corner.

Radioactive material, Class 7 – Category I – White

Symbol (cloverleaf): black on a white background. Number “7” in the bottom corner.

Text (mandatory) in black in the lower half of the label: “Radioactive”; “Contents … “; “Activity.”

The word “Radioactive” must be followed by one (1) red vertical stripe.

Radioactive material, Class 7, Category II – Yellow

Symbol (cloverleaf): black on a white background. Number “7” in the bottom corner.

Text (mandatory) in black in the lower half of the label: “Radioactive”; “Contents … “; “Activity ….”; in a black “transport index” box

The word “Radioactive” must be followed by two (2) red vertical stripes.

Radioactive material, Class 7, Category III – Yellow

Symbol (cloverleaf): black on a white background. Number “7” in the bottom corner.

Text (mandatory) in black in the lower half of the label: “Radioactive”; “Contents … “; “Activity ….”; in a black box “transport index”

The word “Radioactive” must be followed by three (3) vertical red stripes.

Label for the safety index with regard to criticality

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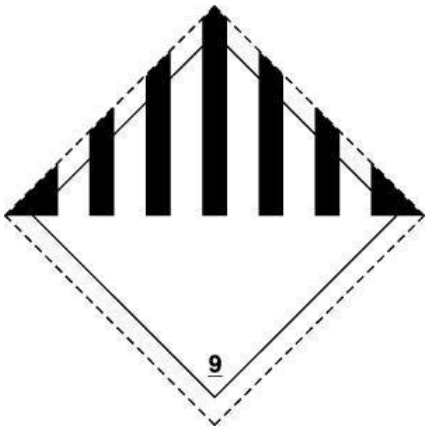
Corrosive substance, Class 8

Symbol (liquid dripping from two test tubes onto a hand and a metal plate): in black on a white and red background in the upper half and black with a white border in the lower half.

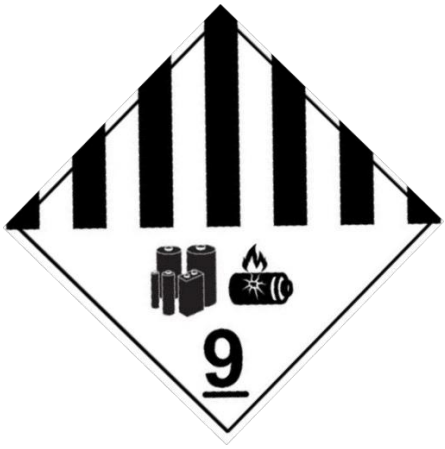
Miscellaneous dangerous goods, Class 9

Symbol (seven vertical stripes in the upper half): in black on a white background.



Miscellaneous dangerous goods – Lithium batteries, Class 9

Symbol (seven vertical stripes in the upper half; a group of batteries, one of them broken and emitting flames in the lower half): in black on a white background. The number 9 underlined in the lower corner.



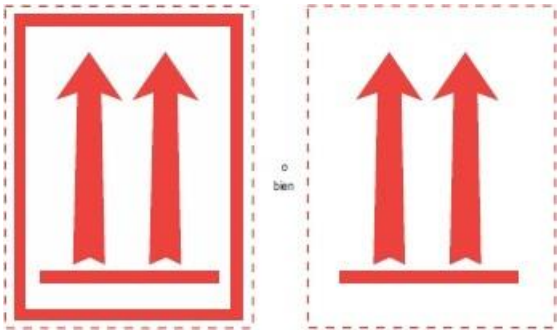
Magnetised material

Symbol: blue on a white background. Dimensions: 110 mm x 90 mm

Freight aircraft only

Symbol: black on an orange background Dimensions: 120 mm x 110 mm

Position of the package
Symbol: two black or red arrows on a white background or another colour providing adequate contrast.
The rectangular border is optional.
All elements must be approximately in the proportions indicated. Dimensions: 74 mm x 105 mm



Radioactive material, Class 7

Label
Symbol (cloverleaf): black, yellow background with a white border in the upper half, white in the lower half.
Dimensions: minimum dimensions are indicated
When larger dimensions are used, the relative proportions must be maintained.
The number ‘7’ must be placed in the lower corner and must be at least 25 mm high.
Note: The term ‘RADIOACTIVE’ in the lower half is optional to allow for the optional use of the relevant UN number.

Cryogenic liquid label

Symbol: white text on a green background Minimum
dimensions: 74 mm x 105 mm
Note: The text 'Caution – May cause burns if spilled or leaking' is optional and may be included.

Keep away from heat

Symbol: red or black on a white background Dimensions:
74 mm x 105 mm

Radioactive material, excepted package

Colour: red or black on a contrasting background
Dimensions: 74 mm x 105 mm
Note: The text 'Information regarding this package need not be included in the information provided to the pilot-in-command (NOTOC)' is optional and may be included.

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C. INFORMATION PROVIDED TO PASSENGERS.

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