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MCAR- 18 Carriage of Dangerous Goods by Air

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Maldives Civil Aviation Authority
Republic of Maldives

Maldivian Civil Aviation Regulations

MCAR-18
Carriage of Dangerous Goods by Air

Issue 2.00, 07 May 2025

Foreword

Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Articles 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012 has adopted this Regulation.

This Regulation shall be cited as 'MCAR 18 – Carriage of Dangerous Goods by Air' and shall come into force on 07 May 2025.

Definitions of the terms and abbreviations used in this regulation, unless stated otherwise in this regulation, or unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

'Acceptable Means of Compliance' (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met.

'Guidance Material' (GM) helps to illustrate the meaning of a requirement.

List of Amendments

Rev #	Date	Remarks
Issue 1.00	2010-01-07	Initial issue
Issue 2.00	2025-05-07	Incorporated ICAO Annex 18, 4th Edition Amendment 12

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Chapter 1 — Definitions

MCAR-18.100 Definitions

For the purposes of this Regulation:

(a) **'Approval'** means an authorization granted by an appropriate national authority for:

(i) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instruction state that such good may be carried with an approval; or

(ii) other purposes as provided for in the Technical Instructions.

Note – in the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.

(b) **'Cargo aircraft'** means any aircraft, other than passenger aircraft, which is carrying goods or property.

(c) '**Competent authority'** means any body or authority designated or otherwise recognised as such for any purpose in connection with the Technical Instructions.

(d) **'Consignment'** means a one or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

(e) **'Crew member'** means a person assigned by an operator to duty on an aircraft during a flight duty period.

(f) **'Dangerous goods'** mean articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of the dangerous goods in the Technical Instructions or which are classified according to those Instructions.

(g) **'Dangerous goods accident'** means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage.

(h) **'Dangerous goods incident'** means an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring onboard an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous which seriously jeopardize the aircraft, or its occupants is also deemed to constitute a dangerous goods incident.

(i) **'Designated postal operator'** means any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal

services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

(j) **'Exception'** means a provision in this regulation which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

(k) **'Exemption'** means an authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions.

(l) **'Flight crew member'** means a licenced crew member charged with duties essential to the operation of an aircraft during a flight duty period.

(m) **'Operator'** means a person, organization or enterprise engaged in or offering to engage in an aircraft operation.

(n) **'Overpack'** means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

Note – A unit load device is not included in this definition.

(o) **'Package'** means the complete product of the packing operation consisting of the packaging and its contents prepared for transport.

(p) **'Packaging'** means receptacles and any other components or materials necessary for the receptacle to perform its containment function.

Note.— For radioactive material, see Part 2, paragraph 7.2 of the Technical Instructions

(q) **'Passenger aircraft'** means an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.

(r) **'Pilot-in-command'** means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

(s) '**Safety management system (SMS)'** means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.

(t) **'Serious injury'** means an injury which is sustained by a person in an accident and which:

(i) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or

(ii) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or

(iii) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or

(iv) involves injury to any internal organ; or
(v) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
(vi) involves verified exposure to infectious substances or injurious radiation.

(u) **'State of Destination'** means the State in the territory of which the consignment is finally to be unloaded from an aircraft.

(v) **'State of Origin'** means the State in the territory of which the consignment is first to be loaded on an aircraft.

(w) **'State of the Operator'** means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

(x) **'Technical Instructions'** means the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

(y) **'UN number'** means the four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.

(z) **'Unit load device'** means any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

Note. — An overpack is not included in this definition.

Chapter 2 — Applicability

MCAR-18.200 Applicability

(a) These regulations shall be applicable to all domestic and international operations of civil aircraft.

(b) Where specifically provided for in the Technical Instructions, the competent authority may grant an approval provided that in such cases an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.

(c) In instances;

(i) of extreme urgency; or
(ii) when other forms of transport are inappropriate; or
(iii) when full compliance with the prescribed requirement is contrary to the public interest,

the competent authority may grant an exemption from the provisions of the Technical Instruction provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions.

(d) For the States of Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.

Note 1 – For the purpose of approvals, "competent authority" refers to those of the State of Origin and the Operator, unless otherwise specified in the Technical Instructions.

Note 2 - For the purpose of exemptions, "competent authority" refers to those of the State of Origin, Operator, Transit, Overflight and Destination.

Note 3 – Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 1, 1.2 and 1.3).

Note 4 – Refer to MCAR18.A.410 for the dangerous goods forbidden for transport by air under any circumstances.

Note 5 – It is not intended that this regulation be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.

MCAR-18.205 Dangerous Goods Technical Instructions

(a) Competent Authorities shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. Competent Authorities shall also take necessary measures to achieve compliance with any amendment to the Technical

Instructions which may be published during the specified period of the applicability of an edition of the Technical Instructions.

(b) Operators should inform the competent authority of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.

MCAR-18.210 Reserved

MCAR-18.215 Exceptions

(a) Articles and substances which would otherwise be classed as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted from the provisions of this regulation.

(b) Where articles and substances intended as replacements for those described in paragraph (a) or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this regulation except as permitted in the Technical Instructions.

(c) Specific articles and substances carried by passengers or crew members shall be excepted from the provisions of this Annex to the extent specified in the Technical Instructions.

MCAR-18.220 Notification of variations from the Technical Instructions

Where Maldives CAA adopts different provisions from those specified in the Technical Instructions, CAA will notify ICAO promptly of such State variations for publication in the Technical Instructions.

MCAR-18.225 Surface transport

Operators shall make procedures to enable dangerous goods intended for air transport and prepared in accordance with the ICAO Technical Instructions to be accepted for surface transport to or from aerodromes.

MCAR-18.A.230 National authority

Maldives Civil Aviation Authority is the designated authority responsible for ensuring the compliance with ICAO Annex 18.

Chapter 3 — Classification

MCAR-18.300 Classification

The classification of an article or substance shall be in accordance with the provisions of the Technical Instructions.

Chapter 4 — Limitation on the transport of dangerous goods by air

MCAR-18.400 Dangerous goods permitted for transport by air

The transport of dangerous goods by air shall be forbidden except as established in this regulation and the detailed specifications and procedures provided in the Technical Instructions.

MCAR-18.405 Dangerous goods forbidden for transport by air unless exempted

The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of MCAR-18.200 or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin:

(a) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and

(b) infected live animals.

MCAR-18.410 Dangerous goods forbidden for transport by air under any circumstances

Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.

Chapter 5 — Packing

MCAR-18.500 General requirements

Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the Technical Instructions.

MCAR-18.505 Packagings

(a) Packagings used for the transport of dangerous goods by air shall be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration.

(b) Packagings shall be suitable for the contents. Packagings in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

(c) Packagings shall meet the material and construction specifications in the Technical Instructions.

(d) Packagings shall be tested in accordance with the provisions of the Technical Instructions.

(e) Packagings for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.

(f) Inner packagings shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packagings.

(g) No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.

(h) If, because of the nature of their former contents, uncleaned empty packagings may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.

(i) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

Chapter 6 — Labelling and Marking

MCAR-18.600 Labels

Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be labelled with the appropriate labels and in accordance with the provisions set forth in those Instructions.

MCAR-18.605 Markings

(a) Unless otherwise provided for in the Technical Instructions, each package of dangerous goods shall be marked with the proper shipping name of its contents and, when assigned, the UN number and such other markings as may be specified in those Instructions.

(b) *Specification markings on packagings.* Unless otherwise provided for in the Technical Instructions, each packaging manufactured to a specification contained in those Instructions shall be so marked in accordance with the appropriate provisions of those Instructions and no packaging shall be marked with a packaging specification marking unless it meets the appropriate packaging specification contained in those Instructions.

MCAR-18.610 Languages to be used for markings

In addition to the languages required by the state of Origin and pending the development and adoption of a more suitable form of expression for universal use, English language shall be used for the markings related to dangerous goods.

Chapter 7 — Shipper's responsibilities

MCAR-18.700 General requirements

Before a person offers any package or overpack of dangerous goods for transport by air, that person shall ensure that the dangerous goods are not forbidden for transport by air and are properly classified, packed, marked, labelled and accompanied by a properly executed dangerous goods transport document, as specified in this regulation and the Technical Instructions.

MCAR-18.705 Dangerous goods transport document

(a) Unless otherwise provided for in the Technical Instructions, the person who offers dangerous goods for transport by air shall complete, sign and provide to the operator a dangerous goods transport document, which shall contain the information required by those Instructions.

(b) The transport document shall bear a declaration signed by the person who offers dangerous goods for transport indicating that the dangerous goods are fully and accurately described by their proper shipping names and that they are classified, packed, marked, labelled, and in proper condition for transport by air in accordance with the relevant regulations.

MCAR-18.710 Languages to be used

In addition to the languages required by the state of Origin and pending the development and adoption of a more suitable form of expression for universal use, English language shall be used for the dangerous goods transport document.

Chapter 8 — Operator's responsibilities

MCAR-18.800 Acceptance for transport

An operator shall not accept dangerous goods for transport by air:

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

Note 1 – See Chapter 12 concerning the reporting of dangerous goods incidents and accidents.
Note 2 - Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.

MCAR-18.805 Acceptance checklist

An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of MCAR-18.800.

MCAR-18.810 Loading and stowage

Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.

MCAR-18.815 Inspection for damage or leakage

(a) Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.

(b) A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

(c) Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.

(d) Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading

from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

MCAR-18.820 Loading restrictions in passenger cabin or on flight deck

Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

MCAR-18.825 Removal of contamination

(a) Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

(b) An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

MCAR-18.830 Separation and Segregation

(a) Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

(b) Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.

MCAR-18.835 Securing of dangerous goods cargo loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of MCAR-18.830 (c) are met at all times.

MCAR-18.840 Loading on cargo aircraft

Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.

MCAR-18.845 Management System

The carriage of dangerous goods shall be included in the scope of the operator's management system that includes a system for safety management and compliance monitoring functions in accordance with MCAR-100.

Note 1 – Further guidance is contained in the Safety Management Manual (SMM)(Doc 9859).

Chapter 9 — Provision of information

MCAR-18.900 Information to pilot-in-command

The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power, with written information as specified in the Technical Instructions.

MCAR-18.905 Information and instructions to flight crew members

The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

MCAR-18.910 Information to passengers

Operators shall ensure that information is promulgated in such a manner that passengers are warned as to the types of dangerous goods which they are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions.

MCAR-18.915 Information to other persons

Operators, shippers or other organizations involved in the transport of dangerous goods by air shall provide such information to their personnel as will enable them to carry out their responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

MCAR-18.920 Information from pilot-in-command to aerodrome authorities

If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

MCAR-18.925 Information in the event an aircraft accident or incident

(a) In the event of:
    (i) an aircraft accident; or
    (ii) a serious incident where dangerous goods carried as cargo may be involved,
the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

(b) In the event of an aircraft incident, the operator of an aircraft carrying dangerous goods as cargo shall, if requested to do so, provide information without delay to emergency services

responding to the incident and to the appropriate authority of the State in which the incident occurred, about the dangerous goods on board, as shown on the written information to the pilot-in-command.

Chapter 10 — Training Programmes

MCAR-18.1000 Establishment of training programmes

Initial and recurrent dangerous goods training programmes shall be established and maintained in accordance with the Technical Instructions.

MCAR-18.1005 Approval of training programme

(a) Dangerous goods training programmes for operators established in Maldives shall be approved by the Maldives Civil Aviation Authority.
Note. — Dangerous goods training programmes are required for all operators regardless of whether or not they are approved to transport dangerous goods.

(b) Dangerous goods training programmes for designated postal operators in Maldives shall be approved by the Maldives Civil Aviation Authority if the mail is accepted by the designated postal operator.

(c) Dangerous goods training programmes required for entities in Maldives other than operators and designated postal operators should be approved by the Maldives Civil Aviation Authority.

Chapter 11 — Compliance

MCAR-18.1100 Inspection System

Maldives Civil Aviation Authority will establish inspection, surveillance and enforcement procedures for all entities performing any function prescribed in its regulations for air transport of dangerous goods with a view to achieving compliance with these regulations.

MCAR-18.1105 Reserved

MCAR-18.1110 Penalties

Maldives Civil Aviation Authority will take such measures as it may deem appropriate to achieve compliance with its dangerous goods regulations including the prescription of appropriate penalties for violations in accordance with MCAR-19 19.3B.8 – Offences and Penalties.

MCAR-18.1115 Dangerous goods by mail

The procedures of designated postal operators in Maldives for controlling the introduction of dangerous goods in mail into air transport shall be approved by the Maldives Civil Aviation Authority.

Note 1. — In accordance with the Universal Postal Union (UPU) Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.

Note 2. — The Universal Postal Union has established procedures to control the introduction of dangerous goods into air transport through the postal services (see the UPU Parcel Post Regulations and Letter Post Regulations).

Note 3. — Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions (Part S-1, Chapter 3).

Chapter 12 — Dangerous goods accident, incident and occurrence reporting

MCAR-18.1200 Dangerous goods accidents, incidents and occurrences which occur in the Maldivian territory.

With the aim of preventing the recurrence of dangerous goods accidents, incidents and occurrences Maldives Civil Aviation Authority as established procedures under MCAR-12 and MCAR-100 (Integrated Safety Management System) for investigating and compiling information concerning such accidents, incidents and occurrences which occur in the Maldivian territory and which involve the transport of dangerous goods originating in or destined for another State. Reports on such accidents, incidents and occurrences shall be made in accordance with the detailed provisions of the Technical Instructions.

MCAR-18.1205 Reserved

MCAR-18.1210 Instances of undeclared or misdeclared dangerous goods in the Maldivian territory

With the aim of preventing the recurrence of instances of undeclared or misdeclared dangerous goods in cargo, Operators shall establish procedures for investigating and compiling information concerning such occurrences which occur in the territory of Maldives and which involve the transport of dangerous goods originating in or destined for another State. Reports on such instances shall be made in accordance with the detailed provisions of the Technical Instructions.

MCAR-18.1215 Reserved

Chapter 13 — Dangerous goods security provisions

MCAR-18.1300 Dangerous goods security measures

Dangerous goods security measures, applicable to shippers, operators and other individuals engaged in the transport of dangerous goods by air, to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment will be established by relevant national authorities. These measures will be commensurate with security provisions specified in other regulations and the Technical Instructions.