



SIGNIFICANT CHANGES
AND AMENDMENTS
TO THE
50th EDITION
IATA
DANGEROUS GOODS
REGULATION
2009

Section 1 - Applicability



1.2.3 – Exceptions. The exception for aircraft used to transport dangerous goods to provide medical aid to a patient during flight has been clarified. The revised text make it clear that the aircraft can be one adapted for specialized use, i.e air ambulance, or may be a regular public transport aircraft where the operator approves the carriage.

1.5 – Training requirements

1.5.0.3. There has been a change to the provisions on recurrent training. The recurrency period is still 24 months. However, there is now provision for a 3-month “window” that allows for recurrent training conducted within the final 3 months of the 24-month period to be considered to have been completed on the expiry date of the 24-month period.

For example, a person who completed a course on 30 June 2007 needs to complete a revalidation by 30 June 2009. However, the revalidation may be taken between 1 April and 30 June 2009 for the revalidation to be considered to have been completed on 30 June 2009. The next revalidation date will then be 30 June 2011.

1.5.3. A new 1.5.3, Training Curricula – “No Carry” Operators has been added. The text and associated Table 1.5.B reinforces that even operators that have a policy of not carrying dangerous goods as cargo, mail or stores must still provide applicable employees with dangerous goods training.

1.5.5.3. A minimum period of 36 months following the last training date has now been specified for retention of dangerous goods training records.

1.6 – Dangerous Goods Security.

1.6.3.3. The list of high consequence dangerous goods has been revised to include certain explosives assigned to Division 1.4, explosives in Division 1.5, Class 3 and Division 4.1 desensitized explosives.

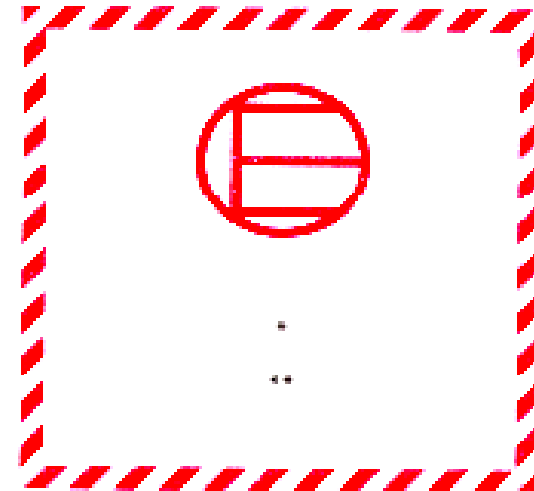
Section 2 - Limitations

2.3 – Dangerous Goods Carried by Passengers or Crew. The provisions for carbon dioxide, solid, small oxygen cylinders, underwater high intensity lamps (heat producing articles), lithium batteries and fuel cell cartridges have all been revised.

2.7 – Dangerous Goods in Excepted Quantities. The requirements for excepted quantities have been revised to align with the provisions in the UN Model Regulations. This includes the assignment of an “EQ” code from E0 to E5 to identify if a substance is permitted in excepted quantities, in what quantity per inner packaging and per package. The current IATA Dangerous Goods in Excepted Quantities label has been replaced by a new excepted quantity marking.

TABLE 2.7.A
Excepted Quantity Codes for Table 4.2 (2.7.4.1)

| Code | Maximum quantity per inner packaging | Maximum quantity per outer packaging |
|------|--------------------------------------|--------------------------------------|
| E0 | Not permitted as Excepted Quantity | |
| E1 | 30g/30mL | 1kg/1L |
| E2 | 30g/30mL | 500g/500mL |
| E3 | 30g/30mL | 300g/300mL |
| E4 | 1g/1mL | 500g/500mL |
| E5 | 1g/1mL | 300g/300mL |



* *Insert class or, when assigned, the division number(s)*

** *Insert name of shipper or consignee, if not shown elsewhere on the package*

State Variations



2.9.2 – State Variations. Australia, France, Malaysia, United Arab Emirates, the United Kingdom and the United States have advised of amendments to their State variations.

AEG (UNITED ARAB EMIRATES)

Page 24-25

CHANGES AEG-01, AEG-02

NEW ENTRIES AEG-03, AEG-04, AEG-05, AEG-06, AEG-07,
AEG-08, AEG-09, AEG-10, AEG-11, AEG-12, AEG-13

AUG (AUSTRALIA)

Page 25

CHANGE AUG-03

NEW ENTRY AUG-04

CAG (CANADA)

Page 28-30

CHANGES CAG-08, CAG-10, CAG-13, CAG-15

CHG (SWITZERLAND)

Page 30

CHANGE CAG-03

FRG (FRANCE)

Page 33

CHANGE FRG-09

GBG (UNITED KINGDOM)

Page 33-34

CHANGES GBG-02, GBG-03

NLG (NETHERLANDS)

Page 37-38

CHANGES NLG-02, NLG-05

PLG (POLAND)

Page 38

CHANGE PLG-01

USG (UNITED STATES OF AMERICA)

Page 40-46

CHANGES USG-01, USG-02, USG-03, USG-05, USG-07

USG-10, USG-12, USG-13, USG-15, USG-16

NEW ENTRY USG-18

Operator Variations



2.9.4 – Operator Variations. There are a significant number of additions, deletions and modifications to the operator variations.

5X (UNITED PARCEL SERVICE)

Page 50

CHANGES 5X-02

AS (ALASKA AIRLINES)

Page 52

CHANGES AS-07

NEW ENTRIES AS-10, AS-11

AY (FINNAIR)

Page 53

CHANGES AY-02

NEW ENTRY AY-04

BA (BRITISH AIRWAYS)

Page 53

CHANGES BA-02, BA-05

BR (EVA AIRWAYS)

Page 53

CHANGES BR-06

BW (CARIBBEAN AIRLINES)

Page 54

CHANGES BW-01

CO (CONTINENTAL AIRLINES)

Page 55

CHANGE BW-01

CO (CONTINENTAL AIRLINES)

Page 55

CHANGES CO-03, CO-10

CS (CONTINENTAL MICRONESIA)

Page 56

CHANGES CS-03, CS-10

CX (CATHAY PACIFIC AIRWAYS)

Page 57

CHANGE CX-01

D5 (DHL AERO EXPRESO S.A)

Page 58

NEW ENTRIES D5-05

DE (CONDOR FLUGDIENST GmbH/ CONDOR BERLIN)

Page 58

NEW ENTRIES DE-01, DE-02, DE-03, DE-04, DE-05, DE-06, DE-07

FX (FEDERAL EXPRESS)

Page 59-60

CHANGES FX-07, FX-10, FX-11, FX-12, FX-14

IJ (GREAT WALL AIRLINES)

Page 61-62

NEW ENTRIES IJ-11, IJ-12, IJ-13

IR (IRAN AIR)

Page 62

CHANGE IR-01

JJ (TAM LINHAS AEREAS)

Page 62-63

CHANGES JJ-02, JJ-04, JJ-06

JK (SPAN AIR)

Page 63

CHANGE JK-06

JX (JETT8 AIRLINES CARGO)

Page 64

NEW ENTRIES JX-01, JX-02, JX-03, JX-04

KA (DRAGON AIR)

Page 64

CHANGE KA-01

KL (ROYAL DUTCH AIRLINES)

Page 65

CHANGE KL-01

KQ (KENYA AIRWAYS)

Page 65

NEW ENTRY KQ-08

KZ (NIPPON CARGO AIRLINES)

Page 66

CHANGES KZ-03, KZ-04

NEW ENTRIES KZ-09, KZ-10, KZ-11

LD (AIR HONGKONG)

Page 68

CHANGE LD-01

NEW ENTRIES LD-02, LD-03, LD-04

LH (DEUTSCHE LUFTHANSA / LUFTHANSA CARGO AG)

Page 69

CHANGES LH-02, LH-03, LH-04, LH-05, LH-06

LX (SWISS INTERNATIONAL)

Page 69

NEW ENTRY LX-05

MD (AIR MADAGASCAR)

Page 71

NEW ENTRIES MD-01, MD-02, MD-03, MD-04, MD-05

MK (AIR MAURITIUS)

Page 72-73

NEW ENTRIES MK-10, MK-11, MK-12

MP (MARTIN AIR HOLLAND)

Page 73

CHANGE MP-04

NEW ENTRY MP-05

NH (ALL NIPPON AIRWAYS)

Page 74

CHANGES NH-02, NH-03, NH-04, NH-05, NH-06

NW (NORTH WEST AIRLINES)

Page 74

CHANGE NW-06

OK (CZECH AIRLINES)

Page 75

CHANGE OK-04

OZ (ASIANA AIRLINES)

Page 76

CHANGE OZ-02

P2 (AIR KENYA EXPRESS LTD)

Page 76

NEW ENTRY P2-01

SK (SAS-SCANDINAVIAN AIRLINE SYSTEM)

Page 78

CHANGE SK-01

SV (SAUDI ARABIAN AIRLINES)

Page 79

CHANGE SV-10

NEW ENTRY SV-12

TG (THAI AIRWAYS)

Page 80

CHANGE TG-02

NEW ENTRIES TG-03, TG-04, TG-05, TG-06, TG-07

TK (TURKISH AIRLINE)

Page 80

CHANGES TK-01, TK-05, TK-07

UA (UNITED AIRLINES)

Page 81-82

CHANGES UA-05, UA-12

US (US AIRWAYS)

Page 82

CHANGE US-01

V3 (CARPATAIR SA)

Page 83

NEW ENTRIES V3-01, V3-02

VN (VIETNAM AIRLINES)

Page 83

CHANGE VN-12

VS (VIRGIN ATLANTIC)

Page 84

CHANGES VS-01, VS-02, VS-03

Z4 (ZOOM AIRLINES)

Page 84

NEW ENTRY Z4-01

Section 3 - Classification



3.2.2.4. The exemption value for Division 2.2 gases has been revised to become 200kPa (gauge) from the current value of 280 kPa (absolute).

3.9.2.4. The criteria for classification of environmentally hazardous substances has been aligned with the provisions of 2.9.3 of UN Model Regulations.

Section 4 - Identification



4.1.3.2. Text detailing the classification and assignment of the proper shipping name for mixtures and solutions containing two or more dangerous goods have been revised to identify options where a mixture or solution may contain only very small quantities of one or more dangerous goods in an otherwise pure substance.

4.2 – List of Dangerous Goods.

The format of Table 4.2 has been revised to accommodate a new column for the “EQ” codes to identify maximum quantity per inner and outer packaging for dangerous goods in excepted quantities in accordance with Subsection 2.7. To accommodate the additional column, the columns for Class or Division (Column C) and subsidiary risk (Column D) have been combined into a single Column C. Any assigned subsidiary risk is shown in parentheses following the primary risk, as is required to be shown on the Shipper’s Declaration.

| UN/ID no. | Proper Shipping Name/Description | Class or Div. (Sub Risk) | Hazard Label(s) | PG | EQ see 2.7 | Passenger and Cargo Aircraft | | | | Cargo Aircraft Only | | S.P. see 4.4 | ERG Code |
|-----------|---|--------------------------|-----------------|----------------|----------------|------------------------------|------------------|-------------------|--------------------|---------------------|-----------------------|--------------|----------------|
| | | | | | | Ltd Qty | | Pkg Inst | Max Net Qty/Pkg | Pkg Inst | Max Net Qty/Pkg | | |
| | | | | | | Pkg Inst | Max Net Qty/Pkg | | | | | | |
| A | B | C | D | E | F | G | H | I | J | K | L | M | N |
| 1989 | Aldehyde ammonia, see Acetaldehyde ammonia (UN 1841) Aldehydes, n.o.s. * | 3 | Flamm. liquid | I II III | E3 E2 E1 | – Y305 Y309 | – 1 L 10 L | 302 305 309 | 1 L 5 L 60 L | 303 307 310 | 30 L 60 L 220 L | A3 | 3H 3H 3L |
| 1988 | Aldehydes, flammable, toxic, n.o.s. * | 3 (6.1) | Flamm. | I | E0 | – | – | Forbidden | | 303 | 30 L | A3 | 3HP |

Amendments to the List of Dangerous Goods include

Addition of new entries for E85 and other ethanol and gasoline fuel mixtures. These have been assigned to UN 3475 with the proper shipping names Ethanol and gasoline mixture, Ethanol and motor spirit mixture and Ethanol and petrol mixture.

New entries have been added for Fuel cell cartridges containing water-reactive substances, UN 3476; Fuel cell cartridges containing corrosive substances, UN 3477; Fuel cell cartridges containing liquefied flammable gas, UN 3478 and Fuel cell cartridges containing hydrogen in metal hydride, UN 3479. These new entries also include proper shipping names for fuel cell cartridges packed with, or contained in equipment.

The proper shipping name for UN 3090 – Lithium batteries, and UN 3091 – Lithium batteries contained in equipment and Lithium batteries packed with equipment have been revised to become Lithium metal batteries, Lithium metal batteries contained in equipment and Lithium metal batteries packed with equipment. New entries have been added for lithium ion batteries, which become UN 3480 – Lithium ion batteries and UN 3481– Lithium ion batteries contained in equipment and Lithium ion batteries packed with equipment. The quantity of lithium metal batteries permitted on a passenger aircraft has also been reduced to 2.5 kgG per package.

Special Provision A69, which excepts from the Regulations articles containing a small quantity of mercury, gallium or inert gas has been assigned to Argon, compressed, Helium, compressed, Neon, compressed, Nitrogen, compressed and Xenon, compressed.

UN 1250, Methyltrichlorosilane and UN 1305, Vinyltrichlorosilane have been revised from Packing Group I to Packing Group II.

The entries for UN 2031, Nitric acid have been revised. The current entry “Nitric acid, other than red fuming with 70% or less, but more than 20% nitric acid” has been revised and now becomes “Nitric acid, other than red fuming with $\geq 65\%$, but $\leq 70\%$ nitric acid” with a Division 5.1 subsidiary risk, still in Packing Group II. Then a new entry “Nitric acid, other than red fuming with $> 20\%$, but $< 65\%$ nitric acid” has been added.

4.4 – Special Provisions

Where the wording of a special provision is equivalent to that in the UN Model Regulations, the UN special provision number is shown in parentheses following the special provision number.

A45 – all of the existing provisions from A45, together with the **changes** to SP 188 from the UN Model Regulations have been moved into six new packing instructions, PI 965 to PI 970, that apply to lithium ion batteries and lithium metal batteries when shipped as batteries, when contained in equipment and when packed with equipment.

A70 – against engines, internal combustion has been revised to identify also that if the fuel used in the engine does not itself meet the classification criteria for any class or division, then the engine is not subject to the Regulations.

A112 – the substances that may be assigned to ID 8000 and shipped as consumer commodities has been expanded to include UN 3077 and UN 3082, environmentally hazardous substances.

A146 – presently this special provision refers only to fuel cell cartridges containing flammable liquids. The special provision has been revised to address all fuel cell cartridge chemistries, including when packed with or contained in equipment.

A161 – is a new special provision against UN 3478 – Fuel cell cartridges containing liquefied flammable gas, UN 3478 – Fuel cell cartridges contained in equipment containing liquefied flammable gas and Fuel cell cartridges packed with equipment containing liquefied flammable gas to identify that the fuel cell cartridges must meet defined design and test criteria.

A162 – is a new special provision against UN 3479 – Fuel cell cartridges containing hydrogen in metal hydride, Fuel cell cartridges contained in equipment containing hydrogen in metal hydride and Fuel cell cartridges packed with equipment containing hydrogen in metal hydride, to identify that the fuel cell cartridges must meet defined design and test criteria.

A163 – is a new special provision against UN 3269 – Polyester resin kit and, UN 3316 Chemical kit, or First aid kit to identify that these UN numbers may be shipped under the provisions of dangerous goods in excepted quantities provided that the substances contained in the kits are permitted in excepted quantities. In addition these kits may contain organic peroxides, notwithstanding that individually the organic peroxides are not permitted in excepted quantities.

A164 – is a new special provision that has been assigned against all battery entries in Table 4.2. The special provision identifies that all batteries when shipped must be protected against short circuit and accidental activation.

A224 – has been added to provide guidance to operators on the requirements applicable to transport of the Olympic or other ceremonial flames.

Section 5 - Packing



5.0.2.11 – Revisions have been made to the provisions applicable to dangerous goods packed in the same outer packaging to address the situation where one or more of the dangerous goods are restricted by a gross weight rather than the net quantity.

5.2.0.2 – Reference to ISO 1114 has been qualified such that the provisions of the applicable packing instructions take precedence.

Packing Instructions

200 – There has been revision to a number of the Particular Packing Provisions to identify that certain materials are forbidden for use for cylinders and valves. Restrictions have been added for a number of gas mixtures prohibiting the use of aluminium cylinders except with approval from the appropriate national authority. There have been a significant number of amendments to the test pressures and filling ratios for gases in Table 200.B.

202 – Has been amended to allow for glass cryogenic receptacles.

203 / Y203 – The provisions applicable to plastic aerosols have been revised.

215 / 216 / 217 – These new packing instructions have been added to address the preparation of fuel cell cartridges containing liquefied flammable gas and fuel cell cartridges containing hydrogen in metal hydride (UN 3478 and UN 3479) and cartridges contained in equipment and packed with equipment.

313 – Has been deleted. The packing instruction currently applies to fuel cell cartridges containing flammable liquids, including when contained in, or packed with, equipment. PI 313 has been replaced by PI 374, PI 375 and PI 376 which apply to the fuel cell cartridges, fuel cell cartridges contained in equipment and fuel cell cartridges packed with equipment respectively. The format of the packing instructions and the numbers assigned are aligned with the reformatting exercise for the other packing instructions that will apply from 1 January 2011.

435 – Has been deleted and replaced by Packing Instruction 499. The wording of PI 499 is aligned with the revised wording in P099 in the UN Model Regulations.

495 / 496 / 497 – These new packing instructions have been added to address the preparation of fuel cell cartridges containing water-reactive substances (UN 3476) and cartridges contained in equipment and packed with equipment. The packing instructions apply to the fuel cell cartridges, fuel cell cartridges contained in equipment and fuel cell cartridges packed with equipment respectively. The format of the packing instructions and the numbers assigned are aligned with the reformatted packing instructions that will apply for the other packing instructions from 1 January 2011 as shown in Appendix H.

602 – The wording in PI 602 with respect to the primary receptacle and the secondary packagings being “watertight” has been revised to read “leakproof” to align with the terminology used in PI 650.

699 – Has been added and applies to UN 3123 and UN 3125 in Packing Group I This new packing instruction is identical in wording with PI 499.

873 / 874 / 875 – These new packing instructions have been added to address the preparation of fuel cell cartridges containing corrosive substances (UN 3477) and cartridges contained in equipment and packed with equipment. The packing instructions apply to the fuel cell cartridges, fuel cell cartridges contained in equipment and fuel cell cartridges packed with equipment respectively. The format of the packing instructions and the numbers assigned are aligned with the reformatted packing instructions that will apply for the other packing instructions from 1 January 2011 as shown in Appendix H.

903 / 912 / 918 – Have been deleted. These packing instructions currently apply to lithium batteries, lithium batteries contained in equipment and lithium batteries packed with equipment. The three packing instructions have been replaced by PI 965 to PI 970. Packing Instructions 965 to 967 apply to UN 3480 – lithium ion batteries and UN 3481 – lithium ion batteries packed with equipment and lithium ion batteries contained in equipment respectively. Packing Instructions 968 to 970 apply to UN 3090 – lithium metal batteries and UN 3091 – lithium metal batteries packed with equipment and lithium metal batteries contained in equipment respectively.

The per package limit for lithium metal batteries fully regulated as Class 9 on passenger aircraft has been reduced to 2.5 kgG per package and there must be a metal intermediate packaging or the outer packaging must be metal. The new packing instructions also include the provisions for shipping small lithium ion and lithium metal batteries that previously appeared in Special Provision A45 for batteries “not restricted” for transport. The weight of batteries permitted in each package as “not restricted” has been significantly reduced. Lithium metal batteries are restricted to 2.5 kgG per package and lithium ion batteries to 10 kgG per package. The format of the packing instructions and the numbers assigned are aligned with the reformatted packing instructions that will apply for the other packing instructions from 1 January 2011 as shown in Appendix H.

Section 6 - Packaging Specifications and Performance Tests



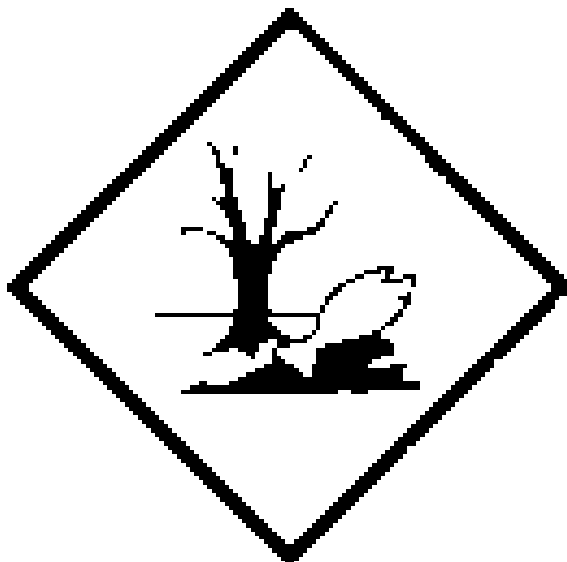
6.4.4 – Has been revised to incorporate testing provisions for fuel cell cartridges containing liquefied flammable gas.

6.5 – Has been completely re-written to reflect the changes in the UN Model Regulations.

Section 7 - Marking & Labelling

7.1.4.2 – Has been clarified that the UN specification markings on packagings inside an overpack must not be reproduced on the outside of the overpack.

7.1.6.3 – Has been added to identify the marking requirements for packages containing environmentally hazardous substances, liquid or solid (UN 3077 or UN 3082). Included with this is a new Environmentally hazardous substances mark, Figure 7.1.B. *Valid from 01 Jan 2009.*



7.2.4.2 – Identifies that a redesigned **Cargo Aircraft Only** label has been introduced (Figure 7.4.C). The existing design label may continue to be used until 31 December 2012 to provide shippers, freight forwarders and operators with sufficient time to exhaust stock of the current label.

EXISTING HANDLING LABEL

VALID UNTIL 31 DEC 2012



NEW HANDLING LABEL



7.4.8 – The existing dangerous goods in excepted quantities label has been deleted. A new 7.4.8 has been added to reflect the handling label required for packages containing lithium metal or lithium ion batteries. (*See Packing instruction 965, 966, 967, 968, 969, 970 part 1*).



Section 8 - Documentation



The provisions of Section 8 have been revised to allow the shipper to use electronic data transmission of the information required on the Shipper's Declaration in lieu of a paper document provided that the shipper has the agreement of the operator to accept electronic data transmission.

8.1.6.9.2(c) – The paragraph has been revised to identify that for dangerous goods where Table 4.2 shows “No limit” or has a packing instruction reference, the quantity shown on the Shipper's Declaration for substances must be the net quantity (weight or volume). For articles it must be the gross weight.

Section 9 - Handling



9.1 – Acceptance. The requirements for acceptance of dangerous goods has been restructured and the specific items identified under acceptance checklist have been expanded.

9.3.4 – The provisions for loading of Cargo Aircraft Only dangerous goods have been significantly revised. It will no longer be necessary for every package bearing a CAO label to be visible when loaded accessible to the flight crew. In addition it will be possible for CAO dangerous goods that previously had to be accessible to be loaded in Class C underfloor cargo compartments.

9.3.5 – The loading and securing requirements have been revised to reinforce that the packages containing dangerous goods must be protected from damage, including by movements of other goods loaded in the compartment.

9.5.1.1 – The NOTOC requirements have been revised to allow for the average gross weight per package to be shown for ID 8000 – Consumer commodities. For Dry ice it will be sufficient to indicate the total quantity in each hold.

9.5.3 – Notices displayed at airports providing information for passengers must, from 1 January 2010, include visual examples of the dangerous goods forbidden in passenger baggage.

9.6.1 – A note has been added to the provisions for reporting of dangerous goods and incidents to identify that even substances or articles shipped as `not restricted` through compliance with a special provision are still subject to the reporting requirements if there is a leak, spill, fire, or other incident / accident involving the material.

Section 10 - Radioactive



Section 10 – Has been significantly restructured based on the changes to the UN Model Regulations. The restructure has expanded Subsection 10.3 – Classification to identify that for Radioactive materials the assignment of the proper shipping name is determined by the radionuclide A1 or A2 together with the type of package. Subsection 10.3 now include the table listing the A1 and A2 values for common radionuclides, previously Table 10.4.B, as well as much of the text from Subsection 10.5 that dealt with the activities of radionuclides permitted in the different types of packages.

Appendices



Appendix B – A new paragraph has been added to identify that all references to gas pressure in the DGR refers to guage pressure.

Appendix C – The list of currently assigned organic peroxides shown in Table C.2 has been revised to include new organic peroxides.

Appendix D – Contact details for competent authorities have been updated.

Appendix E – Changes to E.1 and E.2.

Appendix F – The list of Sales Agents and IATA Accredited Training Schools have been revised.

Appendix H – A new Appendix H has been added for this edition. This appendix contains the reformatted packing instructions that will come into effect 1 January 2011 for Classes 3, 4, 5, Division 6.1, Classes 8 and 9.

Appendix I – Is a listing by UN number and packing group that shows the existing instruction number and the new packing instruction number for limited quantity, passanger aircraft and Cargo Aircraft Only.