

Appendix 1

to the Order of the
State Civil Aviation Agency
under the Cabinet of Ministers
of the Kyrgyz Republic

No. ____ dated “ ____ ” _____ 2025

CIVIL AVIATION RULES OF THE KYRGYZ REPUBLIC CAR KR-18

«Safe Transport of Dangerous Goods by Air»

AMENDMENT AND ADDITION REGISTRATION SHEET

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Note: Entries regarding the date of inclusion of amendments and additions in this copy, and the signature of the person who made the correction, pertain to the holder of these Rules.

ABBREVIATIONS

CARKR	Civil Aviation Rules of the Kyrgyz Republic
UPU	Universal Postal Union
ICAO	International Civil Aviation Organization
UN SCETDG	United Nations Sub-Committee of Experts on the Transport of Dangerous Goods
KR	Kyrgyz Republic
PIC	Pilot-in-Command
IAEA	International Atomic Energy Agency
CAA KR	Civil Aviation Authority of the Kyrgyz Republic
AFM	Aircraft Flight Manual
SMS	Safety Management System

CONTENTS

Chapter 1 – General Provisions

- § 1. Definitions – p.3
- § 2. Applicability – p.5
- § 3. Technical Instructions for Dangerous Goods – p.6
- § 4. Notification of Deviations from the Technical Instructions – p.7
- § 5. Flights of Civil Aircraft on Domestic Routes – p.7
- § 6. National Competent Authority – p.7
- § 7. Classification of Dangerous Goods – p.8

Chapter 2 – Restrictions on the Transport of Dangerous Goods by Air

- § 1. Dangerous Goods Permitted for Air Transport – p.8
- § 2. Exceptions for Operators, Crew Members, and Passengers – p.9

Chapter 3 – Packaging of Dangerous Goods

- § 1. General Requirements – p.9
- § 2. Packaging Systems – p.9

Chapter 4 – Labeling and Marking

- § 1. Labels – p.10
- § 2. Markings – p.10
- § 3. Use of Language for Markings – p.11

Chapter 5 – Responsibilities of the Shipper

- § 1. General Requirements – p.11
- § 2. Personnel Training – p.11
- § 3. Dangerous Goods Transport Document – p.12
- § 4. Use of Language – p.12

Chapter 6 – Responsibilities of the Operator

- § 1. General Provisions – p.12
- § 2. Acceptance of Dangerous Goods – p.12
- § 3. Acceptance Checklist – p.13
- § 4. Loading and Stowage – p.13
- § 5. Inspection for Damage, Leaks, or Contamination – p.13
- § 6. Loading and Storage Restrictions – p.14
- § 7. Contamination Removal – p.15
- § 8. Passenger Check-in Procedure – p.15

Chapter 7 – Provision of Information

- § 1. Information for the Pilot-in-Command – p.15
- § 2. Information for Flight Crew Members – p.15
- § 3. Information for Passengers – p.16
- § 4. Information for Other Persons – p.16
- § 5. Information Provided by the Pilot-in-Command to the Airport Authority – p.16
- § 6. Information in Case of an Accident or Incident – p.17

Chapter 8 – Dangerous Goods Training

- § 1. Training Program – p.17
- § 2. Instructor Qualifications – p.18

Chapter 9 – Compliance with the Rules

§ 1. Inspection Systems – p.18

§ 2. Cooperation Among States – p.19

§ 3. Sanctions – p.19

§ 4. Dispatch of Dangerous Goods by Mail – p.19

Chapter 10 – Reporting of Dangerous Goods Accidents and Incidents

§ 1. General Provisions – p.20

Chapter 11 – Provisions on Aviation Security of Dangerous Goods – p.21

Chapter 1 – General Provisions

§ 1. Definitions

The following definitions apply in these Rules:

Baggage – Personal belongings of passengers or crew members transported on an aircraft under an agreement with the operator.

Explosive substance – A solid or liquid substance (or a mixture of substances) capable, by itself, of undergoing a chemical reaction producing gas at such temperature, pressure, and speed as to cause damage to the surroundings. Pyrotechnic substances are classified as explosives even if they do not release gases. A substance that is not itself explosive but may create an explosive atmosphere of gas, vapor, or dust is not considered an explosive.

State of Destination – The state in whose territory a consignment is finally unloaded from an aircraft.

State of Origin – The state in whose territory a consignment is first loaded onto an aircraft.

State of the Operator – The state in which the operator has its principal place of business or, if there is no such place, its permanent residence.

Consignment – One or more packages containing dangerous goods accepted by the operator from one shipper at one time and place, forming a single shipment, to be delivered to one consignee at one destination.

Cargo Aircraft – Any aircraft, other than a passenger aircraft, that is carrying cargo or property.

Package – The end product of the packing operation, consisting of the packaging and its contents, prepared for transport.

Dangerous Goods Incident – An occurrence associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, damage to property or the environment, fire, spillage, leakage of fluid or radiation, or other signs indicating a breach of the package. Events that pose a serious threat to an aircraft or persons on board may also qualify as incidents.

Exemption – A provision under which specific requirements of the ICAO Technical Instructions do not apply to a particular dangerous good.

Pilot-in-Command (PIC) – The pilot designated by the operator, or by the aircraft owner in the case of general aviation, to take command and be responsible for the safe conduct of the flight.

Designated Postal Operator – Any government or non-government organization officially designated by a member country of the Universal Postal Union (UPU) to operate postal services and perform related obligations arising from the UPU Convention within its territory.

Incompatible – A term describing dangerous goods which, when mixed, may produce hazardous heat, gases, or corrosive substances.

UN Number – A four-digit number assigned by the UN Sub-Committee of Experts on the Transport of Dangerous Goods and the Globally Harmonized System of Classification and Labelling of Chemicals to identify a substance, item, or group of substances or items.

Dangerous Goods – Articles or substances capable of posing a hazard to health, safety, property, or the environment, listed in the ICAO Technical Instructions or classified according to them.

Approval – A permission granted by the appropriate national authority for:

- The carriage of dangerous goods otherwise forbidden on passenger or cargo aircraft, when such carriage is allowed under approval by the Technical Instructions; or
- Other purposes provided for in the Technical Instructions.

Note: In the absence of a specific reference in the Technical Instructions for granting an approval, an exemption may be sought.

Passenger Aircraft – An aircraft carrying any person who is not a crew member, an employee of the operator on duty, an authorized representative of the competent national authority, or an escort for the cargo or other goods.

Dangerous Goods Accident – An occurrence related to the transport of dangerous goods by air that results in a fatal or serious injury to a person or major damage to property or the environment.

Excess Baggage – Checked baggage offered by a passenger for transport exceeding the free baggage allowance and carried as cargo to the same destination as the passenger.

Serious Injury – An injury sustained in an aviation occurrence that:

- Requires hospitalization for more than 48 hours within 7 days of the injury;
- Involves fractures (except simple fractures of fingers, toes, or nose);
- Includes lacerations causing severe bleeding, nerve, muscle, or tendon damage;
- Involves injury to internal organs;
- Causes second or third-degree burns or burns covering more than 5% of the body surface;
- Involves confirmed exposure to infectious substances or dangerous levels of radiation.

Safety Management System (SMS) – A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies, and procedures.

Unit Load Device (ULD) – Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over a protective cover.

Technical Instructions – ICAO's Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284), as approved and periodically issued according to the procedures established by the ICAO Council.

Flight Crew Member – A licensed crew member assigned duties essential to the operation of the aircraft during flight duty time.

Crew Member – A person assigned by the operator to perform specific duties on board an aircraft during flight duty time.

Operator – A person, organization, or enterprise engaged in, or offering to engage in, aircraft operations.

§ 2. Applicability

2. These Aviation Rules govern the transport of dangerous goods on civil aircraft operating within the territory of the Kyrgyz Republic, beyond its borders, and in its airspace.

3. These Rules are developed in accordance with the requirements of the Air Code of the Kyrgyz Republic and Annex 18 to the Chicago Convention of 1944, including the provisions of the ICAO Technical Instructions (Doc 9284).

4. The primary objective of these Aviation Rules is to establish an effective management system ensuring the safe transport of dangerous goods, minimizing the risk of aviation accidents and incidents, and protecting the environment and public health.

5. These Rules apply to all operators, shippers, and other persons and organizations conducting flights to, from, or through the territory of the Kyrgyz Republic or involved in the transport of dangerous goods by air.

6. Requests for the necessary authorizations for the transport of dangerous goods to, from, or through the territory of the Kyrgyz Republic shall be submitted to the designated email address of the Civil Aviation Authority not less than 6 hours prior to the scheduled time of departure and shall include the following information:

- Date;
- Flight number;
- Proper shipping name;
- UN number;
- Class or division;
- Packing group;
- Quantity and type of packaging;
- Aerodrome where the dangerous goods will be loaded/unloaded.

§ 3. Technical Instructions for Dangerous Goods

7. All operators transporting dangerous goods by air, shippers, and other entities involved in such transport must take the necessary measures to ensure compliance with the detailed provisions of the Technical Instructions. They must also ensure compliance with any amendments to the Technical Instructions issued during the validity period of the current edition.

8. The Civil Aviation Authority shall notify ICAO of any difficulties encountered in applying the Technical Instructions and of any recommended changes to them.

9. Although an amendment to the Technical Instructions that must be applied immediately for safety reasons may not yet be in effect, the Civil Aviation Authority of the Kyrgyz Republic may still permit the movement of dangerous goods through

its territory if those goods originate from another contracting state and fully comply with the revised requirements.

§ 4. Notification of Differences from the Technical Instructions

10. If the Kyrgyz Republic adopts provisions that differ from those set out in the Technical Instructions, the Civil Aviation Authority of the Kyrgyz Republic shall promptly notify ICAO of such differences for their publication in the Technical Instructions. Notification is also made in accordance with the approved Instruction of the Civil Aviation Authority of the Kyrgyz Republic for assessing ICAO Standards and Recommended Practices (SARPs) for inclusion in the Aviation Rules of the Kyrgyz Republic and for filing compliance or difference notifications.

11. The Civil Aviation Authority shall notify of differences with the provision of §7, Chapter 4 of these Rules under Article 38 of the Convention only if it cannot accept the mandatory status of the Technical Instructions. If the Civil Aviation Authority adopts provisions differing from the Technical Instructions, it shall report such differences only as outlined in Chapter 5 of these Rules.

12. In cases where an operator applies more restrictive requirements than those provided in the Technical Instructions, the operator must notify the Civil Aviation Authority of the Kyrgyz Republic. The Authority shall then take appropriate steps to ensure that ICAO is informed of these operator-specific deviations for publication in the Technical Instructions.

§ 5. Flights of Civil Aircraft on Domestic Routes

13. To ensure safety and minimize delays in the transport of dangerous goods, all necessary measures shall be taken to ensure compliance with the provisions of these Rules and the Guidance of the certification procedures in the field of dangerous goods during flights of civil aircraft on domestic routes.

§ 6. National Competent Authority

14. The Civil Aviation Authority is the competent authority responsible for ensuring compliance with the provisions of these Rules by operators, shippers, and other persons and organizations engaged in the air transport of dangerous goods.

15. The State Civil Aviation Agency of the Kyrgyz Republic is the authority carrying out government regulation and exercising special executive, supervisory, regulatory, and other functions in the field of civil aviation, as established by the Air Code of the Kyrgyz Republic and the Statute on the State Civil Aviation Agency.

§ 7. Classification of Dangerous Goods

16. All dangerous goods transported by air must be classified in accordance with international standards and divided into hazard classes based on their physical and chemical properties.

Note: Detailed definitions of the hazard classes of dangerous goods are provided in the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic. These classes define the potential types of hazards associated with the air transport of dangerous goods and are recommended by the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

Chapter 2 – Limitations on the Transport of Dangerous Goods by Air

§ 1. Dangerous Goods Permitted for Air Transport

17. The transport of dangerous goods by air is prohibited except in cases specified in these Rules and the procedures set forth in the Guidance of the certification procedures in the field of dangerous goods of the Civil Aviation Authority of the Kyrgyz Republic.

18. This section applies to:

- a) Operators of aircraft transporting dangerous goods to, from, or within the Kyrgyz Republic;
- b) Ground handling agents, shippers, their agents, and personnel;
- c) Passengers carrying dangerous goods on their person, in hand luggage, or in checked baggage.

19. For the purposes of this section, a contractual shipper means any person who acts as the consignor and/or who prepares dangerous goods for transport by air.

20. When the Civil Aviation Authority of the Kyrgyz Republic is the concerned State, it may, by decision, grant an exemption from compliance with these Rules, provided that every effort is made to achieve an equivalent level of safety in the transport of dangerous goods by air, as ensured by these Rules, the Instruction on the Issuance of Exemptions by the Civil Aviation Authority of the Kyrgyz Republic, and/or the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284 AN/905) (hereinafter referred to as the Technical Instructions).

21. Concerned States may grant exemptions, provided that every effort is made to ensure an overall level of safety during the transport of dangerous goods.

Note: For the purpose of granting exemptions, the “concerned States” include the States of origin, the operator, transit, overflight, and destination.

§ 2. Exceptions for Operators, Crew Members, and Passengers

22. Subject to the provisions of paragraphs (23) and (24) of this section, this section does not apply to those dangerous goods listed in Parts 1 and 8 of the Technical Instructions, including articles and substances, when they:

- Are not subject to the Technical Instructions pursuant to Part 1;
- Are required on board the aircraft under airworthiness and operational requirements;
- Are carried by passengers or crew members in accordance with Part 8 of the Technical Instructions; or
- Are in checked baggage.

23. Articles and substances intended as replacements or spares for those mentioned in paragraphs (22)(b) and (c) of this section, or which have been removed for replacement, must be carried on the aircraft in accordance with this section, except as otherwise specified in §2.2, Chapter 2, Part 1 of the Technical Instructions.

24. Dangerous goods excluded from this section in accordance with paragraph (1) may be carried on board an aircraft only if they comply with the applicable requirements of Parts 1 and 8 of the Technical Instructions.

Chapter 3 – Packaging of Dangerous Goods

§ 1. General Requirements

25. Dangerous goods must be packaged in accordance with the provisions of this Chapter and the procedures set forth in the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic.

§ 2. Packaging

26. Packaging used for the air transport of dangerous goods shall consist of containers of good quality, designed and securely closed in such a way as to prevent leakage which may be caused under normal conditions of transport by changes in temperature, humidity, or pressure, or by vibration.

27. Packaging must be compatible with their contents. Packaging in direct contact with dangerous goods must be capable of withstanding any chemical or other effects caused by such goods.

28. Packaging must meet the technical requirements for materials and design.

29. Packaging must be tested in accordance with the provisions of the Technical Instructions.

30. Packaging primarily intended for the transport of liquids must be capable of withstanding internal pressure without leakage.

31. Inner packaging must be packaged, secured, and cushioned so as to prevent breakage or leakage and to control movement within the outer packaging(s)

under normal conditions of air transport. Cushioning and absorbent materials must not react dangerously with the contents of the packaging.

32. No packaging may be reused unless it has been inspected and found free from corrosion or other damage. When packaging systems are reused, all necessary measures must be taken to prevent contamination of the new contents.

33. If empty uncleaned packaging may pose a hazard due to the nature of their former contents, they must be tightly closed and handled as if they still contain dangerous goods.

34. No dangerous substances in quantities that may cause harm shall be present on the outside surface of a package.

Chapter 4 – Marking and Labelling

§ 1. Labels

35. Unless otherwise specified in the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic, each package containing dangerous goods shall bear the appropriate labels as required by the Technical Instructions.

§ 2. Markings

36. Unless otherwise specified in the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic, each package containing dangerous goods shall be marked with the proper shipping name of its contents, the UN number, if assigned and any other markings required under the Technical Instructions.

37. Marking of Packaging in Accordance with Technical Requirements: Unless otherwise specified in the Guidance of the certification procedures in the field of dangerous goods, each packaging manufactured in accordance with the technical specifications must be marked in compliance with the applicable provisions of the Technical Instructions. No packaging shall bear technical specification markings unless it fully complies with the relevant packaging requirements contained in the Technical Instructions.

§ 3. Use of Language for Marking

38. Markings related to dangerous goods shall be made in English.

39. For dangerous goods shipments originating in the Kyrgyz Republic, all required markings shall be made in English.

Chapter 5 – Responsibilities of the Shipper

§ 1. General Requirements

40. Before offering any package or outer packaging containing dangerous goods for air transport, the shipper must ensure that the dangerous goods are not prohibited for air transport and the goods are properly classified, packed, marked, labelled, and accompanied by a correctly completed Dangerous Goods Transport Document, as specified in the Guidance of the certification procedures in the field of dangerous goods of the Civil Aviation Authority of the Kyrgyz Republic and in the Technical Instructions.

§ 2. Personnel Training

41. Before offering dangerous goods for air transport, all personnel involved in the preparation of such shipments must complete training to ensure they are capable of performing their responsibilities in accordance with the requirements of Chapter 8 of these Rules.

§ 3. Dangerous Goods Transport Document

42. Unless otherwise specified in the Guidance of the certification procedures in the field of dangerous goods, the person offering dangerous goods for air transport shall complete, sign, and provide the operator with a Dangerous Goods Transport Document containing the information required by the Technical Instructions.

43. This transport document must include a signed declaration by the shipper stating that the dangerous goods offered for transport are properly and fully described by their proper shipping names and they are classified, packed, marked, and labelled correctly and are in proper condition for air transport in accordance with the applicable Rules.

§ 4. Use of Language

44. The Dangerous Goods Transport Document must be completed in English.

Chapter 6 – Operators responsibilities

§ 1. General Provisions

45. The operator shall develop and submit to the Civil Aviation Authority of the Kyrgyz Republic an Operations Manual or other relevant manual (Dangerous Goods Manual), which describes the procedures for the transport of dangerous goods and the training program for personnel involved in dangerous goods handling, in

accordance with the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic.

46. Before accepting dangerous goods for air transport, the operator shall ensure that all personnel involved in assessment, handling, and transport of such goods have received the necessary training to enable them to fulfill their responsibilities as required by the Technical Instructions and Chapter 8 of these Rules.

§ 2. Acceptance of Dangerous Goods

47. Before entering into any contractual agreements for the transport of dangerous goods, the operator must ensure that:

- a) Personnel of the ground handling agent / shipper / agent who carry out acceptance, packaging, handling, loading, unloading, and transfer of dangerous goods are trained in accordance with the Guidance of the certification procedures in the field of dangerous goods;
- b) The ground handling agent properly performs the acceptance, loading, unloading, and transfer of dangerous goods and the preparation of accompanying documents as required;
- c) Acceptance checklists confirming the acceptance of dangerous goods are used.

48. The operator must not accept dangerous goods prepared for air transport if:

- a) The shipment is not accompanied by a completed Dangerous Goods Transport Document (unless such documentation is not required); or
- b) The package, outer packaging, or cargo container containing dangerous goods is not prepared in accordance with the procedures and acceptance checklists established by the operator; or
- c) The organization responsible for acceptance, packaging, handling, loading, unloading, or transfer of goods has not received training in accordance with the Guidance of the certification procedures in the field of dangerous goods.

§ 3. Acceptance Checklist

49. The operator shall develop and use an acceptance checklist to ensure compliance with the provisions of §2 (Acceptance of Dangerous Goods).

§ 4. Loading and Stowage

50. The operator shall ensure that the loading of packages, outer packaging containing dangerous goods, and cargo containers containing radioactive materials onto the aircraft, and their stowage, are carried out in accordance with the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic.

§ 5. Inspection for Damage, Leaks, or Contamination

51. Packages and outer packagings containing dangerous goods, as well as cargo containers containing radioactive materials, shall be inspected for any signs of leakage or damage prior to loading onto an aircraft or into a Unit Load Device (ULD). Leaking or damaged packages, outer packagings, or containers must not be loaded onto an aircraft.

52. A ULD must not be loaded onto an aircraft unless it has been inspected and found free from leaks or damage caused by dangerous goods inside.

53. If a package containing dangerous goods is found to be damaged or leaking after loading onto an aircraft, the operator must offload the package or ensure it is removed by the competent authority or organization. The operator must also ensure that the rest of the consignment is in proper condition for air transport and that other packages are protected from contamination.

54. Packages or outer packagings containing dangerous goods and containers with radioactive substances must be inspected for damage or leakage upon unloading from the aircraft or ULD. If signs of damage or leakage are found, the area of the aircraft where the dangerous goods or ULDs were stowed must be inspected for contamination or damage.

§ 6. Loading and Storage Restrictions

55. The operator shall observe the following restrictions:

- a) *General*: Packages and overpacks containing dangerous goods, as well as cargo containers with radioactive materials, shall be loaded, separated, stowed, and stored on board the aircraft in accordance with the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic.
- b) *Passenger Cabin and Crew Compartment*: The transport of dangerous goods in the passenger cabin or crew compartment of the aircraft is prohibited, except as provided in the Guidance of the certification procedures in the field of dangerous goods.
- c) *Dangerous Goods for Cargo Aircraft Only*: Packages bearing the “CARGO AIRCRAFT ONLY” label shall be loaded in accordance with the requirements set forth in the Guidance of the certification procedures in the field of dangerous goods.
- d) *Securing Dangerous Goods*: When dangerous goods are loaded onto the aircraft, they must be protected against damage and secured in such a manner as to prevent any movement during flight that could alter the orientation of the packages.

§ 7. Contamination Removal

56. Any contamination resulting from leakage or damage of dangerous goods must be eliminated immediately, and all hazards mitigated.

57. An aircraft contaminated by radioactive materials shall be immediately removed from service and shall not be returned to operation until radiation levels on all accessible surfaces and non-fixed contamination do not exceed the limits specified in the Guidance of the certification procedures in the field of dangerous goods issued by the Civil Aviation Authority of the Kyrgyz Republic.

§ 8. Passenger Check-in Procedure

58. The operator shall ensure that personnel responsible for passenger check-in at the airport or other locations are properly trained to identify and detect dangerous goods carried by passengers.

Chapter 7 – Provision of Information

§ 1. Information for the Pilot-in-Command

59. Before departure of an aircraft carrying dangerous goods, the operator shall provide the Pilot-in-Command (PIC) (of both airplanes and helicopters) with written information (NOTOC) as early as practicable.

60. A legible copy of the written information provided to the PIC, signed by the PIC, shall be retained on the ground in an accessible location until completion of the flight. This copy or its contents must be readily available to the operator's personnel or representatives at the airport of last departure and next scheduled arrival until the flight is complete.

61. A copy of the written information for the PIC, or its electronic version, shall be retained for at least 90 days at the airport of departure or at the operator's principal place of business and made available to the Civil Aviation Authority upon request.

62. For flights involving dangerous goods that take place wholly or partly outside the territory of the Kyrgyz Republic, the written information provided to the PIC must be in English.

§ 2. Information for Flight Crew Members

63. The operator shall provide, in its Operations Manual or other relevant document (Dangerous Goods Manual), flight crew members with information necessary to perform duties related to the transport of dangerous goods and instructions on the procedures to be followed in the event of an emergency involving dangerous goods.

§ 3. Information for Passengers

64. Operators and ground handling agents shall inform passengers about dangerous goods that are prohibited from being carried on board the aircraft. The notification system shall be described in their Operations Manual or other relevant document (Dangerous Goods Manual).

65. The Civil Aviation Authority oversees the operator's provision of information to passengers, ensuring that they are warned about the types of dangerous goods they are not allowed to carry on board the aircraft.

§ 4. Information for Other Persons

66. Operators, ground handling agents, shippers, and other organizations involved in the air transport of dangerous goods must provide their personnel with information necessary to perform duties related to dangerous goods and instructions on actions to be taken in the event of an emergency involving dangerous goods.

67. To warn shippers or their agents about dangerous goods that may be present in their consignments, the operator or the operator's cargo handling agent shall ensure that a sufficient number of clearly visible warning notices are placed in prominent locations at cargo acceptance points.

§ 5. Information Provided by the Pilot-in-Command to the Airport Authority

68. In the event of an emergency during flight, the PIC shall, as soon as circumstances allow, notify the relevant air traffic services unit for relay to the airport authority, providing information about the dangerous goods on board the aircraft. If possible, the message should include the proper shipping name, the UN number, the class/division and compatibility group for Class 1 (explosives), details of any subsidiary risks, the quantity and location of the dangerous goods on board; or telephone number at which a copy of the information provided to the PIC can be obtained. If it is not feasible to provide all of this information, the message shall contain those elements deemed most critical under the circumstances or a summary of the quantity, class, or division of dangerous goods in each cargo compartment.

§ 6. Information in Case of an Accident or Incident

69. In the event of:

- a) An aircraft accident, or
- b) A serious incident involving dangerous goods carried as cargo,

The operator shall immediately provide emergency services involved in the response with information on the dangerous goods on board, as contained in the written information provided to the PIC. The operator must also submit this information to

the Civil Aviation Authority of the Kyrgyz Republic no later than 72 hours after the event, including to the relevant competent authorities in the State where the accident or serious incident occurred.

70. In the case of an aircraft incident involving dangerous goods carried as cargo, the operator shall, upon request, promptly provide emergency services and the competent authority of the State in which the incident occurred with the same written information. Such information shall also be submitted to the Civil Aviation Authority of the Kyrgyz Republic within 72 hours.

Chapter 8 – Dangerous Goods Training

§ 1. Training Program

71. Initial and recurrent training programs for dangerous goods shall be developed and updated in accordance with the Guidance on dangerous goods training program.

72. Dangerous goods training program shall be established for all operators, regardless of whether they hold an authorization for the transport of dangerous goods.

73. Training programs for organizations established in the Kyrgyz Republic that are not operators (i.e., organizations responsible for the acceptance, loading, unloading of dangerous goods, passenger check-in, passenger and crew screening, and baggage screening) must also be approved in accordance with procedures established by the Civil Aviation Authority.

74. Training programs for designated postal operators shall be approved by the Civil Aviation Authority of the Kyrgyz Republic where the mail is accepted by the designated postal operator.

75. Upon completion of the training, a test and assessment of training effectiveness must be conducted to confirm comprehension of the material covered. Successful completion of the test and training effectiveness evaluation must be verified.

Training records must be continuously maintained and include the following information:

- a) Employee's full name;
- b) Month of completion of the most recent training and assessment;
- c) Description of training materials used, with copies or references;
- d) Name and address of the organization providing the training;
- e) Proof of successful test completion and effectiveness evaluation.

76. Records of personnel training and assessment shall be retained for at least 36 months, counting from the month of last completion, and shall be made available to the Civil Aviation Authority upon request.

§ 2. Instructor Qualifications

76. Before conducting any training, instructors responsible for initial and recurrent training in the field of dangerous goods must demonstrate their competency or undergo an assessment confirming their qualification to deliver instruction in the specific function(s) for which they will be providing training.

77. Instructors conducting initial and recurrent training in the field of dangerous goods must conduct such courses at least once every 24 months, or, if unable to do so, must undergo recurrent training themselves.

Chapter 9 – Compliance with the Rules

§ 1. Inspection Systems

79. To ensure compliance with the Rules on the transport of dangerous goods, the Civil Aviation Authority has established inspection procedures for all organizations performing functions under these Rules, including packers, shippers, ground handling agents, and operators.

Note 1: These procedures include provisions for:

- *Inspection of dangerous goods consignments that are prepared, offered, accepted, or transported by such organizations;*
- *Inspection of the activities of such organizations;*
- *Investigation of possible violations.*

§ 2. Cooperation Between States

80. The Civil Aviation Authority shall, in cooperation with competent authorities of other States, participate in joint actions related to violations of dangerous goods transport Rules with the objective of eliminating such violations. Joint actions may include coordinated investigations and enforcement measures, information exchange on regulatory compliance history of parties, joint inspections and cooperation on technical issues, exchange of technical personnel and joint meetings and conferences.

81. Information that may be shared between competent authorities includes safety advisories, bulletins, or notices regarding dangerous goods, proposed and implemented regulatory actions, incident reports, documentary and other evidence collected during investigations, proposed and final enforcement documents and awareness and outreach materials intended for broad distribution.

§ 3. Sanctions

82. The Code of Offences of the Kyrgyz Republic provides for appropriate sanctions for violations of Rules on the carriage of dangerous goods aboard aircraft.

83. The Civil Aviation Authority shall take appropriate enforcement measures to ensure compliance with its dangerous goods Rules, including suspension or revocation of authorizations for such operations when it receives information from another competent authority about a violation — for example, when a shipment of dangerous goods is found to be non-compliant with the Technical Instructions upon arrival, and the receiving State notifies the State of origin, if that State is the Kyrgyz Republic.

§ 4. Transport of Dangerous Goods by Post

84. Operators of the Kyrgyz Republic are prohibited from transporting mail items containing dangerous goods if the employees of the postal operator, its agents, or any institution acting on behalf of the operators in accepting, loading, unloading, or handling postal shipments have not been properly trained.

85. Before accepting mail items containing dangerous goods, operators of the Kyrgyz Republic must verify the training of employees of the postal operator, its agents, or any institution acting on their behalf.

Note 1: Under the Universal Postal Union (UPU) Convention, the transport of dangerous goods by post is prohibited, except as provided in the Technical Instructions.

Note 2: The UPU has established control procedures for the air transport of dangerous goods in mail items (see UPU Parcel Post Rules and Letter Post Rules).

Note 3: Guidance material on the control procedures for air transport of dangerous goods in mail items established by designated postal operators is contained in the Supplement to the Technical Instructions (Part S-1, Chapter 3).

Chapter 10 – Reporting of Dangerous Goods Accidents and Incidents

§ 1. General Provisions

86. To prevent recurrence of accidents and incidents involving dangerous goods, the competent authority responsible for investigating such events shall establish procedures for investigation and data collection concerning accidents and incidents related to the transport of dangerous goods occurring in the territory of the Kyrgyz Republic, and accidents and incidents involving transport from or to another State. Copies of such reports shall also be submitted to the Civil Aviation Authority.

87. To prevent the recurrence of accidents and incidents related to dangerous goods, the competent authority responsible for investigating accidents and incidents shall establish procedures for the investigation and collection of information on such events occurring within the territory of the Kyrgyz Republic, in addition to those mentioned in paragraph 1. Copies of these reports must also be submitted to the Civil Aviation Authority.

88. To prevent the recurrence of cases involving the transport of undeclared or mis-declared dangerous goods in cargo, the Civil Aviation Authority has established procedures for the investigation and collection of information on such cases occurring within the territory of the Kyrgyz Republic, related to the transportation of dangerous goods originating from or destined for another state.

89. Organizations that are not air operators but are in physical possession of dangerous goods must comply with reporting requirements in the event of an accident or incident involving dangerous goods, or upon the identification of such an incident. Non-operator organizations that discover undeclared or mis-declared

dangerous goods must also comply with the reporting requirements in accordance with the Civil Aviation Authority of the Kyrgyz Republic's Dangerous Goods Certification Procedures Manual. These organizations may include, but are not limited to, freight forwarders, customs authorities, or security screening services.

Chapter 11 – Provisions on Aviation Security of Dangerous Goods

90. The Civil Aviation Authority of the Kyrgyz Republic implements aviation security measures for dangerous goods applicable to shippers, operators, and other entities involved in the air transport of dangerous goods, with the purpose of minimizing the risk of theft or misuse of such goods that could endanger human life, property, or the environment, in accordance with the requirements of CARKR-17 "Aviation Security."

91. Training on dangerous goods must include components introducing personnel to aviation security aspects.

92. Operators, shippers, and all other parties involved in the transport of high-risk dangerous goods shall establish, implement, and maintain an aviation security program, which must include the following elements:

- a) Clear assignment of responsibilities for aviation security among individuals with the appropriate competence, qualifications, and authority;
- b) Registration data regarding the dangerous goods being transported or the types of such goods;
- c) Assessment of current operations and vulnerability analysis, including intermodal transfers, temporary storage of transit cargo, handling, and distribution processes based on operational circumstances;
- d) Detailed description of implemented measures, including core objectives and principles for:
 - Personnel training (e.g., procedures for dealing with heightened threat levels, background checks during hiring, etc.);
 - Operational practices (e.g., access control to stored dangerous goods, proximity to vulnerable infrastructure, etc.);
 - Equipment and resources used to mitigate threats to aviation security;
- e) Effective and up-to-date methods for communicating information on security threats, breaches, or incidents, as well as measures to address them;
- f) Methods for evaluating and approving aviation security programs, including periodic review and update procedures;
- g) Measures to protect transport-related information contained within the security program;
- h) Measures to ensure strictly limited dissemination of transport-related information.