

NOTICE OF AMENDMENT

Publication of Air Navigation (92 – Carriage of Dangerous Goods) Regulations 2022 and Consequential Amendments to Related Legislation

Please be informed that the Air Navigation (92 – Carriage of Dangerous Goods) Regulations 2022 (“ANR-92”) was published on 27 December 2022, along with consequential amendments to the following:

- Air Navigation Order (“ANO”)
- Air Navigation (91 – General Operating Rules) Regulations 2018 (“ANR-91”)
- Air Navigation (121 – Commercial Air Transport by Large Aeroplanes) Regulations 2018 (“ANR-121”)
- Air Navigation (135 – Commercial Air Transport by Helicopters and Small Aeroplanes) Regulations 2018 (“ANR-135”)

ANR-92

ANR-92 will replace Part VB and the Nineteenth Schedule of the ANO in regulating the safe transport of dangerous goods by air. The requirements in ANR-92 are to implement the international standards and recommended practices of Annex 18 to the Convention of International Civil Aviation and its associated Technical Instructions for the Safe Transport of Dangerous Goods by Air. Two key enhancements to the regulation of carriage of dangerous goods by air are introduced under ANR-92.

First, to avoid duplication and reduce regulatory burden, Singapore air operator certificate (AOC) holders will no longer need to apply for a dangerous goods permit to transport dangerous goods as cargo on their aircraft. This is because they are already currently authorised as part of AOC certification. Consequently, it is not necessary for the AOC holder with such authorisation to have an additional dangerous goods permit. Any other air operator, including a foreign air operator, without such an authorization

will still need to obtain a dangerous goods permit prior to its carriage of dangerous goods.

Second, dangerous goods training programmes of ground handling and aviation security screening service providers will now need to be approved by CAAS as well, in addition to those of Singapore AOC holders and the public postal operator. This is to ensure that ground handling staff responsible for accepting, loading and handling cargo, mail and baggage, as well as security screening staff responsible for screening such articles, are trained and assessed to be competent prior to fulfilling their responsibilities.

Besides the enhancements above, a contravention to a regulation in ANR-92 may be subject to financial penalties instead of criminal penalties. Existing requirements in the ANO such as the following are also restructured under the ANR-92 for greater clarity:

- The requirement for an additional approval for the transport of certain dangerous goods as specified in the ICAO TI;
- The requirement for an air operator and a ground handler to comply with the ICAO TI when loading dangerous goods as cargo on board an aircraft;
- The acceptance requirement applicable to a public postal operator of dangerous goods, and lithium batteries specifically, in mail;
- The requirements applicable to a shipper and the shipper's agent;
- The training and reporting requirements applicable to specified persons, such as a ground handling agent.

Consequential amendments

With the introduction of ANR-92, Part VB and the Nineteenth Schedule of the ANO will be deleted. References and definitions in ANR-91, ANR-121 and ANR 135 relating to these ANO provisions will also be updated to refer to ANR-92 accordingly.

The ANR-92 and the consequential amendments will come into effect on 1 January 2023 and can be found at our [CAAS website](#).

Should you have any suggestions or comments on the above, please provide your feedback to <https://go.gov.sg/publication-feedback>.

Issued by
SAFETY POLICY AND PLANNING DIVISION
CIVIL AVIATION AUTHORITY OF SINGAPORE