



## **PART-92**

CAA Consolidation

### **Carriage of Dangerous Goods**

## **DESCRIPTION**

Part 92 prescribes rules governing the carriage of dangerous goods by air.

Part 92 does not apply to articles or substances that are –

- specifically excluded under Part One in the Technical Instructions
- required to be aboard an aircraft in accordance with the airworthiness or operational requirements of the Civil Aviation Rules
- approved by the Director to meet special operational requirements.

**This document is the current consolidated version of Part 92 produced by the Civil Aviation Authority, and serves as a reference only. It is compiled from the official ordinary rules that have been signed into law by the Minister of Road and Transport Development. Copies of the official rule and amendments as signed by the Minister may be obtained from the Civil Aviation Authority or may be downloaded from the official web site at: [www.mcaa.gov.mn](http://www.mcaa.gov.mn)**

**Bulletin**

Subject to “Memorandum for Technical Cooperation” between the CAA of Mongolia and New Zealand on mutual cooperation in implementation of Assembly Resolution A29-3: Global Rule Harmonization, 29<sup>th</sup> ICAO Assembly, 1992, which urges States to promote global harmonization of national rules, dated 6<sup>th</sup> of May, 1999, Mongolian Civil Aviation Safety Regulation has been developed.

**Amendment history****Effective date**

Original issue	01 March 2002
Amendment 1	29 February 2008
Amendment 2	16 September 2009
Amendment 3	07 May 2010
Amendment 4 (Re-issue)	... year ... month....

**Note:** This Part 92 re-issue has been released in English and Mongolian languages, based on NZCAR Part 92 Amend.2.

## List of Rules

<b>Subpart A — General</b> .....	<b>5</b>
92.1 Purpose .....	5
92.3 Definitions .....	5
92.5 Reserved .....	6
92.7 General carriage requirements .....	6
92.9 Forbidden dangerous goods .....	7
92.11 Exceptions .....	7
92.13 Carriage by passenger or crew member .....	8
92.15 Offer of goods .....	8
92.17 Custody of dangerous goods .....	9
<b>Subpart B — Packaging, Packing, Marking, and Labelling</b> .....	<b>9</b>
92.51 Packaging requirements .....	9
92.53 Packaging approval .....	9
92.55 Packing requirements .....	10
92.57 Marking requirements .....	10
92.59 Labelling requirements .....	10
<b>Subpart C — Offer of Dangerous Goods</b> .....	<b>11</b>
92.101 Applicability .....	11
92.103 Offer of dangerous goods .....	11
92.105 Dangerous goods transport document .....	11
<b>Subpart D — Operator</b> .....	<b>12</b>
92.151 Applicability .....	12
92.153 Acceptance of dangerous goods .....	12
92.155 Acceptance check .....	12
92.157 Aircraft loading restrictions .....	13
92.159 Incompatible dangerous goods .....	14
92.161 Separation, segregation, and security .....	14
92.163 Loading inspection .....	14
92.165 Unloading inspection .....	14
92.167 Removal of damage or leakage .....	15
92.169 Infectious substances .....	15
92.171 Radioactive material .....	15
92.173 Information to pilot-in-command .....	15
92.175 Information to employees .....	16
92.177 Information in cargo acceptance areas .....	16
92.179 Information to passenger .....	16
92.181 Custody by operator .....	17
<b>Subpart E — Training</b> .....	<b>17</b>
92.201 Applicability .....	17
92.203 Dangerous goods training programs .....	17
92.205 Recurrent training .....	18
92.207 Personnel records .....	18
<b>Appendix A — Dangerous Goods Training Program</b> .....	<b>20</b>

## Subpart A — General

### 92.1 Purpose

- (a) This Part prescribes rules governing the carriage of dangerous goods by air.
- (b) This Part does not apply to articles or substances that are—
  - (1) specifically excluded under Part One in the Technical Instructions; or
  - (2) required to be aboard an aircraft in accordance with the airworthiness or operational requirements of the Civil Aviation Rules; or
  - (3) approved by the Director to meet special operational requirements.
- (c) Articles and substances intended as replacements for those covered by paragraphs (b)(2) and (3) must be carried in accordance with this Part except when consigned by operators in accordance with Part 1, Chapter 2, Paragraph 2.2 of the Technical Instructions.

### 92.3 Definitions

In this Part—

**Receptacle** means a containment vessel for receiving and holding a substance or article, including any means of closing:

**Cargo aircraft** means an aircraft, other than an aircraft that carries passengers, which is carrying goods or property:

**Proper shipping name** means the name used to describe a particular article or substance in every shipping document and notification and, where appropriate, on packaging:

**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, except for—

- (1) an overpack; or
- (2) a freight container for radioactive materials.

**Classification of dangerous goods (Classes 1 to 9)** have the same meaning as defined in Part 2 of the Technical Instructions:

**Packaging** means the receptacle and any other components necessary for the receptacle to perform its containment function and to ensure compliance with the packing requirements of Annex 18 to the Convention:

**Package** means the complete product for the packing operation consisting of the packaging and its contents prepared for transport:

**Overpack** means an enclosure used to contain 1 or more packages and to form 1 handling unit for convenience of handling and stowage:

**Approved handler** means someone who has been certified to handle very hazardous substances. Approved handler test certificates are issued by test certifiers and are valid for five years:

**Consignment** means 1 or more packages of dangerous goods accepted by an operator from 1 consignor at one time and at 1 address, receipted for in 1 lot and moving to 1 consignee at 1 destination address:

**UN number** means the 4 digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances:

**Packing** means the art and operation by which articles or substances are enveloped in wrappings, enclosed in packagings or otherwise secured:

**Regular shipper** means any person who—

- (1) manufactures or supplies dangerous goods and offers those dangerous goods for carriage by air; or
- (2) provides a service to the public to arrange the offer of dangerous goods for carriage by air:

**Operator** means a person engaged in or offering to engage in an aircraft operation:

**Handling agent** means an agency which performs on behalf of the operator some or all of the operator's functions including receiving, loading, unloading, transferring, or other processing of passengers or cargo:

**Postal article** means a letter, parcel, or other article that has been posted and has not been delivered; and includes—

- (1) an article that, although it may have been delivered, has not reached the hands of the addressee:
- (2) the contents of any such letter, parcel, or article:

## **92.5 Reserved**

## **92.7 General carriage requirements**

(a) A person must not offer or accept dangerous goods for carriage by air unless those goods are classified, documented, certificated, described, packaged, marked, and labelled in accordance with the Technical Instructions, and are in the condition for shipment prescribed by the Technical Instructions.

(b) A person must not carry dangerous goods by air unless those goods are accepted, handled, and carried in accordance with the Technical Instructions or under the provisions of this Part.

## 92.9 Forbidden dangerous goods

(a) Except as provided in paragraph (b), a person must not offer or accept dangerous goods for carriage by air if the dangerous goods are forbidden for carriage by air under the Technical Instructions.

(b) A person may offer or accept for carriage by air an article or substance identified as being forbidden in columns 9 and 10, or 11 and 12, of the Dangerous Goods List in the Technical Instructions, including that article or substance described as not otherwise specified, if the Director approves the carriage of the article or substance.

## 92.11 Exceptions

(a) A member of the Police may carry dangerous goods in an aircraft in the course of that person's duties without complying with this Part if the aircraft is performing an operation solely for Police purposes.

(b) A person may offer or accept Class 1 dangerous goods for carriage by air without complying with this Part if—

- (1) carriage is approved by an approved handler; and
- (2) the dangerous goods are carried—
  - (i) under the supervision of an approved handler; or
  - (ii) in accordance with instructions given by an approved handler and that approved handler is readily contactable to provide assistance at all times whilst the dangerous goods are being carried; and
- (3) safety and emergency procedures are established for the carriage of the goods; and
- (4) the goods are—
  - (i) in a proper condition for carriage by air; and
  - (ii) stowed and secured for safe carriage; and
- (5) the aircraft does not carry any passenger other than a passenger who is essential for the purpose of the flight; and
- (6) the flight is conducted clear of any congested area of a city, town, or settlement.

(c) A person may offer or accept dangerous goods for carriage by air that are for the recreational use of a passenger without complying with this Part if—

- (1) the dangerous goods are carried in an unpressurised aircraft that—
  - (i) has a MCTOW of 5700 kg or less; and
  - (ii) is on a domestic VFR flight; and

- (2) the dangerous goods are not listed in the Dangerous Goods List in the Technical Instructions as being forbidden for carriage by air in an aircraft that carries passengers; and
- (3) safety and emergency procedures for the carriage of the dangerous goods are established; and
- (4) each item of dangerous goods is identified; and
- (5) the pilot-in-command is informed of the hazardous nature of the goods; and
- (6) the dangerous goods are—
  - (i) in a proper condition for carriage by air; and
  - (ii) segregated if they are likely to react dangerously together; and
  - (iii) stowed, secured, and, if necessary, packed, to prevent leakage or damage in flight; and
- (7) the only passengers carried aboard the aircraft are passengers who are associated with the dangerous goods.

### **92.13 Carriage by passenger or crew member**

A person shall not carry dangerous goods or cause dangerous goods to be carried aboard an aircraft in checked or carry-on baggage or on their person unless permitted by the Technical Instructions.

### **92.15 Offer of goods**

- (a) Each person who offers an article or substance for carriage by air shall—
  - (1) if the article or substance is not a dangerous good, provide the operator with a signed document that—
    - (i) accurately describes the article or substance; or
    - (ii) states that the article or substance is not a dangerous good; or
  - (2) if the article or substance is a dangerous good, comply with Subpart C.
- (b) Paragraph (a)(1) shall not apply to—
  - (1) a postal article; or
  - (2) checked or carry-on baggage.



**92.17 Custody of dangerous goods**

- (a) Any dangerous goods offered or accepted for carriage by air that are associated with an accident or incident reported under Part 12 shall be deemed to be in the custody of the Director.
- (b) The Director may—
- (1) inspect and open any of those goods specified in paragraph (a); and
  - (2) retain samples of the contents for testing and analysis and for evidential purposes.

**Subpart B — Packaging, Packing, Marking, and Labelling****92.51 Packaging requirements**

- (a) A person shall not mark, label, certify, or offer a packaging as meeting the requirements of this Part unless the packaging is—
- (1) manufactured, fabricated, marked, maintained, reconditioned, and repaired, as applicable, in accordance with the Technical Instructions; and
  - (2) tested in accordance with the Technical Instructions; and
  - (3) for a Mongolian manufactured packaging—
    - (i) tested by an accredited organisation; and
    - (ii) except for class 7 dangerous goods, approved by the Director; and
    - (iii) for class 7 dangerous goods, approved by the National Radiation Laboratory; and
  - (4) for a packaging not manufactured in Mongolian, manufactured and tested in an ICAO contracting State.
- (b) Paragraphs (a)(3) and (4) shall not apply to a packaging that is not required by the Technical Instructions to be tested.

**92.53 Packaging approval**

- (a) An application for an approval under rule 92.51(a)(3)(ii), or renewal of an approval, must be made by submitting to the Director a packaging performance test report in accordance with the Technical Instructions.
- (b) An approval referred to in paragraph (a) may be granted if—
- (1) the packaging performance test report indicates a successful result; and
  - (2) the applicant pays any applicable fees or charges prescribed by regulations.

- (c) An approval granted under paragraph (b) may—
- (1) be granted or renewed for a period of up to 5 years; and
  - (2) remain in force until it expires or is revoked; and
  - (3) specify markings to be placed on the packaging in accordance with the Technical Instructions.

### **92.55 Packing requirements**

Each person who packs dangerous goods for carriage by air shall—

- (1) pack the goods in accordance with the Technical Instructions; and
- (2) except where the Technical Instructions otherwise provides, ensure that the packaging—
  - (i) is used as specified in the applicable test; and
  - (ii) conforms in all respects with the design type, including the method of packing and size and type of any inner packagings, which was tested.

### **92.57 Marking requirements**

Each person who marks a package or overpack containing dangerous goods for carriage by air shall mark the package or overpack—

- (1) in accordance with the Technical Instructions; and
- (2) with the following:
  - (i) the proper shipping name of the dangerous goods, and, if appropriate, supplemented with the technical name:
  - (ii) when assigned, the corresponding UN number, preceded by the letters UN:
  - (iii) the name and address of the person who offers the dangerous goods for carriage by air and the consignee:
  - (iv) such other markings as are specified in the Technical Instructions.

### **92.59 Labelling requirements**

A person who labels a package or overpack containing dangerous goods for carriage by air must—

- (1) label each package and overpack in accordance with the Technical Instructions; and
- (2) ensure that each hazard label indicates the true nature of the hazard in accordance with the Technical Instructions.

## Subpart C —Offer of Dangerous Goods

### 92.101 Applicability

- (a) This Subpart prescribes rules governing the offer of dangerous goods for carriage by air.
- (b) Each person who performs a function required by this Subpart on behalf of the person who offers the dangerous goods for carriage by air, shall perform that function in accordance with this Subpart.

### 92.103 Offer of dangerous goods

Each person who offers a package or overpack containing dangerous goods for carriage by air shall ensure that—

- (1) the dangerous goods are not forbidden under the Technical Instructions for carriage by air; and
- (2) the dangerous goods are certified in accordance with this Subpart; and
- (3) the dangerous goods are packaged, packed, marked, and labelled in the manner described in Subpart B; and
- (4) when required by the Technical Instructions, the dangerous goods are accompanied by a dangerous goods transport document that has been executed and signed in accordance with 92.105; and
- (5) the goods have otherwise complied with the Technical Instructions.

### 92.105 Dangerous goods transport document

(a) Each person who offers dangerous goods for carriage by air shall, subject to 92.103(4), provide the operator with 2 copies of a completed and signed dangerous goods transport document that—

- (1) accurately describes the dangerous goods in the following order by their—
  - (i) proper shipping name; and
  - (ii) class or, when assigned, division, including for Class 1, compatibility group; and
  - (iii) UN number, if any, preceded by the letters UN; and
  - (iv) where assigned, the appropriate packing group; and
- (2) bears the following declaration signed by the person who offered the dangerous goods for carriage by air:

*I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked, and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations; and*

(3) complies with any additional requirements prescribed by the Technical Instructions.

(b) The declaration required by paragraph (a)(2) may omit the reference to placarded, where appropriate.

## Subpart D — Operator

### 92.151 Applicability

(a) This Subpart prescribes rules governing the—

- (1) acceptance, handling, storage, loading, and inspection of dangerous goods by operators; and
- (2) provision of information by operators concerning dangerous goods.

(b) Where a person performs a function required by this Subpart on behalf of the operator, that person shall perform the function in accordance with this Subpart.

(c) Nothing in this Subpart should be interpreted as requiring an operator to carry a particular article or substance or as preventing an operator from imposing special requirements on the carriage of a particular article or substance.

### 92.153 Acceptance of dangerous goods

An operator shall not accept for carriage by air a package, overpack, or, where permitted by the Technical Instructions, a unit load device, containing dangerous goods, unless—

- (1) it is accompanied by 2 copies of the dangerous goods transport document prescribed in 92.105, except where the Technical Instructions state that such a document is not required; and
- (2) the package, overpack, or unit load device has been—
  - (i) inspected in accordance with 92.163; and
  - (ii) marked and labelled in accordance with 92.57 and 92.59.

### 92.155 Acceptance check

Each operator who accepts dangerous goods for carriage by air shall—

- (1) use an acceptance check-list to ensure that—
  - (i) the requirements in 92.153 are performed; and
  - (ii) the dangerous goods transport document meets the requirements in 92.105; and
- (2) maintain a record of the results of the acceptance check; and

- (3) retain the record required in subparagraph (2) for a minimum period of 6 months.

### **92.157 Aircraft loading restrictions**

(a) Except as provided in paragraph (b), an operator shall not carry dangerous goods in an aircraft cabin occupied by passengers or on the flight deck of an aircraft.

(b) An operator may—

- (1) permit a passenger or crew member to carry dangerous goods in checked or carry on baggage or on their person if permitted to do so under the Technical Instructions; and
- (2) permit carriage of radioactive material in an aircraft cabin occupied by passengers or on the flight deck of an aircraft if permitted to do so as an excepted package under the Technical Instructions; and
- (3) if performing a domestic operation, carry the following dangerous goods in the cargo compartment of a passenger cabin, where the aircraft is not equipped with a class B cargo compartment:
  - (i) Class 1, Division 1.4 Compatibility Group S explosives:
  - (ii) Class 2, Division 2.2, non-flammable, non-toxic gas:
  - (iii) Class 3, flammable liquids, Packing Group III:
  - (iv) Class 4, Division 4.1, flammable solids, Packing Group III:
  - (v) Class 5, Division 5.1, oxidizing substances, Packing Group III:
  - (vi) Class 6, Division 6.1, poisonous substances, Packing Group III:
  - (vii) Class 7, radioactive materials loaded in compliance with the minimum separation distances:
  - (viii) Class 8, Packing Group III substances:
  - (ix) Class 9, miscellaneous goods.

(c) An operator may carry dangerous goods in a main deck cargo compartment of an aircraft that carries passengers if the compartment meets all certification requirements for a class B cargo or baggage compartment.

(d) Each operator who accepts dangerous goods for carriage by air shall load packages of dangerous goods bearing the *Cargo Aircraft Only* label on cargo aircraft.

**92.159 Incompatible dangerous goods**

An operator who accepts dangerous goods for carriage by air shall not stow packages containing dangerous goods which might react dangerously together, next to each other or in a position that would allow interaction between them in the event of leakage.

**92.161 Separation, segregation, and security**

Each operator who accepts dangerous goods for carriage by air shall—

- (1) stow packages of poisons and infectious substances in accordance with the Technical Instructions; and
- (2) stow radioactive materials separate from persons, live animals, and undeveloped film in accordance with the Technical Instructions; and
- (3) protect the dangerous goods loaded on an aircraft from being damaged; and
- (4) secure such goods in the aircraft in a manner that will prevent any movement in flight which would change the orientation of the packages.

**92.163 Loading inspection**

An operator shall not load—

- (1) a package or overpack containing dangerous goods onto an aircraft or into a unit load device unless it has been—
  - (i) inspected immediately prior to loading; and
  - (ii) found free from evidence of leakage or damage; and
- (2) a unit load device onto an aircraft until the device has been—
  - (i) inspected immediately prior to loading; and
  - (ii) found free of any evidence of leakage from, or damage to, any dangerous goods contained within.

**92.165 Unloading inspection**

Each operator who carries a package or overpack containing dangerous goods by air shall inspect the package or overpack for signs of damage or leakage when unloading from the aircraft or unit load device.

**92.167 Removal of damage or leakage**

Where evidence of damage or leakage is found when unloading an aircraft, the operator shall—

- (1) inspect the area of the aircraft where the dangerous goods or unit load device was stowed for damage or contamination; and
- (2) remove any hazardous contamination.

**92.169 Infectious substances**

Where any package containing infectious substances loaded on an aircraft appears to be damaged or leaking, the operator shall—

- (1) avoid handling the package or keep handling to a minimum; and
- (2) inspect adjacent packages for contamination and put aside any that may be contaminated; and
- (3) inform the appropriate public health authority or veterinary authority and provide information on any other countries of transit where any persons may have been exposed to danger; and
- (4) notify the consignor or the consignee.

**92.171 Radioactive material**

Each operator who carries dangerous goods by air shall, where the aircraft has been contaminated by radioactive materials—

- (1) immediately take the aircraft out of service; and
- (2) not return the aircraft into service until the radiation level at any accessible surface and the remaining contamination does not exceed the values specified in the Technical Instructions.

**92.173 Information to pilot-in-command**

(a) Each operator of an aircraft in which dangerous goods are to be carried shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with written information concerning those goods in accordance with the Technical Instructions.

(b) The operator shall ensure that the information in paragraph (a) is—

- (1) readily available to the pilot-in-command during the flight; and
- (2) presented on a dedicated form.

(c) Each operator of an aircraft in which dangerous goods are being carried that require a dangerous goods transport document to be completed under 92.105 shall, before the departure of the aircraft, provide the pilot-in-command of the aircraft with information for use in emergency response to accidents and incidents involving the dangerous goods being carried.

(d) The operator shall ensure that the information required in paragraph (c) is readily available to the pilot-in-command during the flight.

(e) The operator shall ensure that the information required in paragraph (c) is that provided by—

- (1) the current ICAO Doc 9481 Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods; or
- (2) any other document which provides similar information concerning the dangerous goods being carried.

#### **92.175 Information to employees**

Each operator shall provide such information to their employees and, where applicable, their handling agent, as will enable them to carry out their responsibilities with regard to the carriage of dangerous goods including—

- (1) instructions on action to be taken in emergencies arising involving the dangerous goods; and
- (2) such other information as specified in the Technical Instructions.

#### **92.177 Information in cargo acceptance areas**

(a) Each operator shall display notices to the public at cargo acceptance areas providing information about the carriage of dangerous goods.

(b) The notices in paragraph (a) shall be—

- (1) sufficient in number; and
- (2) prominently displayed.

#### **92.179 Information to passenger**

(a) An operator of an aircraft must inform a passenger of the type of goods that he or she is prohibited from carrying aboard an aircraft.

(b) The information required by paragraph (a) must be provided—

- (1) by notices sufficient in number and prominently displayed—
  - (i) at each location where tickets are issued and baggage checked; and
  - (ii) in each aircraft boarding area; and
- (2) with the passenger ticket, or if no physical ticket is issued, as part of the booking confirmation.



**92.181 Custody by operator**

Where the operator is in possession of dangerous goods that are deemed to be in the custody of the Director under 92.17, the operator—

- (1) shall take all reasonable precautions to secure the goods until they are in the possession of the Director; and
- (2) may release the goods taken into custody when the Director states that they are no longer needed for inspection, testing, analysis, or evidential purposes.

**Subpart E — Training****92.201 Applicability**

This Subpart prescribes rules governing the dangerous goods training requirements for—

- (1) regular shippers of dangerous goods and their agents; and
- (2) operators who accept dangerous goods for carriage by air; and
- (3) handling agents who accept dangerous goods for carriage by air; and
- (4) agencies, organisations and persons, other than operators, involved in processing or carrying by air either passengers or cargo; and
- (5) agencies engaged in the security screening of passengers and their baggage.

**92.203 Dangerous goods training programs**

(a) A holder of an air operator certificate issued in accordance with Part 119, or the certificate holder's handling agent must ensure that personnel who are assigned duties involving dangerous goods that are intended for carriage by air have satisfactorily completed a dangerous goods training program, including recurrent training under rule 92.205, in accordance with Appendix A conducted by—

- (1) the holder of an air operator certificate issued in accordance with Part 119 if the certificate authorises dangerous goods training; or
- (2) the holder of an aviation training organisation certificate issued in accordance with Part 141 if the certificate authorises dangerous goods training.

(b) A person, other than the holder of an air operator certificate or the certificate holder's handling agent, must ensure that personnel assigned duties involving dangerous goods that are intended for carriage by air have satisfactorily completed a dangerous goods training program, including recurrent training under rule 92.205 if applicable, in accordance with Appendix A conducted by the holder of—

- (1) an aviation training organisation certificate issued in accordance with Part 141 if the certificate authorises dangerous goods training; or
  - (2) a current International Air Transport Association dangerous goods training program Certificate of Accreditation.
- (c) An operator of a Mongolian registered aircraft in a foreign State is not required to comply with paragraph (a) if the loading and unloading of aircraft is performed by personnel of that State who—
- (1) are supervised by a person who has completed the training requirements under rule 92.203; or
  - (2) have satisfactorily completed a dangerous goods training program required by that State; or
  - (3) have satisfactorily completed a dangerous goods training program conducted by—
    - (i) another operator that is a member airline of the International Air Transport Association; or
    - (ii) the holder of a current International Air Transport Association dangerous goods training program Certificate of Accreditation.
- (d) An operator or handling agent of a foreign registered aircraft in Mongolia is not required to comply with paragraph (a) if the personnel who are assigned dangerous goods duties have satisfactorily completed a dangerous goods training program required by the State of the aircraft's registry.

#### **92.205 Recurrent training**

Each person who is required under 92.203 to have completed a dangerous goods training program shall—

- (1) within 2 years of completing the program, undertake a recurrent dangerous goods training program; and
- (2) repeat the recurrent dangerous goods training program at intervals not exceeding 2 years.

#### **92.207 Personnel records**

(a) Each person to whom this Subpart applies shall retain a record, for every person assigned duties involving dangerous goods, for the duration of the person's employment.

(b) The record required to be retained under paragraph (a) shall identify for each person—

- (1) the initial training program and last recurrent training undertaken; and
- (2) when it was undertaken; and
- (3) the identity of the person and organisation that conducted the training; and
- (4) the result and competence achieved.

## Appendix A — Dangerous Goods Training Program

Each dangerous goods training program undertaken by a person shall be commensurate with the duties involving dangerous goods assigned to that person and include—

- (1) general familiarisation training, aimed at providing familiarity with the general provisions; and
- (2) function-specific training, providing detailed training in the requirements applicable to the function for which the person is responsible; and
- (3) safety training, covering the hazards presented by dangerous goods, safe handling and emergency response procedures; and
- (4) the following applicable subject matter:

Category of Personnel	Subject Matter
<b>Operator acceptance personnel</b>	Mongolian legislation; classification of dangerous goods; prohibitions; packing instructions; labelling and marking; dangerous goods transport document(s) operator responsibilities; shipper responsibilities; emergency procedures
<b>Personnel engaged in the ground handling storage and loading of dangerous goods</b>	General philosophy; labelling and markings; handling and loading procedures; compatibility; emergency procedures
<b>Passenger handling personnel and security staff who screen passengers and baggage</b>	General philosophy; Mongolian legislation; dangerous goods prohibited; exceptions for passengers; general label identification
<b>Flight crew members</b>	General philosophy; Mongolian legislation; labelling and marking; pilots notification; emergency procedures; compatibility; loading procedures
<b>Crew members other than flight crew members</b>	General philosophy; Mongolian legislation; dangerous goods prohibited; exceptions for passengers; general label identification; emergency procedures
<b>Packers</b>	Classes of dangerous goods; list of dangerous goods; general packing requirements; equivalents; specific packing instructions; labelling and marking
<b>Regular shippers and their agents</b>	Classification of dangerous goods; list of dangerous goods' prohibitions; packing instructions; labelling and marking; shippers responsibilities; dangerous goods transport document

--oOo--