



New Zealand

Annex Reference	THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference 2.1.4 Standard	<p>2.1.4 For the State of Overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.</p> <p><i>Note 1.— For the purpose of approvals, “States concerned” are the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.</i></p> <p><i>Note 2.— For the purpose of exemptions, “States concerned” are the States of Origin, Operator, Transit, Overflight and Destination.</i></p> <p><i>Note 3.— Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Supplement to the Technical Instructions (Part S-I, Chapter I, 1.2 and 1.3).</i></p> <p><i>Note 4.— Refer to 4.3 for dangerous goods forbidden for transport by air under any circumstances.</i></p> <p><i>Note 5.— It is not intended that this Annex be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.</i></p>	CAR Part 92.	Different in character or other means of compliance	Not specifically provided for in Part 92, but exemptions, generally, are provided for in the CA Act s37.	
Chapter 2 Reference 2.2.2 Recommendation	<p>2.2.2 Recommendation.— Each Contracting State should inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.</p>	CAR Part 92.	Less protective or partially implemented or not implemented	Not specifically provided for, but would happen in practice.	



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Chapter 2 Reference 2.3.1 Recommendation	2.3 Domestic civil aircraft operations Recommendation. — <i>In the interests of safety and of minimizing interruptions to the international transport of dangerous goods, Contracting States should also take the necessary measures to achieve compliance with the Annex and the Technical Instructions for domestic civil aircraft operations.</i>	CAR Part 92.7 and 92.11	Less protective or partially implemented or not implemented	New Zealand's dangerous goods policy is to fully apply the Technical Instructions for all international air transport, and to apply the Technical Instructions for all domestic air transport apart from some minor differences.	These minor variations to the Technical Instructions have been notified to ICAO as per provision 2.5 of this Annex.
Chapter 9 Reference 9.5 Standard	9.5 Information from pilot-in-command to aerodrome authorities If an in-flight emergency occurs, the pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.	CAR Part 92.	Less protective or partially implemented or not implemented	Not specified in CARs.	



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Chapter 9 Reference 9.6.1 Standard	<p>9.6 Information in the event of an aircraft accident or incident</p> <p>9.6.1 In the event of:</p> <p>a) an aircraft accident; or</p> <p>b) a serious incident where dangerous goods carried as cargo may be involved,</p> <p>the operator of the aircraft carrying dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible, the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.</p>	CAR 91.411A; CAR Part 92.	Less protective or partially implemented or not implemented	Not specified in CARs, although partially addressed by CAR 91.411A, Pilot-in-command and operator to inform ATS unit of carriage of dangerous goods.	
Chapter 1 Reference 10.2.2 Standard	<p>10.2.2 Dangerous goods training programmes for designated postal operators shall be approved by the civil aviation authority of the State where the mail is accepted by the designated postal operator.</p>	CAR 92.203.	Less protective or partially implemented or not implemented	The rule does not provide for postal operators.	

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