



OPERATIONS ADVISORY CIRCULAR

Barbados Civil Aviation
Department

BCAD Document OAC-008

TRANSPORT OF SPORTING WEAPONS BY AIR

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TRANSPORT OF SPORTING WEAPONS BY AIR

1 INTRODUCTION

There are no internationally agreed standards for the carriage of sporting weapons on aircraft but there are security requirements which will apply to them. This Operations Advisory Circular (OAC-009) therefore, provides the guidance material necessary for their carriage.

Any firearm which is not a munition of war must be treated as a sporting weapon for the purposes of its carriage on an aircraft, otherwise it would not be subject to any controls in respect of its stowage and the need to be unloaded (when a firearm). Although a weapon may be defined as sporting, this does not mean it would be excluded from the Firearms Acts and under the State's legislation, it may still be a prohibited weapon. The onus is on the operator or handling agent to ensure all relevant legislation is met when dealing with sporting weapons for carriage by air.

2 Legal Requirements

Definition

There is no internationally agreed definition of sporting weapons. In general they may be any weapon which is not a munition of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which may at one time have been a munition of war (such as a musket), may now be regarded as a sporting weapon. A firearm is any gun, rifle or pistol which fires a projectile. In the absence of a specific definition the following firearms are generally regarded as being sporting weapons:

- a) those designed for shooting game, birds and other animals;
- b) those used for target shooting, clay pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces;
- c) airguns, dart guns, starting pistols, etc.

Where there is doubt as to whether or not a weapon is a sporting weapon, the Barbados Civil Aviation Department (BCAD) should be consulted

Conditions for Transport

No approval is required from the BCAD for the transport of sporting weapons providing certain conditions are met. These are:

- a) the operator takes all reasonable measures to ensure he is informed of the intended carriage of the weapons;
- b) the weapons are stowed in a place which is inaccessible to passengers during flight;
- c) for firearms or other weapons that can contain ammunition, they are unloaded.

In these circumstances the Commander does not need to be informed that there are sporting

weapons on the aircraft.

With the prior agreement of the BCAD, sporting weapons may be carried other than in an inaccessible location on an aircraft if it has been accepted that it is impracticable to do so e.g. if there is no separate cargo compartment. The BCAD will take into account the nature of the flight, its origin and destination, and the possibility of unlawful interference. In addition, they will be seeking for the weapons to be stowed so they are not immediately accessible to passengers e.g. by having them in locked boxes, in checked baggage which is stowed under other baggage or under fixed netting. When sporting weapons are stowed other than totally inaccessible the Commander must be so informed.

3 Ammunition for Sporting Weapons

Ammunition for a sporting weapon is dangerous goods by definition and as such it is covered by the requirements of the Technical Instructions. Where the ammunition is in a passenger's baggage it may be carried subject to the agreement of the operator, providing:

- a) it is in checked baggage;
- b) it is in Division 1.4S (see the Note);
- c) it is for the person's own use;
- d) it is securely boxed;
- e) the quantity does not exceed 5 kg gross mass; and
- f) it does not contain any which have explosive or incendiary projectiles.

NOTE: Division 1.4S is a classification assigned to an explosive. It refers to cartridges which are packed or designed so that any dangerous effects from the accidental functioning of one or more cartridges in a package are confined within the package unless it has been degraded by fire, when the dangerous effects are limited to the extent that they do not hinder fire fighting to other emergency response efforts in the immediate vicinity of the package. Cartridges for sporting use are likely to be within Division 1.4S.

4 Calibres of Sporting Weapons

Although there is no internationally agreed definition for sporting weapons, this does mean there are some occasions when difficulties may arise in establishing whether or not a weapon is a sporting weapon. What can be of help is knowing who are the shipper and consignee and what is the calibre of the weapon. For instance, the calibres shown below are known to be found only in sporting weapons:

.22	.318	.270
.30/06	.350	
.243	.375	

It may be thought that the typical sporting weapon is the 12gauge shotgun; however, there are versions of it in use which meet the definition of munitions of war. In most instances in air transport, however, it is likely to be a sporting weapon, particularly when carried by a passenger.

Similarly, there are other calibres where in almost all instances the weapon is likely to be a sporting weapon; these are:

.25mm	.377	.475	6 .5 mm	9 .5 mm
.44-40	.404	.500/465	7 mm	
.275	.410	.505	7 .9 mm	
.300	.416	.577	8 mm	
.308	.450	6 .35 mm	9 .3 mm	

For calibres typically found in munitions of war see OAC-010

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