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Barbados Civil Aviation
Department

BCAD Document OAC-009

TRANSPORT OF MUNITIONS OF
WAR BY AIR

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TRANSPORT OF MUNITIONS OF WAR BY AIR

1 INTRODUCTION

Under the International Convention on Civil Aviation, member States have the right to control the air transport of munitions of war through their territory. However, unlike the transport of dangerous goods, there are currently no internationally agreed standards and it has been left to each individual State to develop its own requirements depending on circumstances and national needs.

Barbados Civil Aviation (Air Operator Certification and Administration) Regulations Reg. No.69 contains the requirements for munitions of war; it applies to aircraft registered in the State of Barbados no matter where they are operating, and to aircraft registered in a country other than Barbados and when they are operating in the Barbados. Except for brief references to the Firearms Acts, the onus is on the operator or handling agent to ensure all relevant legislation is met when dealing with munitions of war for carriage by air.

If a firearm is not ammunition of war, it should be treated as a sporting weapon for the purposes of its carriage on an aircraft.

2 Legal Requirements Definition

Munitions of war include the following:

- a) weapons and ammunition carried for personal protection from attack by other persons, except where the calibre of the weapon is such that it is only effective at close range e.g..22 hand gun;
- b) weapons and ammunition carried by someone giving official protection from attack to another person;
- c) weapons and ammunition used by police forces, para-military, military or armed forces.

"Weapons and ammunition" includes component parts and accessories. Where there is doubt as to whether or not a weapon, ammunition etc. is a munition of war, the Barbados Civil Aviation Department (BCAD) should be consulted.

Approval to Transport

Munitions of war can only be carried on aircraft with the approval of all the States concerned. These may be the States of origin, transit, overflight and destination of the consignment and that of the operator. In the State of Barbados the BCAD is responsible for considering applications for the grant of an approval.

A suitable application form requesting the grant of an approval is shown in Appendix 1 together with guidance on its completion. Application should be made to the BCAD, at least

10 working days before the intended flight and include all the required information, as indicated on the model form in Appendix 1.

Conditions for Transport

Once an approval has been granted, munitions of war may only be carried on an aircraft when they are stowed in a place which is inaccessible to passengers during flight and, in the case of firearms, when they are unloaded. In exceptional circumstances they may be carried under different conditions providing an appropriate approval has been granted.

No matter how it is intended that munitions of war be carried on an aircraft, the Commander must be informed before a flight of what are to be carried and where they are located

3 Munitions of War which are also Dangerous Goods

Some munitions of war are also dangerous goods by definition e.g. ammunition, bombs, torpedoes etc. In such circumstances the requirements for the transport of dangerous goods will also apply and where these indicate that an exemption or specific approval is needed, this is separate to that applicable to them as munitions of war. The application form shown in Appendix 1 can be used to request the approvals for items which are both munitions of war and dangerous goods.

4 Calibres of Weapons

Without an internationally agreed definition of munitions of war, the BCAD has defined them for its own purposes, but problems can still arise in interpreting this definition. What can be of help is knowing who are the shipper and consignee and what is the calibre of the weapon or ammunition. For instance, the calibres shown below are usually restricted to military weapons:

.30	.357 7	.92 mm
.32	.455	9 mm
.38 5	.56 mm	10 mm
.45 7	.62 mm	
.303 7	.65 mm	

These are only the more common calibres and they are appropriate only to small arms weapons. Large calibre weapons and ammunition (e.g. anything over 20 mm) are usually munitions of war.

For calibres typically found in sporting weapons see OAC-009

5 Reporting of Incidents

Incidents which arise from the transport of munitions of war should be reported to the BCAD, no matter whether they are contained in cargo, mail, passengers' baggage or crew baggage. An

initial report must be made within 72 hours of the incident unless exceptional circumstances prevent this. The initial report may be made by any means but a written report should be made as soon as possible. The report should be comprehensive and contain all data known at the time it is compiled; if all relevant information is not available at first, the initial report should be sent stating what is known and a follow-up report sent when the full details are available.

The dangerous goods accident/incident report form at Appendix 2 may be used for the report and it should be sent to the BCAD; whilst some of the information may be inappropriate, completion of all relevant parts will assist that Office in considering what is the appropriate action to take in response to the incident.

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Appendix 1

Application Form for Carriage of Munitions of War and/or Class 1 Dangerous Goods

Notes -This form applies to (a) all requests to carry munitions of war and (b) only those requests to carry Class 1 dangerous goods where they do not comply with the normal requirements of the Technical Instructions. Parts 1 and 2 must be completed in all instances. Part 3 must be completed for all munitions of war. Part 4 must be completed for Class 1 dangerous goods that require an exemption or additional approval in order to be carried. If there is insufficient space to list all items, they can be listed on a separate sheet.

Application for permission should be made at least 10 working days before the date of the flight on which the munitions of war and/or dangerous goods are to be carried.

1. APPLICANT DETAILS

Name: _____

Telephone: _____

Company: _____

Fax: _____

Email: _____

2. FLIGHT DETAILS

Operator: _____

Date of flight: _____ Flight No: _____

Airport of departure: _____

Airport of destination: _____

Other Airports (Technical Stops): _____

Airway Bill No: _____

Shipper: _____

Consignee: _____

3. MUNITIONS OF WAR

BCAD Import/Export licence No and Expiry Date:

Quantity	Calibre	Make of weapons/munitions and type (rifle, pistol, etc.)

4. DANGEROUS GOODS

Proper Shipping Name	UN No	Class	NEQ in Kg	ESTC no/ HSE no
Total NEQ				

Specific loading point at departure airport: _____

Specific unloading point at destination airport: _____

Commercial Names of Items and Quantity: _____

Appendix 2

Occurrence Report for a Dangerous Goods Accident or Incident DGOR No:

See the Notes on the reverse of this form. Those boxes where the heading is in italics need only be completed if applicable.

1.Operator	2.Date of occurrence:	<i>3.Local time of occurrence:</i>	
<i>4.Flight date:</i>	<i>5.Flight no:</i>		
<i>6.Departure airport:</i>	<i>7.Destination airport:</i>		
<i>8.Aircraft type:</i>	<i>9.Aircraft registration:</i>		
10.Location of occurrence:	11.Origin of the goods:		
12.Description of the occurrence, Including details of injury, damage, etc (if necessary continue on the reverse of this form):			
13.Proper shipping name (including the technical name):		14.UN/ID no (when known):	
15.Class/division (when known):	<i>16.Subsidiary risk(s):</i>	<i>17.Packing group</i>	<i>18.Category,(class 7 only)</i>
<i>19.Type of packaging</i>	<i>20.Packaging specification marking:</i>	<i>21.No of packages:</i>	<i>22.Quantity (or transport index, if applicable):</i>
<i>23.Reference no of Air Waybill:</i>			
<i>24.Reference no of courier pouch, baggage tag, or passenger ticket:</i>			
25.Name and address of shipper, agent, passenger, etc:			
26.Other relevant information (including suspected cause, any action taken):			
27.Name and title of person making report:		28.Telephone no:	
29.Company:		<i>30.Reporter 's ref:</i>	

31.Address:	32.Signature:
	33.Date:

Description of the occurrence (continuation):

NOTES

1.Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail or baggage.

2.A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage. For this purpose serious injury is an injury which is sustained by a person in an accident and which:(a) requires hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received; or (b) results in a fracture of any bones (except simple fractures of fingers, toes or nose);or (c)involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or (d)involves injury to any internal organ; or (e)involves second or third degree burns, or any burns affecting more than 5%of the body surface; or (f)involves verified exposure to infectious substances or injurious radiation. A dangerous goods accident may also be an aircraft accident; in which case the normal procedure for reporting of air accidents must be followed.

3.A dangerous goods incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

4.This form should also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take on aircraft.

5.An initial report, which may be made by any means, must be despatched within 72 hours of the occurrence, to the Authority of the State (a) of the operator; and (b)in which the incident occurred, unless exceptional circumstances prevent this. This occurrence report form, duly completed, must be sent as soon as possible, even if all the information is not available.

6.Copies of all relevant documents and any photographs should be attached to this report.

*7. Completed reports must be sent to the Barbados Civil Aviation Department, Building 4, Grantley Adams Industrial Park, Barbados, West Indies;
Tel no: 246-4280930; Fax no 246-4282539; e-mail civilav@sunbeach.net.*

8. Providing it is safe to do so, all dangerous goods, packagings, documents, etc., relating to the occurrence must be retained until after the initial report has been sent to the BCAD, and they have indicated whether or not these should continue to be retained.