



8/1/03

Transmittal Note

SUPPLEMENT TO
ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR
(Third Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 18 and includes differences notified by Contracting States up to 31 December 2002, with respect to all amendments up to and including Amendment 6.
2. This Supplement should be inserted at the end of Annex 18, Third Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 18 — THIRD EDITION

**THE SAFE TRANSPORT
OF DANGEROUS GOODS BY AIR**

Differences notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950 between the national regulations and practices of States and the corresponding International Standards and Recommended Practices contained in Annex 18.

JANUARY 2003

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**AMENDMENTS TO ANNEX 18 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THIRD EDITION ISSUED JULY 2001**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 18 (Third Edition), up to and including Amendment 6, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of Notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	2/8/01	1	8/1/03
Australia	16/8/02	1	8/1/03
Belarus	20/9/01	1	8/1/03
Cameroon	16/7/01	1	8/1/03
Chile	19/7/01	1	8/1/03
Egypt	6/4/01	1	8/1/03
France	15/10/01	1	8/1/03
Papua New Guinea	15/1/02	1	8/1/03
Slovakia	26/9/01	1	8/1/03
United Kingdom	10/10/01	1	8/1/03

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of Notification</i>	<i>State</i>	<i>Date of notification</i>
Bahrain	17/7/01	Lebanon	15/9/01
Barbados	19/6/01	Netherlands	29/8/01
Canada	22/10/01	New Zealand	20/5/02
China (Hong Kong SAR)	28/9/01	Republic of Moldova	24/9/01
Cook Islands	13/10/02	Romania	9/10/01
Czech Republic	20/8/01	Russian Federation	7/6/01
Denmark	11/7/01	Sweden	21/9/01
El Salvador	9/7/01	Turkmenistan	12/6/01
Finland	1/6/01	Uganda	28/5/01
Germany	4/7/01	United Arab Emirates	19/8/01
Ghana	11/6/01	United Republic of Tanzania	31/5/01
Greece	26/2/02	Zambia	30/7/01
Jordan	30/5/01		

3. Contracting States from which no information has been received

Afghanistan	Guatemala	Norway
Albania	Guinea	Oman
Algeria	Guinea-Bissau	Pakistan
Andorra	Guyana	Palau
Angola	Haiti	Panama
Antigua and Barbuda	Honduras	Paraguay
Armenia	Hungary	Peru
Austria	Iceland	Philippines
Azerbaijan	India	Poland
Bahamas	Indonesia	Portugal
Bangladesh	Iran (Islamic Republic of)	Qatar
Belgium	Iraq	Republic of Korea
Belize	Ireland	Rwanda
Benin	Israel	Saint Kitts and Nevis
Bhutan	Italy	Saint Lucia
Bolivia	Jamaica	Saint Vincent and the Grenadines
Bosnia and Herzegovina	Japan	Samoa
Botswana	Kazakhstan	San Marino
Brazil	Kenya	Sao Tome and Principe
Brunei Darussalam	Kiribati	Saudi Arabia
Bulgaria	Kuwait	Senegal
Burkina Faso	Kyrgyzstan	Seychelles
Burundi	Lao People's Democratic Republic	Sierra Leone
Cambodia	Latvia	Singapore
Cape Verde	Lesotho	Slovenia
Central African Republic	Liberia	Solomon Islands
Chad	Libyan Arab Jamahiriya	Somalia
China	Lithuania	South Africa
Colombia	Luxembourg	Spain
Comoros	Madagascar	Sri Lanka
Congo	Malawi	Sudan
Costa Rica	Malaysia	Suriname
Côte d'Ivoire	Maldives	Swaziland
Croatia	Mali	Switzerland
Cuba	Malta	Syrian Arab Republic
Cyprus	Marshall Islands	Tajikistan
Democratic People's Republic of Korea	Mauritania	Thailand
Democratic Republic of the Congo	Mauritius	The former Yugoslav Republic of Macedonia
Djibouti	Mexico	Togo
Dominican Republic	Micronesia (Federated States of)	Tonga
Ecuador	Monaco	Trinidad and Tobago
Equatorial Guinea	Mongolia	Tunisia
Eritrea	Morocco	Turkey
Estonia	Mozambique	Ukraine
Ethiopia	Myanmar	United States
Fiji	Namibia	Uruguay
Gabon	Nauru	Uzbekistan
Gambia	Nepal	Vanuatu
Georgia	Nicaragua	Venezuela
Grenada	Niger	Viet Nam
	Nigeria	

Yemen
Yugoslavia
Zimbabwe

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Definitions	Argentina Belarus Chile Egypt United Kingdom	7.3	Slovakia
2.1	Cameroon	8.3	Cameroon
2.4.2	Cameroon	8.7.1	Cameroon
2.5.2	France	8.7.2	Cameroon
2.6	Papua New Guinea	8.7.3	Cameroon
4.3	Papua New Guinea	9.5	Cameroon
5.2.7	Cameroon	9.6.1	Cameroon
5.2.8	Cameroon	9.6.2	Cameroon
6.3	Slovakia	Chapter 10	Australia
		11.2	Cameroon
		11.3.1	Cameroon
		11.3.2	Cameroon

CHAPTER 1

Definitions *Pilot-in-command.* Pilot responsible for the operation and safety of the aircraft during the flight time, regardless of whether the aircraft commander is operating the controls of the aircraft or not.

CHAPTER 10

Australian regulations require training for regular shippers only. Australian legislation under development will propose compliance.

CHAPTER 1

Definitions *Pilot-in-command.* The pilot-in-command of an aircraft may be a person holding a pilot certificate (licence) as provided under the legislation of the Republic of Belarus, who also has the training and experience necessary to operate a given type of aircraft independently.

The pilot-in-command directs the work of the aircraft crew, is responsible for maintaining discipline and order on board the aircraft, and takes such measures as are necessary to ensure the safety of the aircraft and the persons and property on board.

The procedure for designating a pilot-in-command and the scope of his/her authority is established in the aeronautical regulations.

CHAPTER 2

2.1 No comment.
2.4.2

CHAPTER 5

5.2.7 No comment.
5.2.8

CHAPTER 8

8.3 No comment.
8.7.1
8.7.2
8.7.3

CHAPTER 9

9.5 No comment.
9.6.1
9.6.2

CHAPTER 11

11.2* Not implemented. Will be added.
11.3.1
11.3.2*

* Recommended Practice

CHAPTER 1

Definitions *Flight crew member.* A person charged with the operation, control and functioning of the aircraft or its parts, who performs essential duties during the flight duty period.

Pilot-in-command. The pilot designated by the operator in each air operation to be in command of the aircraft and to be responsible for the safe operation of a flight or part thereof.

CHAPTER 1

Definitions *Pilot-in-command.* The pilot designated by the operator, or in case of general aviation, by the owner, as being in command of the aircraft and charged with the safe conduct of a flight.

CHAPTER 2

2.5.2* France has no particular requirements in this matter and considers that this comes under the responsibility of the operator.

* Recommended Practice

CHAPTER 2

2.6* Surface transport interface not required in PNG.

CHAPTER 4

4.3 CAO.33 sub part 1.12 stressed forbidden items not be carried in domestic flights only.

* Recommended Practice

CHAPTER 6

- 6.3* In addition to the languages required by the State of Origin, English shall be used for the markings related to dangerous goods.

CHAPTER 7

- 7.3* In addition to the languages required by the State of Origin, English shall be used for the markings related to dangerous goods.

* Recommended Practice

CHAPTER 1

Definitions *Pilot-in-command* in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.
