

Miscellaneous

No: 1519

Air Navigation Order 2016

Publication Date: 30 November 2021

UK Regulation (EU) 2018/1139

General Exemption E5593

---

**Dangerous Goods: Covid-19 Antibody Test Kits Carried in an Aircraft as Mail - UN 3373 Biological substance, Category B, and UN 3291 Clinical waste, unspecified**

**Background**

1. United Kingdom (UK) legislation (the Air Navigation Order, 2016, the Air Navigation (Dangerous Goods) Regulations, 2002 and UK Regulation (EU) No. 965/2012, collectively “the Regulations”) requires that dangerous goods be carried by air in accordance with the ICAO Annex 18 ‘The Safe Transport of Dangerous Goods by Air’, as amplified by the detailed specifications of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284). The carriage of dangerous goods must either comply with the specific requirements applicable to the particular dangerous goods or be carried in accordance with an exemption permitted by that document.
2. This is such an exemption and is issued to meet urgent unforeseeable circumstances and an operational need due to the ongoing COVID-19 outbreak authorising the carriage of the specified dangerous goods without complying with the specific applicable requirements.

**Interpretation**

3. In this Exemption, any references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”.
4. In this Exemption:
  - a) “Technical Instructions” (TI) means the latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284-AN/905), including the Supplement and any Addendum, approved and published by decision of the Council of the International Civil Aviation Organisation;
  - b) “n.o.s.” means ‘not otherwise specified’; and
  - c) “Social Customer” means a person, company or organisation that ships or consigns the permitted dangerous goods using the services of a company of the Royal Mail Group Plc without having entered into a written contract to do so;
  - d) “the operator” referred to is an operator who has been issued with a dangerous goods approval in accordance with relevant UK regulations.

**Exemption**

5. The Civil Aviation Authority (‘the CAA’), pursuant to Article 266 of the Air Navigation Order and Article 71(1) of UK Regulation (EU) 2018/1139 and detailed in Part 1;1.1.3 of the ICAO Technical Instructions (TI), exempts any UK shipper and agent thereof, any UK aircraft operator (‘the

---

The latest version of this document is available in electronic format at [www.caa.co.uk/publications](http://www.caa.co.uk/publications), where you may also register for e-mail notification of amendments.

operator”), together with the pilot in command, of any aircraft flying for the purposes of commercial air transport, and any agent thereof, and the Royal Mail Group Plc from any provisions of the Regulations that requires compliance with the Technical Instructions specified in paragraph 7 but only to the extent necessary to permit the carriage of the dangerous goods specified in paragraph 6 when forwarded for carriage on board an aircraft in mail on behalf of the Royal Mail Group Plc and consigned within the UK or between the UK and Guernsey or Jersey for the purpose of antibody Covid-19 antibody testing, subject to the conditions specified in paragraph 8.

6. The dangerous goods permitted for carriage by this exemption are human blood samples classified as UN 3373, Biological substance, Category B, n.o.s., together with associated used or unused retractable lancets classified as UN 3291 Clinical waste, unspecified, n.o.s.
7. This exemption is granted from the following provisions of the Technical Instructions:
  - a) the general prohibition on dangerous goods in the mail in Part 1;2.3.1 of the Technical Instructions, only to the extent necessary to permit the carriage of mail containing the dangerous goods specified in paragraph 6;
  - b) for Social Customers consigning the dangerous goods specified in paragraph 6; the training and testing requirements of Part 1;4 of the Technical Instructions;
  - c) the marking, labelling and documentation provisions of Part 5;2 of the Technical Instructions for the dangerous goods specified in paragraph 6;
  - d) the identification of unit load devices (ULDs) by means of an identification tag (Part 7;2.8) in order to permit mail bags to contain dangerous goods specified in paragraph 6 without a ULD tag being applied thereto;
  - e) the prohibition on the carriage of dangerous goods within an aircraft cabin occupied by passengers or on the flight deck of an aircraft (Part 7;2.1), only to the extent necessary to permit mail bags containing the dangerous goods specified in paragraph 6 to be secured on seats within an aircraft cabin occupied by passengers when the aircraft does not have a cargo or baggage hold;
  - f) the need for an acceptance check to be carried out (Part 7;1.3) for mail containing dangerous goods specified in paragraph 6;
  - g) the need to provide information to the pilot-in-command of the aircraft (Part 7;4.1) for mail containing dangerous goods specified in paragraph 6;
  - h) information to be provided by the pilot-in-command in the case of an in-flight emergency (Part 7;4.3) in relation to mail containing dangerous goods specified in paragraph 6; and
  - i) the provisions of Packaging Instruction 621 (PI 621) (Part 4;8.4) for the dangerous goods specified in paragraph 6;
8. This Exemption is granted subject to the following conditions:
  - a) the operator must hold a Dangerous Goods approval in accordance with regulation 4 of the Air Navigation Order (Dangerous Goods) Regulations 2002, CAT.GEN.MPA.200 and SPA.DG.100 of UK Regulation (EU) No.965/2012;
  - b) the operator must inform CAA Dangerous Goods, Flight Operations of their intention to utilise this Exemption by e-mail to [dgo@caa.co.uk](mailto:dgo@caa.co.uk);
  - c) the operator shall ensure that their operational personnel and contracted agents are informed of the carriage of mail containing the dangerous goods specified in paragraph 6 and the danger which they can give rise to;
  - d) the permitted dangerous goods must be packaged into packages (“the packages”) by the Social Customer to meet the requirements of Packing Instruction 650 (PI 650) of the TI. Clear instructions on filling and closing such packages must be provided to the Social Customer;