

Identifying code	Variation	Relevant paragraphs
US — UNITED STATES		
US 1	<p>Transport of dangerous goods by air must be in accordance with United States' Regulations (49 CFR 171-180) or these Technical Instructions as limited by 49 CFR Part 171, Subpart C. The requirements of 49 CFR 175 apply to the offering, acceptance, and transportation of dangerous goods in commerce by aircraft to, from, or within the United States, and to any aircraft of United States' registry anywhere in air commerce. Part 175 contains additional requirements applicable to any person who performs, attempts to perform, or is required to perform a function subject to 49 CFR and is also applicable to air passengers and crew.</p> <p>When the Technical Instructions are used for consignments of dangerous goods, failure to comply with the Technical Instructions and all relevant United States' variations is a violation of the United States' regulations.</p> <p>The appropriate national authority for the United States is:</p> <p style="padding-left: 40px;">Associate Administrator for Hazardous Materials Safety Pipeline and Hazardous Materials Safety Administration U.S. Department of Transportation Washington, D.C. 20590-0001</p> <p>English must be used for all required package markings and for the dangerous goods transport document. Abbreviations may not be used unless they are specifically authorized by these Instructions or by Subpart C and D of 49 CFR 172.</p> <p>A copy of the transport document, or an electronic image thereof, must be retained by the shipper for not less than two years after the dangerous goods are accepted by the initial operator. Each shipping paper copy must include the date of acceptance by the initial operator, except that the date on the air waybill or bill of lading may be used in place of the date of acceptance by the initial operator. For a hazardous waste, the transport document must be retained for three years after the waste material is accepted by the initial operator.</p> <p><i>Note.— The United States' Regulations, as well as interpretations regarding their use, are available via the internet at http://www.phmsa.dot.gov/hazmat/regs. Questions regarding the Regulations may be directed to the Office of Hazardous Materials Safety Information Center at (800) 467-4922, (202) 366-4488 or by e-mail at infocntr@dot.gov.</i></p>	1;1.5
US 2	<p>In addition to the dangerous goods included in the Dangerous Goods List (Table 3-1) with the word "Forbidden" shown in columns 2 and 3, any material forbidden for transport by the United States' Regulations is also forbidden for transport under any circumstances to, from or within the United States (see 49 CFR 173.21 and the Hazardous Materials Table in 49 CFR 172.101).</p> <p>Unless specifically authorized by the Hazardous Material Table in 49 CFR 172.101, the transport of a liquid with a vapour inhalation toxicity meeting the criteria of Division 6.1, Packing Group I or a gas meeting the criteria of Division 2.3 is forbidden for transport aboard passenger and cargo aircraft to, from or within the United States.</p> <p><i>Note 1.— Dangerous goods that are forbidden on passenger aircraft by 49 CFR 172.101 (Column 9A) are also forbidden on passenger aircraft even when the ICAO Technical Instructions permit such carriage. Dangerous goods that are forbidden on cargo aircraft by 49 CFR 172.101 (Column 9B) are also forbidden on cargo aircraft even when the ICAO Technical Instructions permit such carriage.</i></p> <p><i>Note 2.— Dangerous goods not permitted for carriage by passengers or crew in checked or carry-on baggage by 49 CFR 175.10 are not permitted for such carriage even when authorized by Part 8 of these Instructions. For example, the carriage of avalanche rescue backpacks by passenger or crew (see Table 8-1, 17)) is not authorized.</i></p>	1;2.1 3;2
US 3	<p>For substances where this variation is identified in column 6 of Table 3-1, the following provisions apply:</p> <ol style="list-style-type: none"> 1) if A1 appears in column 7, the substance may not be transported to, from or within the United States aboard a passenger aircraft without the prior approval of the appropriate authority of the U.S. (see US 1); 2) if A2 appears in column 7, the substance may not be transported to, from or within the United States aboard a passenger or cargo aircraft without the prior approval of the appropriate authority of the U.S. (see US 1); 	3;1 Table 3-1

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- 3) prototype lithium batteries and cells transported in accordance with Special Provision A88, lithium cells or batteries including when packed with equipment or contained in equipment transported in accordance with Special Provision A99, and organic peroxides and self-reactive substances that are not identified by a technical name in 49 CFR 173.225(b) may not be transported to, from, or within the United States aboard a passenger or cargo aircraft without the prior approval of the appropriate authority of the U.S. (see US 1).

US 4 Substances subject to additional requirements for air transport to, from or within the United States are described below. The additional requirements in III also apply to U.S. carriers operating outside the U.S.

- I. *Hazardous substances.* When a substance, including its mixtures and solutions, listed in Appendix A to 49 CFR 172.101 is offered for transport in a package in which the net quantity of the substance equals or exceeds the reportable quantity (RQ) indicated for the substance in Appendix A, the substance, mixture or solution is considered a hazardous substance unless:

- it is a petroleum product that is a lubricant or fuel; or
- it is in a concentration less than that shown in the following table based on the RQ specified for the material:

RQ Kilograms	Concentration by weight	
	Per cent	PPM
45.4	0.2	2 000
4.54	0.02	200
0.45	0.002	20

For mixtures of radionuclides, see Note 7 to Appendix A to 49 CFR 172.101.

Hazardous substances, except for those that are hazardous wastes as defined in Section II below, must comply with the following requirements:

- a) For a hazardous substance that is a dangerous good according to these Technical Instructions other than under the proper shipping names "ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S." or "ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.":
- 1) unless already included in the required shipping name, and except for radioactive material in Class 7, the name of the hazardous substance shall be shown in parentheses, in association with the dangerous goods description on the transport document and in association with the proper shipping name on package marking. If the material contains two or more hazardous substances, at least two hazardous substances, including the two with the lowest reportable quantities (RQs), must be identified; and
 - 2) the letters "RQ" shall be entered on the transport document either before or after the basic description and in association with the proper shipping name required to be marked on the package.
- b) For hazardous substances that do not meet any other definition of dangerous goods according to these Technical Instructions:
- 1) the hazardous substance shall be shipped under the basic dangerous goods description "UN 3082, ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S., Class 9, III" or "UN 3077, ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S., Class 9, III", as appropriate, and in accordance with the requirements of these Technical Instructions applying to the shipment of goods under this description;
 - 2) except for 4;1.1.6, the package must meet all applicable General Packing Requirements of Part 4, Chapter 1 of these Instructions that would apply to dangerous goods of Packing Group III;
 - 3) the letters "RQ" shall be entered on the transport document either before or after the basic description and in association with the proper shipping name required to be marked on the package; and
 - 4) the name of the hazardous substance shall be shown in parentheses, in association with the dangerous goods description on the transport document and in association with the proper shipping name on package marking. If the material contains two or more hazardous substances, at least two hazardous substances, including the two with the lowest reportable quantities (RQs), must be identified.

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Note.— The list of Hazardous Substances and the applicable RQ as shown in Appendix A to 49 CFR 172.101 is available via the internet at:

<http://www.phmsa.dot.gov/hazmat/regs/international/icao>

II. *Hazardous waste.* A hazardous waste is any material that is subject to the hazardous waste manifest requirements of the United States Environmental Protection Agency (EPA) specified in 40 CFR Part 262. The following requirements apply to the transport of hazardous wastes:

- a) For a hazardous waste that is a dangerous good according to these Technical Instructions other than under the proper shipping names “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.” or “ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.”:
 - 1) the word “WASTE” must precede the proper shipping name in the transport document and package markings; and
 - 2) the requirements of 49 CFR 172.205, with respect to the hazardous waste manifest apply.
- b) For hazardous wastes that do not meet any other definition of dangerous goods according to these Technical Instructions:
 - 1) the hazardous wastes shall be shipped under the basic dangerous goods description “UN 3082, WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S., Class 9, III” or “UN 3077, WASTE ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S., Class 9, III”, as appropriate, and in accordance with the requirements of these Technical Instructions applying to the shipment of goods under this description;
 - 2) the package must meet all applicable General Packing Requirements of Part 4, Chapter 1 that would apply to dangerous goods of Packing Group III;
 - 3) the requirements of 49 CFR 172.205 with respect to the hazardous waste manifest apply; and
 - 4) for those hazardous wastes that meet the definition of a hazardous substance, the letters “RQ” and the name of the hazardous substance in parentheses shall be shown in association with the basic description on transport documents and package markings. association with the basic description on transport documents and package markings. If the material contains two or more hazardous substances, at least two hazardous substances, including the two with the lowest reportable quantities (RQs), must be identified.

Note 1.— Hazardous wastes can only be transported within the United States by carriers who have obtained a Waste Transporter Identification Number from the Environmental Protection Agency (EPA).

Note 2.— The assignment of substances described in I and II above to UN 3077 and UN 3082 is in accordance with special provision A97 of these Technical Instructions.

Note 3.— The list of Hazardous Substances and the applicable RQ as shown in Appendix A to 49 CFR 172.101 is available via the internet at:

<http://www.phmsa.dot.gov/hazmat/regs/international/icao>

III. *Other materials.* Materials which are not subject to the requirements of these Technical Instructions but meet the definition of a hazard class in 49 CFR Parts 171-180 must be transported in accordance with those regulations.

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US 5	An explosives article or substance may not be transported to, from or within the United States without prior approval by the appropriate authority of the U.S. (see US 1), Attention: Approvals and Permits Division (PHH-30)). Consumer fireworks may be approved by the appropriate authority of the United States or certified by an approved fireworks certification agency. Such approval and certification remains valid for subsequent transport of the article or substance provided there is no change in its composition, design or packaging. Except as otherwise provided in 49 CFR 172.320, each package containing an explosives article or substance must be marked with the EX-number (or in the case of consumer fireworks an EX or FC number) assigned in the approval or certification for each substance, article or device contained in the package. The EX-number may also be provided in association with the description of dangerous goods on the transport document rather than marked on the package as provided in 49 CFR 172.320(d). Articles of the kind described in 49 CFR 173.56(h) and 49 CFR 173.166(c)(2) do not require prior approval or an EX-number.	2;1.3
US 6	Cylinders transported to, from or within the United States must be manufactured, inspected and tested in accordance with the applicable specifications given in 49 CFR 178, except that foreign cylinders received in the United States for charging may be transported for purposes of export from the United States in accordance with 49 CFR 171.23(a)(4). Portable tanks other than UN portable tanks manufactured outside the United States that meet the applicable requirements of the UN Model Regulations must be designed and approved in accordance with the requirements of 49 CFR 178.270 through 178.272. Except as provided in 49 CFR 173.306, aerosol containers larger than 120 millilitres capacity (four fluid ounces) must be non-refillable metal or plastic aerosols. Aerosols must consist of a gas compressed, liquefied or dissolved under pressure, with the sole purpose of expelling a nonpoisonous (other than a Division 6.1 Packing Group III material) liquid, paste or powder and fitted with a self-closing release device allowing contents to be ejected by the gas.	Table 3-1 2;2 PI 203, PI Y203 (UN 1950)
US 7	Lighters or other similar devices containing flammable gas (e.g. lighters for fireplaces and torches) may not be transported to, from or within the United States, unless the design of the device has been examined and tested by a person authorized by the appropriate authority of the United States (see US 1). For design samples being submitted for examination and testing, see 49 CFR 173.308. Approval numbers issued by the appropriate authority of the United States (see US 1) prior to 1 January 2007 are no longer valid and each lighter design currently in production must be re-examined and tested under the provisions of 49 CFR 173.308.	5;2 5;4
US 10	The following additional requirements or limitations apply to the transport of radioactive material to, from or within the United States: a) Radioactive material, other than that contained in excepted packagings, may not be offered for transport aboard passenger aircraft unless the radioactive material is intended for use in, or incident to, research or medical diagnosis or treatment. The transport document for the radioactive material, other than that contained in excepted packagings aboard a passenger aircraft, must contain a certification stating that the shipment contains radioactive material intended for use in, or incident to, research or medical diagnosis or treatment. Regardless of its intended use, no person may carry a Type B(M) package aboard a passenger-carrying aircraft, a vented Type B(M) package aboard any aircraft, or a liquid pyrophoric Class 7 material aboard any aircraft. b) No person may offer for transport aboard a passenger aircraft a package or an overpack with a transport index greater than 3.0. c) No person may offer or transport plutonium aboard an aircraft unless: 1) the plutonium is contained in a medical device designed for individual human application; 2) the specific activity of the material containing the plutonium is less than 1 Bq/g; 3) the plutonium is shipped in a single package containing no more than an A ₂ quantity of plutonium in any isotope or form and is shipped in accordance with applicable provisions of these Instructions for Class 7 radioactive material; or 4) the plutonium is specifically authorized for air shipment by the appropriate authority of the U.S.	5;1.2 7;1

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	<p>d) For a package containing radioactive material with an activity greater than:</p> <ol style="list-style-type: none"> 1) $3000 \times A_1$; 2) $3000 \times A_2$; or 3) 1000 TBq (27000 Ci), whichever is least, <p>the notation "highway route controlled quantity" must appear on the transport document.</p> <p>e) Packages containing:</p> <ol style="list-style-type: none"> 1) $3000 \times A_1$; 2) $3000 \times A_2$; or 3) 1000 TBq (27000 Ci); whichever is least, <p>must bear the Radioactive material, Class 7, Category III — Yellow label.</p> <p>f) All Type B(U), Type B(M), Type H(U), Type H(M) and fissile package designs must be certified by the U.S. Department of Transportation. Individual packages with a criticality safety index exceeding 50, and shipments of packages with a total criticality safety index greater than 50 on passenger aircraft and 100 on cargo aircraft, may not be transported to, from or within the United States aboard a passenger or cargo aircraft without the prior approval of the appropriate authority of the United States (see US 1). Requests for package design certification and approvals should be directed to the appropriate authority of the U.S., Attention: Radioactive Materials Branch (PHH-23).</p> <p>g) Except for low specific activity material and surface contaminated objects, activity limits for Type A and Type B packages shall be limited in accordance with 49 CFR 173.431.</p>	5;1.2.3.1.4
US 11	A nonspillable wet electric storage battery may only be regarded as not subject to these Instructions if the battery and its outer packaging are plainly and durably marked "NONSPILLABLE" or "NONSPILLABLE BATTERY" and the battery meets the conditions for being regarded as not subject to these Instructions contained in Special Provision A67.	Table 3-2
US 12	<p>On shipments to, from, within or transiting through the U.S., emergency response information as described below must be provided for all dangerous goods other than magnetized material and dangerous goods for which no transport document is required by 49 CFR.</p> <p><i>Telephone number.</i> The transport document required by these Instructions must include an emergency response telephone number (including the area code and, for telephone numbers for locations outside the U.S., the international access code or the "+" (plus) sign, country code and city code needed to complete the call from within the U.S.) for use in the event of an incident involving the dangerous good(s). The number must be monitored at all times while the dangerous good is in transportation, including storage incident to transportation, by a person who:</p> <ol style="list-style-type: none"> 1) is knowledgeable of the hazards and characteristics of the dangerous good(s) being transported; 2) has comprehensive emergency response and accident mitigation information for the dangerous good(s); or 3) has immediate access to a person who possesses such knowledge and information. <p>The telephone number must be entered on the Transport document and its purpose clearly identified (e.g. "EMERGENCY CONTACT: ****"), either:</p> <ol style="list-style-type: none"> 1) immediately following the description of the dangerous good listed on the document, or 2) if only one number applies to each dangerous good listed on the Transport document, the information may be entered in a single prominent location, provided that the number is identified as the emergency response telephone number. <p>The telephone number must be the number of the person offering the dangerous goods for transportation or the number of an agency or organization capable of, and accepting responsibility for, providing the detailed information concerning the dangerous good. A person offering a dangerous good for transportation who lists the telephone number of an agency or organization must ensure that agency or organization has received current information on the material before it is offered for transportation.</p>	5;4.1.4 7;4.4

Identifying code	Variation	Relevant paragraphs
	<p>An emergency response telephone number is not required for materials properly described under the shipping names "Battery-powered equipment", "Battery-powered vehicle", "Carbon dioxide, solid", "Castor beans, flakes, meal or pomace", "Consumer commodity", "Dry ice", "Engines, internal combustion", "Fish meal, stabilized", "Fish scrap, stabilized", "Krill meal, PG III", "Refrigerating machines", "Vehicle, flammable gas powered", "Vehicle, flammable liquid powered", "Wheelchair, electric", and materials transported under the provisions applicable to limited quantities.</p> <p>Emergency response information. Emergency response information relative to the dangerous good being transported must be immediately available at all times the dangerous good is present. This information should be appropriate for use in emergency and accident response to an incident, including an incident occurring during ground operations. The information must include as a minimum:</p> <ol style="list-style-type: none"> 1) the description of the dangerous good in accordance with 5;4. of these Instructions; 2) immediate hazards to health; 3) risks of fire or explosion; 4) immediate precautions to be taken in the event of an accident or incident; 5) immediate methods for handling fires; 6) initial methods for handling spills or leaks in the absence of a fire; and 7) preliminary first aid measures. <p>The information must be printed in English, available away from the package containing the dangerous goods and immediately accessible in the event of an incident. Methods of compliance include, but are not limited to:</p> <ol style="list-style-type: none"> 1) including the information on the Transport document; 2) locating the information in a separate document such as a material safety data sheet which includes at least all of the information listed above; or 3) providing the information for use in conjunction with the Transport document (or aboard aircraft, in conjunction with the Information to Pilot-in-Command as required in 7;4.1 of these Instructions), in a separate document, such as the ICAO <i>Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods</i> (Doc 9481). 	
US 13	Operators must comply with all requirements of 49 CFR, Part 175 (see US 1). These requirements include, but are not limited to, the following:	
	<ol style="list-style-type: none"> a) A package prepared in accordance with these Technical Instructions for transport to, from or within the United States must not be accepted unless the shipper has complied with all applicable United States variations indicated in these Technical Instructions. b) A copy of the transport document, or an electronic image thereof, must be retained by the initial operator for not less than one year after the dangerous goods are accepted by the initial operator. Each shipping paper copy must include the date of acceptance by the initial operator. The date on the shipping paper may be the date a shipper notifies the air carrier that a shipment is ready for transportation, as indicated on the airway bill or bill of lading, as an alternative to the date the shipment is picked up or accepted by the carrier. For a hazardous waste, the transport document copy must be retained for three years after the waste material is accepted by the initial operator. c) The notification to pilot-in-command must list, and provide the required information for, those additional materials considered to be dangerous goods under United States regulations as indicated through United States variations. d) Except for limited or excepted quantity materials, substances of Class 9, articles of UN 0012, UN 0014 or UN 0055 meeting the requirements of 49 CFR 173.63 (b), articles of UN 3528 or UN 3529, aircraft batteries transported as items of replacement (49 CFR 175.8), and those articles and substances considered to be dangerous goods under these Technical Instructions but which are not subject to 49 CFR Parts 170-180, the following limitations apply: <ol style="list-style-type: none"> 1) No more than 25 kg net weight of dangerous goods, and in addition thereto, 75 kg net weight of non-flammable gas, that are permitted to be carried aboard a passenger aircraft may be loaded aboard an aircraft in an inaccessible manner. 2) For transport by cargo aircraft, the following additional substances are also excepted from the above requirement: 	<p>7;1</p> <p>7;1</p> <p>7;4.1.1</p>

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- i) Class 3 (flammable liquid), Packing Group III (unless the substance is also labelled CORROSIVE).
- ii) Division 6.1 (toxic), (unless the substance is also labeled for any hazard class or division except FLAMMABLE LIQUID).
- iii) Division 6.2 (infectious substances).
- iv) Class 7 (radioactive) material that does not meet the definition of another hazard class.
- v) Class 9 (miscellaneous), limited quantity or excepted quantity material.
- vi) Articles of UN 0012, UN 0014 or UN 0055 also meeting the requirements of 49 CFR 173.63(b).
- vii) Articles of UN 3528 or UN 3529.

Note 1.— Accessible means, on passenger-carrying or cargo-only aircraft, that each package is loaded where a crew member or other authorized person can access, handle, and, when size and weight permit, separate such packages from other cargo during flight, including a freight container in an accessible cargo compartment when packages are loaded in an accessible manner. Additionally, a package is considered accessible when transported on a cargo-only aircraft if it is:

- *in a cargo compartment certified by FAA as a Class C aircraft cargo compartment as defined in 14 CFR 25.857(c); or*
- *in an FAA-certified freight container that has an approved fire or smoke detection system and fire suppression system equivalent to that required by the certification requirements for a Class C aircraft cargo compartment.*

Note 2.— Inaccessible means all other configurations, including packages loaded where a crew member or other authorized person cannot access, handle, and, when size and weight permit, separate such packages from other cargo during flight, including a freight container in an accessible cargo compartment when packages are loaded in an inaccessible manner.

The following table provides the limits imposed by this variation:

<i>Applicability</i>	<i>Forbidden</i>	<i>Quantity limitation: 25 kg net weight of dangerous goods plus 75 kg net weight of non- flammable gas per cargo compartment</i>	<i>No limit</i>
Passenger carrying aircraft	Cargo aircraft only labelled packages	Inaccessible	Accessible
Cargo-only aircraft — packages authorized aboard a passenger-carrying aircraft	Not applicable	Inaccessible	Accessible
Cargo-only aircraft — packages not authorized aboard a passenger-carrying aircraft and displaying a cargo-aircraft-only label	Inaccessible	Not applicable	Accessible

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	<p>e) Operators must comply with the incident reporting requirements of 49 CFR 171.15, 171.16 and discrepancy reporting under 175.31.</p> <p><i>Note.— Copies of the incident reporting form and guidance for completing it may be downloaded at:</i></p> <p>http://www.phmsa.dot.gov/hazmat/incident-reports.</p>	7;4.4
US 15	<p>Except as provided for cylinders of compressed oxygen, no person may load or transport to, from or within the United States a package containing a dangerous good requiring an OXIDIZER label in an inaccessible cargo compartment that is not equipped with a fire or smoke detection system and a fire suppression system.</p> <p>Cylinders of compressed oxygen must be transported in accordance with the following:</p> <ol style="list-style-type: none"> No more than a combined total of six cylinders of compressed oxygen per aircraft may be stowed in cargo compartments not equipped with a fire or smoke detection system and a fire suppression system; Except for oxygen cylinders allowed to be transported in the passenger compartment under the conditions given below, oxygen cylinders transported on passenger aircraft or in an inaccessible cargo location on a cargo aircraft must be stowed horizontally as close as practicable to the floor of the cargo compartment or unit load device; When transported in a Class B compartment or its equivalent (i.e. an accessible compartment equipped with a fire detection system), cylinders of compressed oxygen must be loaded in a manner that a crew member can see, handle and, when size and weight permit, separate the cylinders from other cargo during flight. No more than six cylinders of compressed oxygen and, in addition, one cylinder of medical-use compressed oxygen per passenger needing oxygen at destination — with a rated capacity of 1 000 L (34 cubic feet) or less of oxygen — may be carried in a Class B aircraft cargo compartment or its equivalent; and Each cylinder must conform to the requirements identified in US Variation 6 and be packaged as required by US Variation 18. <p>A cylinder containing medical-use compressed oxygen, owned or leased by an aircraft operator or offered for transportation by a passenger needing it for personal medical use at destination, may be carried in the cabin of a passenger aircraft in accordance with the following provisions:</p> <ol style="list-style-type: none"> No more than six cylinders belonging to the aircraft operator and, in addition, no more than one cylinder per passenger needing the oxygen at destination, may be transported in the cabin of the aircraft; The rated capacity of each cylinder may not exceed 1 000 L (34 cubic feet); Each cylinder must conform to the requirements identified in US Variation 6 and must be placed in an overpack or outer packaging that conforms to the performance criteria of Air Transport Association (ATA) Specification 300 for Category I or placed in a metal, plastic or wood outer packaging that conforms to a UN standard at the Packing Group I or II performance level; and Oxygen cylinders transported under these provisions must be included in the information provided to the pilot-in-command in accordance with 7;4.1 of these Instructions. 	Table 3-1 PI 200 7;2 7;4.1
US 16	<p>Safety devices (including air bag inflators, air bag modules and seat-belt pretensioners etc.) may not be transported to, from or within the United States without prior approval by the appropriate authority of the United States (see US 1), Attention: Approvals and Permits Division (PHH-30). Such approval remains valid for subsequent transport provided there is no change in its composition, design or packaging. The dangerous goods transport document (shipping papers) must contain the EX number or product code for each approved safety device in association with the basic description required in 5;4.1.4. If product codes are used, they must be traceable to the specific EX number assigned to the safety device by the appropriate authority of the United States. The EX number or product code is not required to be marked on the outer package. Safety devices classified as Class 9 (UN 3268) in accordance with 49 CFR 173.166(b)(1) are not required to have an EX number assigned or have an EX number indicated on the transport documentation.</p>	
US 17	<p>Shippers and operators must comply with the security requirements as prescribed in 49 CFR Part 172, Subpart I, as applicable.</p>	1;5

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US 18	<p>Cylinders containing Oxygen, compressed, UN 1072; Compressed gas, oxidizing, n.o.s., UN 3156; Liquefied gas, oxidizing, n.o.s., UN 3157; Nitrogen trifluoride, UN 2451; or Nitrous oxide, UN 1070 must be packaged as required by 49 CFR 173.302(f) and 173.304(f) and be placed in a rigid outer packaging that meets specified flame penetration and thermal resistance requirements as prescribed in Appendices D and E of 49 CFR Part 178. This requirement does not apply to cylinders containing medical-use compressed oxygen transported in accordance with US Variation 15.</p> <p>An oxygen generator, chemical (as defined in 49 CFR 171.8) may only be transported on cargo aircraft as provided for in 49 CFR 173.168. An oxygen generator, chemical, UN 3356, is not permitted for transport on passenger aircraft unless approved by the appropriate authority of the United States (see US 1). An oxygen generator, chemical, UN 3356, that is transported with a means of initiation attached must be classed and approved by the appropriate authority of the United States (see US 1) in accordance with the procedures specified in 49 CFR 173.56. This includes oxygen generators installed in personal breathing equipment transported in accordance with Special Provision A144 of these Instructions.</p>	
VC — SRI LANKA		
VC 1	No aircraft operator shall transport dangerous goods by air to, from or over Sri Lanka without explicit approval in writing from the Director General of Civil Aviation, Sri Lanka.	1;1.2
VC 2	Permission is usually granted for a specified period of time, subject to strict compliance with the ICAO Technical Instructions and any other conditions which the Director General of Civil Aviation deems necessary.	1;1.2
VC 3	<p>Application for permission must be made to the:</p> <p>Director General of Civil Aviation Civil Aviation Authority of Sri Lanka 056 152/1, Minuwangoda Road Katunayake Sri Lanka PO BOX 056 Facsimile: 94 11 2257154</p>	1;1.2
VC 4	Infectious substances, including diagnostic specimens and biological products, are not permitted in international mail either to or from Sri Lanka.	1;2.3
VC 5	<p>No transport by air of any weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference, may take place from, to or in transit through Sri Lanka except by written approval of the Director General of Civil Aviation. Applications can be downloaded through the www.caa.lk website, and duly filled applications must be forwarded to:</p> <p>Director General of Civil Aviation Civil Aviation Authority of Sri Lanka 056 152/1, Minuwangoda Road Katunayake Sri Lanka PO BOX 056</p> <p>Applications must be received by the Civil Aviation Authority of Sri Lanka three working days before the actual flight, and incomplete applications and applications without proper supporting documents will be rejected.</p>	1;5.4
VC 6	The English language shall be used for marking packages and overpacks.	5;2.5