



Miscellaneous

No: 1223

ICAO Technical Instructions

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General Exemption E 4454

Carriage of Medicine (UN1851 and UN3249) on Commercial Air Transport or Public Transport Aircraft within the United Kingdom

- 1) The Civil Aviation Authority, as permitted by and in accordance with paragraph 1.1.3 of Part 1, Chapter 1 of the Technical Instructions, exempts the operator and commander of any aircraft flying for the purposes of commercial air transport or public transport; any agent acting on behalf of the operator and all other persons from Part 1;2.3 of the Technical Instructions, only to the extent necessary to permit the carriage within the United Kingdom of Medicine, liquid, toxic, n.o.s., UN1851 and Medicine, solid, toxic, n.o.s., UN3249.
- 2) This exemption is subject to the following conditions:
 - a) packages shall be carried in air mail and may only be offered for carriage by Royal Mail Group Plc;
 - b) subject to sub-paragraphs (c) and (d), packages shall comply with the excepted quantity provisions of the Technical Instructions;
 - c) inner packagings shall be subject to a maximum net quantity of 50 ml or 50 g;
 - d) outer packagings shall be subject to a maximum net quantity of 500 ml or 500 g; and
 - e) items may only be carried in accordance with this exemption with the approval of the operator.
- 3) "Technical Instructions" 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 Organization.
- 4) This exemption supersedes Official Record Series 4 No. 1164 which is revoked.
- 5) This exemption has effect from the date it is signed until varied, suspended or revoked.

E M Gillett

for the Civil Aviation Authority

26 April 2017

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Explanatory Note:

UK legislation requires that dangerous goods be carried in accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air published by ICAO (the Technical Instructions). Under that document, 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.

This is such an exemption, authorising the carriage of the specified dangerous goods without complying with the specific applicable requirements.

Dangerous goods carried in accordance with this exemption are carried in accordance with the Technical Instructions and thus in accordance with UK legislation.