



Table 1. Provisions for dangerous goods carried by passenger and crew

The pilot-in-command must be informed of the location				
Permitted in or as carry-on baggage				
Permitted in or as checked baggage				
The approval of the operator is required				
<p>Alcoholic beverages When in retail packagings, containing more than 24% but not more than 70% alcohol by volume, in receptacles not exceeding 5 L, with a total net quantity per person of 5 L.</p>	X	X	✓	X
<p>Ammunition (cartridges for weapons), securely packaged (In Div. 1.4S, UN 0012 or UN 0014 only), in quantities not exceeding 5 kg gross weight per person for that person's own use. Allowances for more than one person must not be combined into one or more packages.</p>	FORBIDDEN			
<p>Avalanche rescue backpack One per person, containing a cartridge of compressed gas in Div. 2.2. May also be equipped with a pyrotechnic trigger mechanism containing not more than 200 mg net of Div. 1.4S. The backpack must be packed in such a manner that it cannot be accidentally activated. The airbags within the backpacks must be fitted with pressure relief valves.</p>	✓	X	✓	X
<p>Batteries, spare/loose, including lithium metal or lithium ion cells or batteries For PEDs must be carried in carry-on baggage only. For lithium metal batteries the lithium metal content must not exceed 2 g and for lithium ion batteries the watt-hour rating must not exceed 100 Wh. Articles which have the primary purpose as a power source, e.g. power banks are considered as spare batteries. These batteries must be individually protected to prevent short circuits. Each person is limited to a maximum of 20 spare batteries. *Operator may approve the carriage of more than 20 batteries.</p>	X	X	✓	X
<p>Camping stoves and fuel containers that have contained a flammable liquid fuel, with empty fuel tank and/or fuel container.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.5 Camping stoves and fuel containers for camping stoves that have contained a flammable liquid fuel may be carried provided the fuel tank of the camping stove and/or fuel container has been completely drained off all liquid fuel and action has been taken to nullify the danger. To nullify the danger, the empty fuel tank and/or container must be allowed to drain for at least 1 hour, the fuel tank and/or container must then be left uncapped for a minimum of 6 hours to allow any residual fuel to evaporate. Alternative methods, such as adding cooking oil to the fuel tank and/or container to elevate the flash point of any residual liquid above the flash point of flammable liquid and the emptying the fuel tank and/or container, are equally acceptable. The fuel tank and/or container must then have the cap securely fastened and be wrapped in an absorbent material such as paper towel and placed in a polyethylene or equivalent bag. The top of the bag must then be sealed or gathered and closed with an elastic band or twine.</p> <p>Note: <i>Provided the above cleaning method is followed in accordance with these Regulations, the fuel stove or container can be classified as non hazardous. However to control the carriage of these items, they are listed in Table 2.3.A Provisions for Dangerous Goods Carried by Passengers or Crew.</i></p>	FORBIDDEN			
<p>Chemical Agent Monitoring Equipment When carried by staff members of the Organization for the Prohibition of Chemical Weapons on official travel.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.4.4 Instruments containing radioactive material not exceeding the activity limits specified in Table 10.3.C, i.e. chemical agent monitor (CAM) and/or rapid alarm and identification device monitor (RAID-M), securely packed and without lithium batteries, when carried by staff members of the Organization for the prohibition of Chemical Weapons (OPCW) on official travel.</p>	✓	X	✓	X
<p>Disabling devices Such as mace, pepper spray, etc. containing an irritant or incapacitating substance are forbidden on the person, in checked and carry-on baggage.</p>	FORBIDDEN			
<p>Dry ice (carbon dioxide, solid) Quantities not exceeding 2.5 kg per person when used to pack perishables not subject to these Regulations in carry-on baggage provided the baggage (package) permits the release of carbon dioxide gas. Checked baggage must be marked "dry ice" and with the net weight of dry. Ice or an indication that there is 2.5 kg or less dry ice.</p>	✓	X	✓	X
<p>E-cigarettes (including e-cigars, e-pipes, other personal vaporizers) Must be individually protected to prevent accidental activation.</p>	X	X	✓	X
<p>Electro shock weapons (e.g. Tasers) Containing dangerous goods such as explosives, compressed gases, lithium batteries, etc. are forbidden in carry-on baggage or checked baggage or on the person.</p>	FORBIDDEN			



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<p>Fuel Cells Containing fuel, powering portable electronic devices. (e.g. cameras, cellular phones, laptop computers and camcorders).</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.5.10 Fuel cells used to power portable electronic devices (for example cameras, cellular phones, laptop computers and camcorders) and spare fuel cell cartridges, under the following conditions:</p> <p>(a) fuel cells and fuel cell cartridges may only contain flammable liquids, corrosive substances, liquefied flammable gas, water-reactive substances or hydrogen in metal hydride;</p> <p>(b) refuelling of fuel cells on board an aircraft is not permitted except that the installation of a spare cartridge is allowed;</p> <p>(c) the maximum quantity of fuel in any fuel cell or fuel cell cartridge must not exceed:</p> <ol style="list-style-type: none"> 1. for liquids, 200 mL; 2. for solids 200 g; 3. for liquefied gases, 120 mL for non metallic fuel cells or fuel cell cartridges or 200 mL for metal fuel cells or fuel cell cartridges; 4. for hydrogen in metal hydride the fuel cell cartridges must have a water capacity of 120 mL or less. <p>(d) each fuel cell and each fuel cell cartridge must conform to IEC 62282-6-100 Ed. 1, including Amendment 1, and must be marked with a manufacturer's certification that it conforms to the specification. In addition, each fuel cell cartridge must be marked with the maximum quantity and type of fuel in the cartridge;</p> <p>(e) no more than two spare fuel cell cartridges may be carried in checked baggage, carry-on baggage, or on the person;</p> <p>(f) fuel cells containing fuel are permitted in carry-on baggage only;</p> <p>(g) interaction between fuel cells and integrated batteries in a device must conform to IEC 62282-6-100 Ed. 1, including Amendment 1. Fuel cells whose sole function is to charge a battery in the device are not permitted;</p> <p>(h) fuel cells must be of a type that will not charge batteries when the portable electronic device is not in use and must be durably marked by the manufacturer: "APPROVED FOR CARRIAGE IN AIRCRAFT CABIN ONLY" to so indicate; and</p> <p>(i) in addition to the languages which may be required by the State of Origin for the marks specified above, English should be used.</p>	X	X	✓ X
<p>Fuel cells and spare For PED 's (e.g. cameras, cellular phones, laptop computers and camcorders).</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.5.10 Fuel cells used to power portable electronic devices (for example cameras, cellular phones, laptop computers and camcorders) and spare fuel cell cartridges, under the following conditions:</p> <p>(a) fuel cells and fuel cell cartridges may only contain flammable liquids, corrosive substances, liquefied flammable gas, water-reactive substances or hydrogen in metal hydride;</p> <p>(b) refuelling of fuel cells on board an aircraft is not permitted except that the installation of a spare cartridge is allowed;</p> <p>(c) the maximum quantity of fuel in any fuel cell or fuel cell cartridge must not exceed:</p> <ol style="list-style-type: none"> 1. for liquids, 200 mL; 2. for solids 200 g; 3. for liquefied gases, 120 mL for non metallic fuel cells or fuel cell cartridges or 200 mL for metal fuel cells or fuel cell cartridges; 4. for hydrogen in metal hydride the fuel cell cartridges must have a water capacity of 120 mL or less. <p>(d) each fuel cell and each fuel cell cartridge must conform to IEC 62282-6-100 Ed. 1, including Amendment 1, and must be marked with a manufacturer's certification that it conforms to the specification. In addition, each fuel cell cartridge must be marked with the maximum quantity and type of fuel in the cartridge;</p> <p>(e) no more than two spare fuel cell cartridges may be carried in checked baggage, carry-on baggage, or on the person;</p> <p>(f) fuel cells containing fuel are permitted in carry-on baggage only;</p> <p>(g) interaction between fuel cells and integrated batteries in a device must conform to IEC 62282-6-100 Ed. 1, including Amendment 1. Fuel cells whose sole function is to charge a battery in the device are not permitted;</p> <p>(h) fuel cells must be of a type that will not charge batteries when the portable electronic device is not in use and must be durably marked by the manufacturer: "APPROVED FOR CARRIAGE IN AIRCRAFT CABIN ONLY" to so indicate; and</p> <p>(i) in addition to the languages which may be required by the State of Origin for the marks specified above, English should be used.</p>	X	X	✓ X



The pilot-in-command must be informed of the location				
Permitted in or as carry-on baggage				
Permitted in or as checked baggage				
The approval of the operator is required				
<p>Gas cartridges, small, non-flammable Containing carbon dioxide or other suitable gas in Division 2.2. Up to two (2) small cartridges fitted into a self-inflating safety device such as a life jacket or vest. Not more than one (1) device per passenger and up to two (2) spare small cartridges per person, not more than four (4) cartridges up to 50 mL water capacity for other devices. - Small cartridges fitted into a self-inflating safety device such as a life-jacket or vest: (a) no more than one personal safety device per person; (b) the personal safety device must be packed in such a manner that it cannot be accidentally activated; (c) limited to carbon dioxide or other suitable gas in Division 2.2 without a subsidiary risk; (d) cartridge(s) must be for inflation purposes; (e) the device must be fitted with no more than two small cartridges; and (f) not more than two spare cartridges. - Other devices: (a) no more than four small cartridges of carbon dioxide or other suitable gas in Division 2.2 without a subsidiary risk, per person; (b) the water capacity of each cartridge must not exceed 50 mL. <i>Note: For carbon dioxide a gas cartridge with a water capacity of 50 mL is equivalent to a 28 g cartridge.</i></p>	✓	X	✓	X
<p>Gas cylinders, non-flammable, non-toxic Worn for the operation of mechanical limbs. Also, spare cylinders of a similar size if required to ensure an adequate supply for the duration of the journey.</p>	X	X	✓	X
<p>Hair curlers containing hydrocarbon gas Up to one (1) per passenger or crew-member, provided that the safety cover is securely fitted over the heating element. These hair curlers must not be used on board the aircraft at any time. Gas refills for such curlers are not permitted in carry-on or checked baggage.</p>	X	X	✓	X
<p>Heat producing articles Such as underwater torches (diving lamps) and soldering irons.</p>				
<p>IATA Dangerous Goods Regulations Manual Section 2.3.4.6 Battery-powered equipment capable of generating extreme heat, which would cause a fire if activated, e.g. underwater high-intensity lamps. The heat producing component and the battery are isolated from each other by the removal of the heat producing component, the battery or another component, e.g. fuse. Any battery that has been removed must be protected against short circuit (by placement in the original retail packaging or by otherwise insulating terminals, e.g. by taping over exposed terminals or placing each battery in a separate plastic bag or protective pouch).</p>	✓	X	✓	X
<p>Insulated packaging containing refrigerated liquid nitrogen (dry shipper) Fully absorbed in a porous material containing only non-dangerous goods.</p>	X	X	✓	X
<p>Internal combustion or fuel cell engines must meet A70.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.5.15 In checked baggage only, internal combustion or fuel cell engines being carried separately or incorporated into a machine or other apparatus. The engine must comply with the requirements of Special Provision A70.</p>	FORBIDDEN			
<p>Lamps Energy efficient when in retail packaging intended for personal or home use.</p>	X	X	✓	X



The pilot-in-command must be informed of the location				
Permitted in or as carry-on baggage				
Permitted in or as checked baggage				
The approval of the operator is required				
<p>Lithium Batteries: Security-type equipment containing lithium batteries.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.6 Security type equipment such as attaché cases, cash boxes, cash bags, etc. incorporating dangerous goods as part of this equipment, for example lithium batteries or pyrotechnic material, may be carried as checked baggage only if the equipment complies with the following:</p> <p>(a) the equipment must be equipped with an effective means of preventing accidental activation;</p> <p>(b) if the equipment contains an explosive or pyrotechnic substance or an explosive article, this article or substance must be excluded from Class 1 by the appropriate national authority of the State of Manufacture in compliance with 3.1.7.1; [3.1.7.1 The appropriate national authority may exclude an article or substance from Class 1 by virtue of test results and the Class 1 definition.]</p> <p>(c) if the equipment contains lithium cells or batteries, these cells or batteries must comply with the following restrictions</p> <ol style="list-style-type: none"> 1. for a lithium metal cell, the lithium content is not more than 1 g; 2. for a lithium metal battery, the aggregate lithium content is not more than 2 g; 3. for lithium ion cells, the Watt-hour rating is not more than 20 Wh; 4. for lithium ion batteries, the Watt-hour rating is not more than 100 Wh; 5. each cell or battery is of the type proven to meet the requirements of each test in the UN <i>Manual of Tests and Criteria</i>, Part III, subsection 38.3 <p>(d) if the equipment contains gases to expel dye or ink, only gas cartridges and receptacles, small, containing gas with a capacity not exceeding 50 mL, containing no constituents subject to these Regulations other than a Division 2.2 gas, are allowed. The release of gas must not cause extreme annoyance or discomfort to crew members so as to prevent the correct performance of assigned duties. In case of accidental activation all hazardous effects must be confined within the equipment and must not produce extreme noise;</p> <p>(e) security type equipment that is defective or that has been damaged is forbidden for transport.</p>	FORBIDDEN			
<p>Lithium Batteries Portable electronic devices containing lithium metal or lithium ion cells or batteries, including medical devices such as portable oxygen concentrators (POC) and consumer electronics such as cameras, mobile phones, laptops and tablets, when carried by passengers or crew for personal use. For lithium metal batteries the lithium metal content must not exceed 2 g and for lithium ion batteries the Watt-hour rating must not exceed 100 Wh. Devices in checked baggage must be completely switched off and must be protected from damage. Baggage equipped with a lithium battery, other than lithium button cells, the battery must be removable. If offered as checked baggage the battery must be removed and carried in the cabin.</p>	X	X	✓	X
<p>Lithium batteries Spare/loose with a Watt-hour rating exceeding 100 Wh but not exceeding 160 Wh for consumer electronic devices and Portable Medical Electronic Devices (PMED) or with a lithium content of 2 g but not exceeding 8 g for PMED only. Maximum of two spare batteries may be carried in carry-on baggage only. These batteries must be individually protected to prevent short circuits.</p>	✓	X	✓	X
<p>Lithium battery-powered electronic devices.</p> <p>(a) Portable medical electronic devices (PMED), such as automated external defibrillators (AED), portable oxygen concentrators (POC) and continuous positive airway pressure (CPAP), containing lithium metal or lithium ion cells or batteries may be carried by passengers for medical use as follows:</p> <ol style="list-style-type: none"> 1. for lithium metal alloy batteries, a lithium content exceeding 2 g, but not exceeding 8 g; or 2. for lithium ion batteries, a watt-hour rating exceeding 100 Wh, but not exceeding 160 Wh; 3. batteries must be of a type that meets the requirements of the UN Manual of Tests & Criteria, Pt III, subsection 38.3 <p>(b) Portable electronic devices, such as power tools, video cameras and laptops containing lithium ion batteries as follows:</p> <ol style="list-style-type: none"> 1. Lithium ion batteries with a Wh rating exceeding 100 Wh but not exceeding 160 Wh; 2. batteries must be of a type that meets the requirements of the UN Manual of Tests & Criteria, Pt III, subsection 38.3 	✓	X	✓	X
<p>Matches, safety (one small packet) or a small cigarette lighter It does not contain unabsorbed liquid fuel, other than liquefied gas, intended for use by an individual when carried on the person. Lighter fuel and lighter refills are not permitted on one's person or in checked or carry-on baggage. Note: "Strike anywhere" matches, "Blue flame" or "Cigar" lighter are forbidden.</p>	X	On person only		X



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Permitted in or as carry-on baggage	
Permitted in or as checked baggage	
The approval of the operator is required	
<p>Mobility Aids Battery-powered wheelchairs or other similar mobility devices <i>with non-spillable wet batteries</i> or with batteries which comply with Special Provision A123 or A199.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.2 Battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with non-spillable wet batteries or with Batteries which Comply with Special Provision A123 or A199: (a) non-spillable batteries must comply with Special Provision A67 or the vibration and pressure differential tests of Packing Instruction 872; (b) the operator must verify: 1. the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container; 2. the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C); 3. electrical circuits have been inhibited. (c) the wheelchair/battery-powered mobility aid must be secured against movement in the cargo hold and must be carried such that it is protected from being damaged by the movement of baggage, mail, or cargo; (d) where a battery-powered or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible): 1. the battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction; 2. the removed battery(ies) must be carried in strong, rigid packagings which must be carried in the cargo compartment (see 9.3.14.5 and Figure 9.3.C); 3. the battery(ies) must be protected from short circuit; and 4. the pilot-in-command must be informed of the location of the packed battery. (e) it is recommended that passengers make advance arrangements with each operator.</p> <p>IATA Dangerous Goods Regulations Manual Section 9.3.14.5 To assist the handling of wheelchairs and mobility aids with batteries, Figure 9.3.C shows an example of a label which may be used to assist in identifying whether or not a wheelchair has had the battery removed. The label is in two parts; Part A remains with the wheelchair and indicates whether or not the battery has been removed. In the particular case where the battery is separated from the wheelchair, Part B may be used to assist in identifying the battery and also in reconciling the battery and its wheelchair.</p>	<p>FORBIDDEN</p>



The pilot-in-command must be informed of the location	
	Permitted in or as carry-on baggage
	Permitted in or as checked baggage
	The approval of the operator is required
<p>Mobility Aids Battery-powered wheelchairs or other similar mobility devices <i>with spillable batteries</i> or with lithium batteries.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.3 Battery-powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), with spillable batteries:</p> <p>(a) provided that the wheelchair or mobility aid can be loaded, stowed, secured and unloaded always in an upright position then the battery may remain installed in the wheelchair. The operator must verify that:</p> <ol style="list-style-type: none"> 1. the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container; 2. the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C); 3. electrical circuits have been inhibited; 4. the wheelchair/battery-powered mobility aid must be secured against movement in the cargo compartment and must be carried in a manner so that it is protected from being damaged by the movement of baggage, mail, or cargo. <p>(b) if the wheelchair or mobility aid cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed. The wheelchair or mobility aid may then be carried as checked baggage without restriction;</p> <p>(c) the removed battery must be carried in strong, rigid packaging as follows:</p> <ol style="list-style-type: none"> 1. packaging must be leak-tight, impervious to battery fluid and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securement (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders; 2. batteries must be protected against short circuits, secured upright in these packagings and surrounded by compatible absorbent material sufficient to absorb their total liquid contents; and 3. these packaging must be marked "BATTERY, WET, WITH WHEELCHAIR" or "BATTERY, WET, WITH MOBILITY AID" and be labelled with the "Corrosive" label (see Figure 7.3.V) and with the "Package Orientation" label (see Figures 7.4.D and 7.4.E). <p>The pilot-in-command must be informed of the location of a wheelchair or mobility aid with an installed battery or the location of a packed battery. It is recommended that passengers make advance arrangements with each operator; also that batteries which are spillable should be fitted with spill-resistant vent caps when feasible (see 9.3.14.5 and Figure 9.3.C).</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.4 Lithium-ion battery powered wheelchairs or other similar mobility aids for use by passengers whose mobility is restricted by either a disability, their health or age, or a temporary mobility problem (e.g. broken leg), subject to the following conditions:</p> <p>(a) the batteries must be of a type which meets the requirements of each test in the UN <i>Manual of Tests and Criteria</i>, Part III, subsection 38.3;</p> <p>(b) the operator must verify:</p> <ol style="list-style-type: none"> 1. the battery terminals are protected from short circuits, e.g. by being enclosed within a battery container; 2. the battery is securely attached to the wheelchair or mobility aid (see 9.3.14.5 and Figure 9.3.C); 3. electrical circuits have been inhibited. <p>(c) mobility aids must be secured against movement in the cargo compartment and must be carried in a manner so that they are protected from being damaged by the movement of baggage, mail or other cargo;</p> <p>(d) where a battery-powered wheelchair or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):</p> <ol style="list-style-type: none"> 1. the battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction; 2. the battery(ies) must be protected from short circuit by insulating the terminals (e.g. by taping over exposed terminals); 3. the removed battery(ies) must be protected from damage (e.g. by placing each battery in a protective pouch). The battery(ies) must be carried in the passenger cabin; 4. removal of the battery(ies) from the device must be performed by following the instructions of the manufacturer or device owner; 5. the battery must not exceed 300 Wh, or for a device that is fitted with two batteries required for operation, each battery must not exceed 160 Wh; 6. a maximum of one spare battery not exceeding 300 Wh or two spares each not exceeding 160 Wh may be carried. <p>(e) the pilot-in-command must be informed of the location of the mobility aid with an installed battery or the location of the lithium battery when removed and carried in the cabin;</p> <p>(f) it is recommended that passengers make advance arrangements with each operator.</p> <p>IATA Dangerous Goods Regulations Manual Section 9.3.14.5 To assist the handling of wheelchairs and mobility aids with batteries, Figure 9.3.C shows an example of a label which may be used to assist in identifying whether or not a wheelchair has had the battery removed. The label is in two parts; Part A remains with the wheelchair and indicates whether or not the battery has been removed. In the particular case where the battery is separated from the wheelchair, Part B may be used to assist in identifying the battery and also in reconciling the battery and its wheelchair.</p>	FORBIDDEN



The pilot-in-command must be informed of the location				
Permitted in or as carry-on baggage				
Permitted in or as checked baggage				
The approval of the operator is required				
<p>Mobility Aids Battery-powered mobility aids with lithium ion batteries (collapsible), lithium-ion battery must be removed and carried in the cabin.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.4(d) (d) where a battery-powered wheelchair or other similar mobility aid is specifically designed to allow its battery(ies) to be removed by the user (e.g. collapsible):</p> <ol style="list-style-type: none"> the battery(ies) must be removed. The wheelchair/mobility aid may then be carried as checked baggage without restriction; the battery(ies) must be protected from short circuit by insulating the terminals (e.g. by taping over exposed terminals); the removed battery(ies) must be protected from damage (e.g. by placing each battery in a protective pouch). The battery(ies) must be carried in the passenger cabin; removal of the battery(ies) from the device must be performed by following the instructions of the manufacturer or device owner; the battery must not exceed 300 Wh, or for a device that is fitted with two batteries required for operation, each battery must not exceed 160 Wh; a maximum of one spare battery not exceeding 300 Wh or two spares each not exceeding 160 Wh may be carried. 	FORBIDDEN			
<p>Non-radioactive medicinal or toiletry articles (including aerosols) such as hair sprays, perfumes, colognes and medicines containing alcohol</p>	X	X	✓	X
<p>Non-flammable, non-toxic aerosols in Division 2.2, with no subsidiary risk, for sporting/home use. The total net quantity of non-radioactive medicinal or toiletry articles and non-flammable, non-toxic aerosols in Division 2.2 must not exceed 2 kg or 2 L and the net quantity of each single article must not exceed 0.5 kg or 0.5 L. Release valves on aerosols must be protected by a cap or other suitable means to prevent inadvertent release of the contents.</p>	X	X	X	X
<p>Oxygen or air, gaseous, cylinders required for medical use. The cylinder must not exceed 5 kg gross weight. <i>Note: Liquid oxygen systems are forbidden for transport.</i></p>	✓	X	✓	✓
<p>Permeation devices must meet A41.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.5.16 In checked baggage only permeation devices for calibrating air quality monitoring equipment. These devices must comply with the requirements of Special Provision A41.</p>	FORBIDDEN			
<p>Portable electronic devices containing non-spillable batteries Batteries must meet A67 and must be 12V or less and 100 Wh or less. A maximum of 2 spare batteries may be carried.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.5.13 In checked or carry-on baggage, portable electronic devices containing a non-spillable battery meeting the requirements of Special Provision A67. A maximum of two spare non-spillable batteries meeting Special Provision A67 may also be carried. The following requirements apply:</p> <p>(a) the voltage of each battery must not exceed 12 V and the watt-hour rating must not exceed 100 Wh;</p> <p>(b) the device must either be protected from inadvertent activation, or the battery must be disconnected and the battery terminals insulated;</p> <p>(c) each spare battery must be protected from short circuit by insulation of the battery terminals.</p>	X	X	✓	X
<p>Radioisotopic cardiac pacemakers or other devices Including those powered by lithium batteries, implanted into a person or fitted externally, or radiopharmaceuticals contained within the body of a person as the result of medical treatment.</p>	X	On person only		X



The pilot-in-command must be informed of the location					
Permitted in or as carry-on baggage					
Permitted in or as checked baggage					
The approval of the operator is required					
<p>Security-type attaché cases, cash boxes, cash bags Incorporating dangerous goods, such as lithium batteries and/or pyrotechnic material, except as provided in 2.3.2.6 are totally forbidden. See entry in 4.2-List of Dangerous Goods.</p> <p>IATA Dangerous Goods Regulations Manual Section 2.3.2.6 Security type equipment such as attaché cases, cash boxes, cash bags, etc. incorporating dangerous goods as part of this equipment, for example lithium batteries or pyrotechnic material, may be carried as checked baggage only if the equipment complies with the following:</p> <p>(a) the equipment must be equipped with an effective means of preventing accidental activation;</p> <p>(b) if the equipment contains an explosive or pyrotechnic substance or an explosive article, this article or substance must be excluded from Class 1 by the appropriate national authority of the State of Manufacture in compliance with 3.1.7.1; [3.1.7.1 The appropriate national authority may exclude an article or substance from Class 1 by virtue of test results and the Class 1 definition.]</p> <p>(c) if the equipment contains lithium cells or batteries, these cells or batteries must comply with the following restrictions</p> <ol style="list-style-type: none"> 1. for a lithium metal cell, the lithium content is not more than 1 g; 2. for a lithium metal battery, the aggregate lithium content is not more than 2 g; 3. for lithium ion cells, the Watt-hour rating is not more than 20 Wh; 4. for lithium ion batteries, the Watt-hour rating is not more than 100 Wh; 5. each cell or battery is of the type proven to meet the requirements of each test in the UN <i>Manual of Tests and Criteria</i>, Part III, subsection 38.3 <p>(d) if the equipment contains gases to expel dye or ink, only gas cartridges and receptacles, small, containing gas with a capacity not exceeding 50 mL, containing no constituents subject to these Regulations other than a Division 2.2 gas, are allowed. The release of gas must not cause extreme annoyance or discomfort to crew members so as to prevent the correct performance of assigned duties. In case of accidental activation all hazardous effects must be confined within the equipment and must not produce extreme noise;</p> <p>(e) security type equipment that is defective or that has been damaged is forbidden for transport.</p>		FORBIDDEN			
<p>Specimens, non-infectious Pack with small quantities of flammable liquid. Refer A180 - Non-infectious specimens, such as specimens of mammals, birds, amphibians, reptiles, fish, insects and other invertebrates containing small quantities of UN 1170, UN 1198, UN 1987, or UN 1219 are not subject to these Regulations provided the following packing and marking requirements are met:</p> <p>(a) specimens are: 1. wrapped in paper towel and/or cheesecloth moistened with alcohol or an alcohol solution and then placed in a plastic bag that is heat-sealed. Any free liquid in the bag must not exceed 30 mL; or 2. placed in vials or other rigid containers with no more than 30 mL of alcohol or an alcohol solution;</p> <p>(b) the prepared specimens are then placed in a plastic bag that is then heat-sealed;</p> <p>(c) the bagged specimens are then placed inside a another plastic bag with absorbent material then heat sealed;</p> <p>(d) the finished bag is then placed in a strong outer packaging with suitable cushioning material;</p> <p>(e) the total quantity of flammable liquid per outer packaging must not exceed 1 L; and</p> <p>(f) the completed package is marked "scientific research specimens, not restricted Special Provision A180 applies".</p>		X	X	✓	X
<p>Thermometer, medical or clinical One small medical or clinical thermometer which contains mercury, for personal use, when in its protective case</p>		FORBIDDEN			
<p>Thermometer or barometer Mercury filled carried by a representative of a government weather bureau or similar official agency.</p>		✓	X	✓	✓
<p>IATA Dangerous Goods Regulations Manual Section 2.3.1.1 Except as permitted in 2.3.2.6 below security-type equipment such as attaché cases, cash boxes, cash bags, etc. incorporating dangerous goods, such as lithium batteries and/or pyrotechnic material, are totally forbidden. See entry in Subsection 4.2, List of Dangerous Goods.</p>		✓	X	✓	✓