

Advisory Circular

GUIDANCE FOR CARRIAGE OF MUNITIONS OF WAR BY AIR

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- 1. GENERAL.** Pursuant to paragraph 88B of the Air Navigation Order, the Director General of the Civil Aviation Authority of Singapore (DGCA) may, from time to time, issue advisory circulars (ACs) on any aspect of safety in civil aviation. This AC contains information about standards, practices and procedures acceptable to CAAS. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.
- 2. PURPOSE.** This AC provides guidance for the carriage of munitions of war (MOW) by air. It also clarifies the applicability of MOW permits for the carriage of MOW by air and the requirements regarding the application of such permits to CAAS.
- 3. APPLICABILITY.** This AC applies to all Singapore air operators, and foreign air operators operating aircraft to or from Singapore, who are involved in the carriage of MOW as cargo consignments or checked baggage.
- 4. CANCELLATION.** This AC supersedes AC DGR-1(1) issued on 23 June 2012.
- 5. EFFECTIVE DATE.** This AC is effective from 30 November 2017.
- 6. REFERENCES.**
 - Air Navigation Order Paragraph 50C, Permit for the carriage of munitions of war;
 - Air Navigation Order Paragraph 50D, Permit for the carriage of dangerous goods;
 - ICAO Technical Instructions (TI) for the Safe Transport of Dangerous Goods by Air (Doc 9284).

Note : CAAS notes that IATA Dangerous Goods Regulations (IATA DGR) is based on the ICAO TI. Therefore corresponding IATA DGR references have been included for the convenience of air operators.

- 7. DEFINITION OF MOW AND MOW THAT ARE CLASSIFIED AS DANGEROUS GOODS.**
 - 7.1** The Air Navigation Order (ANO) defines MOW as “weapons and ammunition designed for use in warfare or against any person, including any part designed for such weapons and ammunition”.
 - 7.2** To help air operators determine if an article may be classified as MOW, the following table shows

a non-exhaustive list of articles and whether they are classified as MOW:

Articles Classified as MOW	Articles Not Classified as MOW
<ul style="list-style-type: none"> • Rifles, pistols, and guns including their ammunition, explosives and cartridges; • Components and parts of weapons such as weapon barrels, magazines and firing pins required for the normal functioning of the weapon; • Military / armoured vehicles or aircraft with installed / mounted weapons; • Air pistols or rifles designed to shoot metallic projectiles • Functional antique firearms; 	<ul style="list-style-type: none"> • Inert, non-functioning replicas or models of weapons and permanently deactivated weapons that could not be restored to a functioning condition of a weapon; • Components and parts such as weapon scopes, tripods, cleaning kits, slings and pouches not required for the functioning of the weapon; • Military / armoured vehicles or aircraft not installed / mounted with weapons • Airsoft weapons designed to shoot non-metallic spherical projectiles; • Range finders and night vision devices; • Knives and swords for combat or ceremonial purposes; • Explosives¹ intended for commercial use such as for blasting works in mining industries or quarry works and power cartridges used in aircraft or motor vehicles.

7.3 MOW may contain materials which are also classified as dangerous goods. For example, ammunition and cartridges may contain explosives, charges and primers which are also classified as dangerous goods according to the ICAO TI. For such MOWs, they are also classified as dangerous goods and must comply with the requirements of the ANO and ICAO TI when transported by air. Refer to Paragraph 13 for guidance on the carriage cargo consignments of MOW that are also classified as dangerous goods.

8. MOW CONSIGNED AS CARGO.

8.1 In accordance with paragraph 50C of the ANO, an air operator must be granted a MOW permit prior to transporting MOW as cargo consignments on its aircraft to or from Singapore.

8.2 Applications for MOW permits must be made by the air operator using CAAS Form FO179. The form must be completed by following its instructions and submitted together with supporting documents to CAAS at least 7 days prior to the intended date of carriage of the MOW consignment(s). The form can be downloaded from the CAAS website at the following link:
https://www.caas.gov.sg/docs/default-source/pdf/mow_application_form.pdf

9. FEES FOR MOW PERMITS

9.1 For each permit type, the fees payable by an applicant is specified in Paragraph 77 of the ANO read with the Twelfth Schedule, Paragraph 15 as follows:

- a) Ad hoc permit for a single return flight - \$45; and
- b) Block permit for more than 10 return flights over a period of 6 months - \$380.

10. APPLICATION FOR MOW AD HOC PERMIT

10.1 An air operator intending to transport cargo consignments of MOW (including weapons for

¹ Notwithstanding that such articles may not be classified as MOW, explosives and power cartridges containing explosives are classified as dangerous goods according to the ICAO TI. Consequently, the air operator is responsible for ensuring that the applicable requirements of the ANO and ICAO TI are complied with when such substances or articles are offered for transport by air on its aircraft.

sporting purposes) to or from Singapore on a single return flight may apply for a MOW ad hoc permit. An air operator being granted an ad hoc permit, issued under paragraph 50C(3)(a) of the ANO, is permitted to only transport one or more consignments of MOW, limited to the contents and quantity as specified on the permit, onboard its aircraft operating a single return flight in accordance with the conditions of that permit.

- 10.2 A MOW ad hoc permit is typically valid for a period of 14 days from the intended date of carriage as specified by the applicant on its application. If, for any reason, the MOW consignments specified on the permit could not be transported or its transportation could not be completed on a single return flight within the validity of the permit, the air operator will be required to apply for additional permit(s) prior to transporting the remaining MOW consignments on its aircraft.
- 10.3 Upon completion of the carriage, and as part of the condition of the MOW ad hoc permit, an air operator is required to notify CAAS by completing the notification in Form A of CAAS Form FO179.
- 10.4 Air operators are advised to exercise diligence in ensuring that MOW consignments are not inevitably accepted and transported on an aircraft to or from Singapore without the required permit(s). When uncertain if the contents of any consignment may contain MOW or dangerous goods, an air operator should seek verification from the shipper to accurately identify its contents prior to accepting them for transportation by air.

11. APPLICATION FOR MOW BLOCK PERMIT

- 11.1 For the carriage of MOW as cargo consignments on 10 or more return flights on its aircraft over a period of 6 months, an air operator may apply for a MOW Block Permit. An air operator being granted such a permit, issued under paragraph 50C(3)(b) of the ANO, is permitted to transport multiple consignments of the type of MOW onboard multiple flights on its aircraft in accordance with the conditions of that permit. For the carriage of other types of MOW not covered by the block permit that has been granted, an air operator must apply for ad hoc permit(s) as required. As a matter of policy, CAAS may grant a block permit to –
 - A foreign air operator for the carriage of cargo consignments of MOW that are used for sporting purposes only;
 - A Singapore air operator for the carriage of cargo consignments of MOW that are used for –
 - sporting purposes; and
 - non-sporting purposes, if the MOW originates from or is destined for a Singapore defence organisation only. CAAS may specify on the permit a list of organisations from which the MOW originates, or to which the MOW is destined. For the carriage of cargo consignments of MOW originating from or destined for an organisation not listed on the block permit, the Singapore air operator will need to apply for a separate MOW ad hoc permit.

11.2 A MOW block permit is typically valid for a period of up to 6 months or till the expiry of the Air Operator Certificate (including its Operations Specifications) whichever is more restrictive. When such a permit is granted to an air operator, it may only transport consignments of MOW within the validity period stated on the permit and in accordance with the conditions specified in the permit.

11.3 As part of the condition of the MOW block permit, an air operator must inform CAAS of the consignment(s) of MOW transported on its aircraft by submitting a summary report in Form B of CAAS Form FO179 no later than 10 days from the end of each month within the validity of the block permit.

12. CARRIAGE OF MOW CONTAINING DANGEROUS GOODS IN CARGO CONSIGNMENTS

12.1 If any MOW consignment is also classified as dangerous goods, as described in paragraph 7.3, an air operator, prior to transporting such a consignment on its aircraft to or from Singapore, must also apply for a dangerous goods permit under paragraph 50D(3) of the ANO. This is in addition to the MOW permit requirements in paragraph 50C of the ANO. Therefore, an air operator that has been granted MOW ad hoc or block permits under paragraph 50C(3) are not absolved from having to comply with the dangerous goods permit requirements of paragraph 50D of the ANO for the carriage of MOW consignments classified as dangerous goods.

12.2 An air operator must ensure that MOW consignments that are classified as dangerous goods are accepted in accordance with the procedures specified in its operations manual and a dangerous

goods acceptance checklist is used to verify that the consignment complies with the applicable requirements of the ICAO TI prior to accepting the consignment for transportation by air.

- 12.3 When an air operator is granted with both the MOW ad hoc / block permit and the dangerous goods ad hoc / block permit, carriage of the MOW consignment(s) containing dangerous goods on its aircraft, and complying with the conditions of both permits, must be completed within the validity period specified on both permits whichever is more restrictive.

13. MOW CARRIED BY PASSENGERS IN CHECKED BAGGAGE.

- 13.1 MOW permits are not required for the carriage of MOW by passengers in checked baggage. Notwithstanding this, an air operator of passenger aircraft is required to comply with the Singapore Police Force, Airport Police Division's Security Directives for Air Operators concerning the carriage of arms, ammunition and other prohibited items.

- 13.2 For the carriage of ammunition by passengers, in accordance with the ICAO TI, only two types of ammunition (UN0012 and UN0014) may be carried in checked baggage subject to approval by the air operator. As required under ANO Paragraph 50C(2), the air operator must ensure that the requirements of ICAO TI Part 8, Table 8-1, Item 14 (corresponding to IATA DGR reference 2.3.2.1) are complied with for the carriage of such ammunition in checked baggage.

- 13.3 The carriage of MOW by passengers in carry-on baggage is prohibited onboard any aircraft to or from Singapore.

14. PENALTY.

- 14.1 Please be reminded that the maximum penalties for any person who contravenes Paragraph 50C, 50D(1) or 50D(2) of the ANO shall be liable upon conviction to a fine not exceeding S\$100,000 or to imprisonment for a term of up to five years, or both.

15. CONTACT PERSON AND INFORMATION.

- 15.1 Should you have any queries relating to the contents of this advisory circular, please e-mail to us at CAAS_Dangerousgoods@caas.gov.sg.