



AIRCRAFT SERIOUS INCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:		CA18/3/2/1466	
Aircraft Registration	ZS-PEA	Date of Incident	15 January 2025		Time of Incident	0929Z	
Type of Aircraft	Beechcraft King Air 200C	Type of Operation		Air Transport Operations (Part 135)			
Pilot-in-command Licence Type	Commercial Pilot Licence (CPL)	Age	42	Licence Valid	Yes		
Pilot-in-command Flying Experience	Total Flying Hours		1 307	Hours on Type	640		
Last Point of Departure	Chief David Stuurman International Airport (FAPE), Eastern Cape Province						
Next Point of Intended Landing	O.R. Tambo International Airport (FAOR), Gauteng Province						
Damage to Aircraft	None						
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)							
Approximately 40 nautical miles (nm) north-east of FAPE at flight level (FL) 220 and at GPS co-ordinates 33°27'58.24"S 26° 7'16.78"E; elevation at 1 345 feet (ft)							
Meteorological Information	Surface wind: 200°/08; Visibility: 9 000m; Temperature: 17°C; Due Point: 15°C; Cloud cover: Scattered; Cloud base: 36 00ft; QNH: 1012hPa						
Number of People On-board	2+1	Number of People Injured	0	Number of People Killed	0	Other (On Ground)	0

Synopsis

On Wednesday morning, 15 January 2025, two pilots and a flight courier (FC) on-board a Beechcraft King Air 200C aircraft with registration ZS-PEA took off on a commercial flight from Chief David Stuurman International Airport (FAPE), Eastern Cape province, to O.R. Tambo International Airport (FAOR), Gauteng province. The purpose of the flight was to transport cargo which comprised powdered chemicals that were packed in boxes, as well as liquid chemicals stored in 25-litre (L) containers.

The captain was the pilot flying (PF) and the first officer (FO) was the pilot monitoring (PM). The FC had received the cargo from the shipper and loaded it in the aircraft's aft cabin area, assisted by the FO. Later, the aircraft took off from Runway 26 and climbed to flight level (FL) 220. During cruise, the FC who was seated in the main cabin behind the captain heard a "popping" sound which he suspected to have come from one of the boxes; the sound was followed by an unusual smell. The FC informed the crew who instantly donned their oxygen masks. Thereafter, the FO contacted FAPE approach controller on frequency 120.40-Megahertz (MHz) and broadcasted a MAYDAY call whilst returning to FAPE. The FO also requested an emergency descent to FL100, which was granted. The aircraft landed safely at FAPE.

The hazardous material (HAZMAT) team from Nelson Mandela Bay Municipality was contacted to offload the cargo from the aircraft as well as inspect the aircraft for possible chemical (liquid) spillage and structural damage. No visible spillage or structural damage was found. The cargo was individually inspected for possible leakages before it was loaded on to two different vehicles; all cargo was declared intact with no visible damage/leakages. The smell could not be traced back to its origin. The crew reported itchy and burning sensations in their eyes and throats. After a short evaluation, the medical personnel declared the crew safe.

Probable Cause/s and/or Contributory Factors

A chemical smell in the cockpit and cabin area at flight level (FL) 220 prompted the flight crew to don their oxygen masks and to return to the take-off airport (FAPE) whereafter a safe landing was conducted.

SRP Date

10 February 2026

Publication Date

11 February 2026

Occurrence Details

Reference Number : CA18/3/2/1466
Occurrence Category : Serious Incident
Type of Operation : Air Transport Operations (Part 135)
Name of Operator : Balmoral Central Contracts
Aircraft Registration : ZS-PEA
Aircraft Make and Model : Beechcraft; King Air 200C
Nationality : South African
Place : Gqeberha, GPS: 33°27'58.24"S 26° 7'16.78"E
Date and Time : 15 January 2025 at 0929Z
Injuries : None
Damage : None

Purpose of the Investigation

In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not to apportion blame or liability.

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Investigation Process

The Accident and Incident Investigations Division (AIID) was notified of the occurrence which took place on 15 January 2025 at 0929Z. The occurrence was classified as a serious incident according to the CAR 2011 Part 12 and the International Civil Aviation Organisation (ICAO) STD Annex 13 definitions. The notification was sent to the State of Design and Manufacturer in accordance with the CAR 2011 Part 12 and the ICAO Annex 13 Chapter 4. The State of Design and Manufacturer did not appoint an accredited representative and/or advisor. The investigator was not dispatched to the serious incident site.

Notes:

- Whenever the following words are mentioned in this report, they shall mean the following:
Serious Incident — this investigated serious incident
Aircraft — the Beechcraft King Air 200C involved in this serious incident
Investigation — the investigation into the circumstances of this serious incident
Pilot — the pilot involved in this serious incident
Report — this serious incident report*
- Photos and figures used in this report were taken from different sources and may have been adjusted from the original for the sole purpose of improving clarity of the report. Modifications to images used in this report were limited to cropping, magnification, file compression; or enhancement of colour, brightness, contrast; or addition of text boxes, arrows, or lines.*

Disclaimer

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Abbreviation	Description
°	Degrees
°C	Degrees Celsius
AIID	Accident and Incident Investigations Division
ARFF	Aircraft Rescue and Firefighting
ASO	Air Safety Organisation
CEO	Chief Executive Officer
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
CRS	Certificate of Release to Service
DCA	Director of Civil Aviation
DFO	Director of Flight Operations
DQS	Director Quality and Safety
ERP	Emergency Response Plan
Ft	Feet
FC	Flight Courier
FEW	Few Clouds
F	Flight Level
FO	First Officer
HAZMAT	Hazardous Material
hPa	Hectopascal
Kt	Knots
NM	Nautical Miles
M	Metres
METAR	Meteorological Aerodrome Report
OM	Operational Manual
QRG	Quick Response Guide
NOTOC	Notification to Captain
SACAA	South African Civil Aviation Authority
SAWS	South African Weather Service
SCT	Scattered Clouds
PF	Pilot Flying
PM	Pilot Monitoring
QNH	Altitude Above Mean Sea Level
UN	United Nations
Z	Zulu (Term for Universal Co-ordinated Time - Zero Hours Greenwich)

1. FACTUAL INFORMATION

1.1. History of Flight

- 1.1.1. On Wednesday morning, 15 January 2025, a flight crew comprising two pilots and a passenger, a flight courier (FC) on-board a Beechcraft King Air 200C aircraft with registration ZS-PEA took off on a commercial flight from Chief David Stuurman International Airport (FAPE), Eastern Cape province, to O.R. Tambo International Airport (FAOR), Gauteng province. The purpose of the flight was to transport powdered chemical cargo that was packaged in boxes as well as liquid chemical stored in 25-litre (L) containers. Visual meteorological conditions (VMC) prevailed at the time of the flight which was conducted under the provisions of Part 135 of the Civil Aviation Regulations (CAR) 2011, as amended. The flight was also conducted under instrument flight rules.
- 1.1.2. The shipper of the dangerous goods delivered the cargo to FAPE where he met with the flight courier (FC) who then inspected the powdered chemical packaged in boxes and liquid chemical stored in 25-litre (L) plastic containers. The FC also verified that the items carried in each box and the 25L containers were correctly captured on the notification to captain (NOTOC) documentation. *The NOTOC document that was reviewed by the investigators was not signed by the shipper and was submitted to the captain who also did not endorse it with his signature.* The FC and first officer (FO) loaded the cargo in the main cabin and secured it with a net. One of the boxes was segregated and placed in the lavatory because it contained a chemical that was deemed flammable. Once all the cargo was loaded, the crew climbed over the boxes to gain access to the cockpit as the aircraft floor space was taken up by cargo (see Figure 1).
- 1.1.3. The captain was the pilot flying (PF) and the FO was the pilot monitoring (PM). The captain started the engines and taxied the aircraft to the holding point of Runway 08. After a few minutes, the captain taxied the aircraft to the threshold of Runway 26 and took off. The aircraft climbed to flight level (FL) 220. During cruise, the FC who was seated behind the captain in the main cabin heard a “popping” sound which he suspected to have come from one of the boxes. The sound was followed by an unusual smell. Thereafter, the FC informed the crew who instantly donned their oxygen masks. The FO called FAPE approach control on frequency 120.40-Megahertz (MHz) and broadcasted a MAYDAY call whilst returning to FAPE. The captain also requested an emergency descent to FL100, which was granted. The aircraft descended as per the request and landed safely at FAPE at approximately 0929Z. FAPE Aircraft Rescue and Firefighting (ARFF) personnel were on standby when the aircraft landed. The ARFF personnel called in the Hazardous Material (HAZMAT) team from Nelson Mandela Bay Municipality to assist. The team, who had donned their personal protective equipment, isolated the boxes that had a hazardous chemical smell. The cargo was offloaded from the aircraft and loaded on to two vehicles. Examination of the aircraft showed no visible

structural damage. The crew and the FC disembarked from the aircraft; they all complained of itchy eyes and a burning sensation to their throats. After a short evaluation, the medical personnel declared the crew safe.

- 1.1.4. The serious incident occurred during the day whilst en route to FAOR at FL220. The Global Positioning System co-ordinates were approximated at 33°27'58.24"S 26° 7'16.78"E at an elevation of 1345 feet (ft).



Figure 1: The main cabin with the packed cargo. (Source: Shipper)



Figure 2: The packaged powdered chemical that was housed in boxes. (Source: Shipper)

1.2. Injuries to Persons

Injuries	Pilot	Crew	Pass.	Total on board	Other
Fatal	-	-	-	-	-
Serious	-	-	-	-	-
Minor	-	-	-	-	-
None	2	-	1	3	-
Total	2	-	1	3	-

Note: Other means people on the ground.

1.3. Damage to Aircraft

1.3.1. None.



Figure 3: A file picture of the Beechcraft King Air 200C aircraft. (Source: Owner)

1.4. Other Damage

1.4.1. None.

1.5. Captain

Nationality	South African	Gender	Male	Age	42
Licence Type	Commercial Pilot Licence (CPL)				
Licence Valid	Yes	Type Endorsed	Yes		
Ratings	Instrument				
Medical Expiry Date	31 October 2025				
Restrictions	None				
Previous Incidents	None				

Note: Previous incidents refer to past serious incidents the pilot was involved in, when relevant to this serious incident.

Flying Experience:

Total Hours	1 307
Total Past 24 Hours	2.4
Total Past 90 Days	220
Total on Type Past 90 Days	220
Total on Type	640

- 1.5.1. The captain had the aircraft type endorsed on his licence. He also had the Dangerous Goods Certificate Group C that was issued on 28 February 2024 with an expiry date of 1 March 2026.

First officer (FO)

Nationality	South African	Gender	Male	Age	25
Licence Type	Commercial Pilot Licence (CPL)				
Licence Valid	Yes	Type Endorsed	Yes		
Ratings	Instrument				
Medical Expiry Date	30 November 2025				
Restrictions	None				
Previous Incidents	None				

Note: Previous incidents refer to past serious incidents the pilot was involved in, when relevant to this serious incident.

Flying Experience:

Total Hours	447.8
Total Past 24 Hours	2.4
Total Past 90 Days	122.8
Total on Type Past 90 Days	37.6
Total on Type	37.6

- 1.5.2. The FO had the aircraft type endorsed on his licence. He also had a Dangerous Goods Certificate Group C that was issued on 6 October 2024 with an expiry date of 31 October 2026.

1.6. Aircraft Information

- 1.6.1 Aircraft Description (Source: Pilot Operating Handbook (POH)):

The Beechcraft King Air 200C is a low-wing, twin-engined aircraft with seating for up to nine passengers in a pressurised cabin. The aircraft is approved for operation by a single pilot, or

by two pilots. It is powered by two Pratt & Whitney PT6A-41 turboprop engines, each driving a three-bladed, hydraulically operated constant-speed propeller with full feathering and reversing capability.

Airframe:

Manufacturer/Model	Beechcraft/King Air 200C	
Serial Number	BL29	
Year of Manufacture	2004	
Total Airframe Hours (At Time of Serious Incident)	19 891.5	
Last Inspection (Date & Hours)	20 November 2024	19 862.0
Airframe Hours Since Last Inspection	29.5	
CRS Issue Date	20 November 2024	
C of A (Issue Date & Expiry Date)	16 January 2025	25 January 2026
C of R (Issue Date) (Present Owner)	20 July 2023	
Operating Category	Part 135	
Type of Fuel Used	Jet A1	
Previous Incidents	None	

Note: Previous incidents refer to past serious incidents the aircraft was involved in, when relevant to this serious incident.

Engine # 1:

Manufacturer/Model	Pratt & Whitney / PT6A-41
Serial Number	PCE-81732
Part Number	PT6A-41
Hours Since New	9243.2
Hours Since Overhaul	2551 (Time between overhaul [TBO] interval is 3 600 hours) _TBO not reached

Engine # 2:

Manufacturer/Model	Pratt & Whitney / PT6A-41
Serial Number	PCE-80058
Part Number	PT6A-41
Hours Since New	18374.5
Hours Since Overhaul	805.9 (TBO not reached)

Propeller # 1:

Manufacturer/Model	Hartzell Propellers / HC-B3TN-3G
Serial Number	200205
Part Number	MTV-27-1-E-C-F-R(R)
Hours Since New	805.9
Hours Since Overhaul	805.9 TBO interval is 3 000 hours _TBO not reached.

Propeller # 2:

Manufacturer/Model	Hartzell Propellers / HC-B3TN-3G
Serial Number	200206
Part Number	MTV-27-1-E-C-F-R(P)
Hours Since New	805.9
Hours Since Overhaul	805.9 (TBO not reached)

1.7. Meteorological Information

1.7.1. The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the South African Weather Service (SAWS), recorded at FAPE on 15 January 2025 at 0928Z. FAPE is located 8 nautical miles from the serious incident site.

Wind Direction	200°	Wind Speed	08kt	Visibility	9000m
Temperature	17°C	Cloud Cover	SCT	Cloud Base	SCT 3600ft
Dew Point	15°C	QNH	1012hPa		

1.8. Aids to Navigation

1.8.1. The aircraft was equipped with standard navigational equipment as approved by the Regulator (SACAA). There were no records indicating that the navigational equipment was unserviceable prior to the serious incident flight.

1.9. Communication

1.9.1. The aircraft was equipped with a standard communication system as approved by the Regulator (SACAA). There were no recorded defects with the communication system prior to the serious incident flight.

1.10. Aerodrome Information

1.10.1. Chief David Stuurman International Airport (FAPE).

Aerodrome Name	Chief David Stuurman International Airport (FAPE)
Aerodrome Location	Eastern Cape Province
Aerodrome Status	Licensed
Aerodrome GPS coordinates	33°59'24.05" South, 25°36'37.00" East
Aerodrome Elevation	229 feet
Runway Headings	08/26 17/35
Dimensions of Runway Used	Runway 26 is 1 980 metres (m) X 46m
Heading of Runway Used	260°

Surface of Runway Used	Asphalt Runway 26
Approach Facilities	ILS and Runway Lighting
Radio Frequency	TWR 118.10 APP 120.40

1.11. Flight Recorders

1.11.1. The aircraft was not equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR) nor was it required to be fitted to the aircraft type.

1.12. Wreckage and Impact Information

1.12.1. None.

1.13. Medical and Pathological Information

1.13.1. None.

1.14. Fire

1.14.1. There was no evidence of a pre- or post-impact fire.

1.15. Survival Aspects

1.15.1. The serious incident was considered survivable because the crew had donned their oxygen masks, descended and landed safely at FAPE.

1.16. Tests and Research

1.16.1. The 25L plastic containers filled with a liquid chemical and boxes with powdered chemical were individually inspected after the serious incident, and were all found intact. There was no evidence of chemical spillage; and the origin of the unusual chemical smell could not be identified.

1.17. Organisational and Management Information

1.17.1. The operator's dangerous goods and competency-based programme was approved by the Regulator on 27 March 2024. The current Air Operating Certificate (AOC) was issued to the operator on 24 January 2025 with an expiry date of 31 January 2026.

1.17.2. Part 92 from the Technical Guidance Material (TGM) provides instructions and procedures which are used to compile the operational manual for dangerous goods operators, which is then submitted to SACAA Dangerous Goods Division for approval; the subject operator submitted the manual which was dated 15 March 2024.

1.18. Additional Information

1.18.1. None.

1.19. Useful or Effective Investigation Techniques

1.19.1. None.

2. ANALYSIS

2.1. General

From the available evidence, the following analysis was made with respect to this incident. This shall not be read as apportioning blame or liability to any organisation or individual.

2.2. Analysis

2.2.1. The aircraft was airworthy when it was dispatched for the flight. It took off from FAPE Runway 26 and climbed to flight level (FL) 220. During cruise whilst en route to FAOR, the FC who was seated in the main cabin behind the captain heard a “popping” sound which he suspected to have come from one of the boxes; the sound was followed by an unusual smell. The FC informed the crew who instantly donned their oxygen masks. The FO contacted FAPE approach control on frequency 120.40-MHz and broadcasted a MAYDAY call whilst returning to FAPE. The FO further requested an emergency descent to FL100, which was granted. The aircraft descended and landed safely at FAPE. The hazardous material (HAZMAT) team from Nelson Mandela Bay Municipality was called in to offload the cargo from the aircraft and to inspect the aircraft for possible chemical spillage and structural damage. No visible spillage or structural damage was found. The cargo boxes were individually inspected for possible leakages before they were loaded on to two different vehicles; all boxes and plastic containers were declared intact with no visible leakages. The source of smell could not be traced.

3. CONCLUSION

3.1. General

From the available evidence, the following findings, causes and contributing factors were made with respect to this incident. These shall not be read as apportioning blame or liability to any organisation or individual.

To serve the objective of this investigation, the following sections are included in the conclusion heading:

- **Findings** — are statements of all significant conditions, events, or circumstances in this incident. The findings are significant steps in this incident sequence, but they are not always causal or indicate deficiencies.
- **Causes** — are actions, omissions, events, conditions, or a combination thereof, which led to this incident.
- **Contributing factors** — are actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the incident occurring, or would have mitigated the severity of the consequences of the incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil, or criminal liability.

3.2. Findings

3.2.1. The captain had a Commercial Pilot Licence (CPL) that was initially issued on 9 June 2017. The CPL was reissued on 17 October 2024 with an expiry date of 30 September 2025. The captain's licence had the aircraft type endorsed on it.

3.2.2. The captain had a Class 1 aviation medical certificate that was issued on 3 October 2024 with an expiry date of 31 October 2025.

3.2.3. The FO had a Commercial Pilot Licence (CPL) that was initially issued on 12 July 2022. The CPL was reissued on 10 February 2024 with an expiry date of 28 February 2025. The aircraft type was endorsed on the FO's licence.

3.2.4. The FO had a Class 1 aviation medical certificate that was issued on 20 November 2024 with an expiry date of 30 November 2025.

3.2.5. The operator's dangerous goods and competency-based programme was approved by the Regulator on 27 March 2024. The current Air Operating Certificate (AOC) was issued on 24 January 2025 with an expiry date of 31 January 2026.

3.2.6. The last maintenance inspection of the aircraft was conducted and certified on 20 November 2024 at 19862 airframe hours by an approved aircraft maintenance organisation (AMO).

- 3.2.7. The aircraft was reissued a Certificate of Airworthiness (C of A) on 20 January 2024 with an expiry date of 25 January 2026.
- 3.2.8. The Certificate of Registration (C of R) was issued to the present owner on 21 August 2023.
- 3.2.9. The aircraft was issued a Certificate of Release to Service (CRS) on 20 November 2024 with an expiry date of 19 November 2025 or at 119962 airframe hours, whichever comes first.

3.3. **Probable Cause/s**

- 3.3.1. A chemical smell in the cockpit and cabin area at flight level (FL) 220 prompted the flight crew to don their oxygen masks and to return to FAPE whereafter a safe landing was conducted. The smell could not be traced back to its origin.

3.4. **Contributory Factor/s**

- 3.4.1. None.

4. **SAFETY RECOMMENDATIONS**

4.1. **General**

The safety recommendations listed in this report are proposed according to paragraph 6.8 of Annex 13 to the Convention on International Civil Aviation and are based on the conclusions listed in heading 3 of this report. The AIID expects that all safety issues identified by the investigation are addressed by the receiving States and organisations.

4.2. **Safety Recommendation/s**

- 4.2.1. It is recommended that the operator marks the cargo load area in the cabin area and clearly indicate the walkway that should be left unoccupied. Moreover, the operator needs to define and implement proper storage space fit for purpose for the transportation of Dangerous Goods cargo that needs to be segregated from other cargo. The lavatory is not intended for this purpose.
- 4.2.2. It is recommended that the operator provides each crew member with additional personnel protection equipment (PPE) which is relevant to the type of Dangerous Goods transported. The sealed PPE bag should always be carried on board the aircraft in case of an emergency.

5. APPENDICES

5.1. Appendix 1: Copy of the NOTOC of the cargo. (Source: Operator)

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**

Appendix 1: Notification to Captain

NOTIFICATION TO CAPTAIN (NOTOC)													
STATION OF LOADING Port Elizabeth				FLIGHT NUMBER ZSPEA		AIRCRAFT REGISTRATION ZS-PEA		DATE 15-Jan-25		PREPARED BY THYS FRANCIS			
DANGEROUS GOODS "COMPATIBILITY GROUP (FOR EXPLOSIVES) MUST BE SHOWN IN CLASS COLUMN													
Station of Unloading	Airway Bill No.	UN No or ID No	No of Packages	Proper Shipping / Technical Name	Class of Division	Subsidiary Risk	Net Qty or TI & Category of package	Packing Group	IMP Code	CAO	Sate Exemption Yes/No	Loading Position	
JNB	N/A	UN 3077	1	Environmentally Hazardous Substance, Solid, n.o.s. (Palladium(II) acetate)	9		Fibreboard Box x 1,0 Kg	III	9L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 2923	1	Corrosive liquid, Toxic, n.o.s. (Potassium tetrachloroplatinate(II))	8	6.1	Fibreboard box x 2,0 Kg	III	8P	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3287	2	Toxic liquid, Inorganic, n.o.s. (Osmium tetroxide solution)	6.1		Fibreboard boxes x 0,1 L	II	6L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3287	4	Toxic liquid, Inorganic, n.o.s. (Osmium tetroxide solution)	6.1		Fibreboard boxes x 0,3 L	III	6L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 2471	3	Osmium tetroxide	6.1		Fibreboard Boxes x 0,1 Kg	I	6L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 2471	4	Osmium tetroxide	6.1		Fibreboard Boxes x 0,05 Kg	I	6L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 2923	1	Corrosive liquid, Toxic, n.o.s. (Potassium tetrachloroplatinate(II))	8	6.1	Fibreboard box x 21,5 Kg	III	8P	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3077	1	Environmentally Hazardous Substance, Solid, n.o.s. (Dihydrogen hexahydroplatinate)	9		Fibreboard Box x 19,3 Kg	III	9L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3077	3	Environmentally Hazardous Substance, Solid, n.o.s. (Dihydrogen hexahydroplatinate)	9		Fibreboard Boxes x 19,3 Kg	III	9L	Y	Yes	MAIN CABIN	

Form Number: BCC-OC-25
Effective Date: 1/08/2024
Revision: 001 - Amentment 002

Station of Unloading	Airway Bill No.	UN No or ID No	No of Packages	Proper Shipping / Technical Name	Class of Division	Subsidiary Risk	Net Qty or TI & Category of package	Packing Group	IMP Code	CAO	Sate Exemption Yes/No	Loading Position	
JNB	N/A	UN 3266	1	Corrosive, Liquid, basic, inorganic, n.o.s. (Dihydrogen hexahydroxyplatinate, compound with 2-aminoethanol (1,2), Ethanolamine)	8		Plastic Jerrican x 9,9 L	II	8L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3266	1	Corrosive, Liquid, basic, inorganic, n.o.s. (Dihydrogen hexahydroxyplatinate, compound with 2-aminoethanol (1,2), Ethanolamine)	8		Plastic Jerrican x 16,5 L	II	8L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3093	4	Corrosive, Liquid, oxidizing, n.o.s. (Nitric acid, palladium, dintrate)	8	5.1	Fibreboard Boxes x 1,0 L	II	8X	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3093	1	Corrosive, Liquid, oxidizing, n.o.s. (Nitric acid, palladium, dintrate)	8	5.1	Fibreboard Box x 0,80 L	II	8X	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3077	1	Environmentally Hazardous Substance, Solid, n.o.s. (Palladium(II) acetate)	9		Fibreboard Box x 6,0 Kg	III	9L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 3089	1	Metal powder, flammable, n.o.s.	4.1		Fibreboard Box x 1,0 Kg	III	3L	Y	Yes	MAIN CABIN	
JNB	N/A	UN 2471	3	Osmium tetroxide	6.1		Fibreboard Boxes x 0,3 Kg	I	6L	Y	Yes	MAIN CABIN	

CONFIRM THAT THE ARTICLES LISTED ABOVE WERE LOADED AS SHOWN AND THAT THERE WAS NO EVIDENCE OF ANY DAMAGE OR LEAKING PACKAGES

SIGNED _____ STATUS _____ LOADER _____

CAPTAINS LIC NO: _____
CAPTAINS SIGNATURE: _____

Form Number: BCC-OC-25
Effective Date: 1/08/2024
Revision: 001 - Amentment 002