



## **DANGEROUS GOODS PANEL (DGP)**

### **TWENTY-SEVENTH MEETING**

**Montréal, 16 to 20 September 2019**

**Agenda Item 8: Coordination with other panels**  
**8.1: Flight Operations Panels (FLTOPSP)**

### **REVIEW OF DANGEROUS GOODS CONSIDERATIONS FOR ANNEX 6 — OPERATION OF AIRCRAFT, PART III — INTERNATIONAL OPERATIONS — HELICOPTERS**

(Presented by Rapporteur of Ad Hoc Working Group on Dangerous Good provisions for Annex 6, Part III)

#### **SUMMARY**

The Flight Operations Panel (FLTOPSP) was tasked with developing provisions for dangerous goods for inclusion in Annex 6 — *Operation of Aircraft, Part III — International Operations — Helicopters (ANC Job card)*. Draft provisions were developed, and the DGP was asked for assistance in completing the task. An ad hoc group was established to review the material. This information paper contains the output of the DGP ad hoc group's work.

**PROPOSED AMENDMENTS TO ANNEX 6 PART III RELATED TO THE CARRIAGE OF  
DANGEROUS GOODS BY HELICOPTERS**

**ABBREVIATIONS AND SYMBOLS**

*(used in this Annex)*

*Abbreviations*

COMAT      Company owned material

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**Section I, GENERAL**

**CHAPTER 1. DEFINITIONS**

When the following terms are used in the Standards and Recommended Practices for international operations with helicopters, they have the following meanings:

COMAT. Company owned material carried on an operator's aircraft for the operator's own purposes.

**Section II. International Commercial Air Transport**  
**Chapter 1. Dangerous Goods**

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**~~1.4 DANGEROUS GOODS~~**

*Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.*

*Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*

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**Chapter 2. Flight Operations**

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**2.2.1 The air operator certificate**

2.2.1.3.1 The operator shall develop policies and procedures for third parties that perform work on its behalf.

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**Chapter 7. Helicopter Flight Crew**

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**7.3 FLIGHT CREW MEMBER TRAINING PROGRAMMES**

7.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall:

*Note 5.— Provisions for training in the transport of dangerous goods are contained in Annex 18. For more information on dangerous goods operational requirements see Chapter 12.*

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**Chapter 10. Cabin Crew**

**10.3 TRAINING**

The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is:

*Note 2.— For more information on dangerous goods operational requirements, see Chapter 12.*

*Note 23. — Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Cabin Crew Safety Training Manual (Doc 10002).*

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## **CHAPTER 12. DANGEROUS GOODS**

### **12.1 General applicability**

*Note 1. — Due to the differences in the type of operations carried out by helicopters compared with aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, as described in Helicopter Operations in the Technical Instruction for the Safe Transport of Dangerous Goods by Air (DOC 9284), Part 7, Chapter 7, Section 1.1.*

### **12.2 State Responsibilities**

*Note 1. — Annex 18, Chapter 2, contains requirements for each Contracting State to take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.*

*Note 2. — Operator responsibilities for the transport of dangerous goods are contained in Chapters 8, 9 and 10 of Annex 18. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.*

*Note 3. — Annex 18, Chapter 11, contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions*

*Note 4. — The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions.*

*Note 5. — Company material (COMAT) that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2 of the Technical Instructions (e.g., aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*

### **12.3 Operators with no specific approval for the transport of dangerous goods as cargo**

*12.3.1 The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have:*

- a) established a dangerous goods training programme that meets the requirements of Annex 18, the applicable requirements of the Technical Instructions and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;*

b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to allow operator personnel to:

- 1) identify and reject undeclared dangerous goods, including company material (COMAT) classified as dangerous goods; and
- 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:
  - i) occasions when undeclared dangerous goods are discovered in cargo or mail; and
  - ii) dangerous goods accidents and incidents.

#### **12.4 Operators with a specific approval for the transport of dangerous goods as cargo**

12.4.1 The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator:

- a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) establishes dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to enable operator personnel to:
  - 1) identify and reject undeclared or misdeclared dangerous goods in cargo or mail, including COMAT classified as dangerous goods;
  - 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:
    - i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and
    - ii) dangerous goods accidents and incidents;
  - 3) report to the appropriate authorities of the State of the Operator any occasions when dangerous goods are discovered to have been carried:
    - i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7, Chapter 2; and
    - ii) without information having been provided to the pilot-in-command;
  - 4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and
  - 5) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

- c) For helicopter operations, with the approval of the State of the Operator, the information provided to the pilot-in-command may be abbreviated or be by other means (e.g., radio communication, as part of the working flight documentation such as a journey log or operational flight plan) where circumstances make it impractical to produce written or printed information or on a dedicated form (see Part S-7; 4.8 of the Supplement to the Technical Instructions).

#### 12.4.2 Loading and securing of dangerous goods

12.4.2.1 Packages or overpacks of dangerous goods bearing the “Cargo aircraft only” label shall be loaded for carriage by a cargo aircraft in accordance with the Technical Instructions Part 7, Chapter 2, Section 4.1; or the approval of the State of the Operator, for helicopter operations, in the cabin or in cargo compartments. (see Part 7;7.1.4 of the Technical Instructions)

#### 12.4.3 Dispensing or expending of dangerous goods from helicopters

*Note:— These provisions refer to operations where dangerous goods are carried on helicopters with the intent to dispense the items in flight for the purpose of e.g. avalanche control*

12.4.3.1 Each operator shall prepare and keep current a manual containing operational guidelines and handling procedures for the use and guidance of flight, maintenance, and ground personnel concerned in the dispensing or expending of dangerous goods.

12.4.3.2 No person, other than a required flight crewmember or person necessary for handling or dispensing the dangerous goods, shall be carried on the aircraft.

12.4.3.3 The operator of the aircraft shall have prior permission from the owners of any airport to be used for the dispensing or expending of dangerous goods.

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FLTOPSP to clarify intent of the following,  
i.e. do they mean exemptions or exceptions?  
Then reference in 12.4.4.2 (2.2 not 2.2.1?)  
(will be modified accordingly)

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#### 12.4.4 Exemptions

12.4.4.1 States may grant exemptions for carriage of dangerous goods other than as cargo, as these are addressed in Part 1, Chapter 1, of the Technical Instructions.

12.4.4.2 The exceptions for the carriage of dangerous goods that are either equipment or for use on board the aircraft during flight are detailed in Part 1;2.2.1, of the Technical Instructions.

*Note. — Article 35 of the Convention refers to certain classes of cargo restrictions.*

### **12.5 Provision of information**

The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator’s operational approval and limitations with regard to the transport of dangerous goods.

## **12.6 Domestic commercial air transport operations**

**Recommendation.** — *The International Standards and Recommended Practices set forth in this chapter should be applied by all Contracting States also in the case of domestic commercial air transport operations.*

*Note.— Annex 18 contains a similar provision in this regard.*

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### **Section III. International General Aviation Chapter 1. Dangerous Goods**

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#### **1.2 DANGEROUS GOODS**

*Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.*

*Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*

##### **1.2.1 General applicability**

*Note 1. — Provisions for carriage of dangerous goods are contained in Annex 18.*

*Note 2. — Due to the differences in the type of operations carried out by helicopters compared with aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, as described in Helicopter Operations in the Technical Instruction for the Safe Transport of Dangerous Goods by Air (DOC 9284), Part 7, Chapter 7, Section 1;1.*

##### **1.2.2 Applicability**

1.2.2.1 The provisions of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) also apply to the acceptance for carriage, loading and carriage of dangerous goods in any general aviation helicopter.

1.2.2.2 Exceptions. The General Exceptions contained in Part 1;1.1.5 of the *Technical Instructions* and the Exceptions contained in Part 1;2.2 of the *Technical Instructions* also apply to any general aviation helicopter.

**Attachments**

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**ATTACHMENT J. DANGEROUS GOODS***(Supplementary to Chapter 12)***1. PURPOSE AND SCOPE**

The material in this attachment provides guidance regarding the carriage of dangerous goods as cargo. Section II, Chapter 12, includes dangerous goods operational requirements that apply to all operators. Operators that are approved to transport dangerous goods as cargo need to meet additional requirements. In addition to the operational requirements contained in Annex 6, there are other requirements in Annex 18 and the Technical Instructions that also need to be complied with.

**2. DEFINITIONS**

Where the following term is used in this attachment, it has the meaning indicated:

**Cargo.** Any property carried on an aircraft other than mail and accompanied or mishandled baggage.

*Note 1.— This definition differs from the definition of “cargo” given in Annex 9 — Facilitation.*

*Note 2.— COMAT that meets the classification criteria of dangerous goods and which is transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 or Part 1;2.2.4 of the Technical Instructions are considered as “cargo” (e.g., aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*

**3. STATES**

3.1 The State of the Operator should indicate in the operations specification if the operator is approved or is not approved to transport dangerous goods as cargo. When the operator is approved to transport dangerous goods as cargo any limitations should be included.

3.2 An operational approval may be granted for the transport of specific types of dangerous goods only (e.g., dry ice; biological substance, Category B; and dangerous goods in excepted quantities) or COMAT.

3.3 The Supplement to the Technical Instructions contains guidance on a State’s responsibilities with respect to operators. This includes additional information to Part 7 of the Technical Instructions on storage and loading, provision of information, inspections, enforcement and Annex 6 information relevant to the State’s responsibilities for dangerous goods.

3.4 Carriage of dangerous goods other than as cargo (e.g., medical flights, search and rescue) are addressed in Part 1, Chapter 1, of the Technical Instructions. The exceptions for the carriage of dangerous



goods that are either equipment or for use on board the aircraft during flight are detailed in Part 1, 2.2.1, of the Technical Instructions.

#### **4. OPERATOR**

4.1 The operator's training programme should cover, as a minimum, the aspects of the transport of dangerous goods listed in the Technical Instructions in Table 1-4 for operators holding an approval or Table 1-5 for operators without an approval. Recurrent training must be provided within 24 months of previous training, except as otherwise provided by the Technical Instructions.

4.2 Details of the dangerous goods training programme including the policies and procedures regarding third-party personnel involved in the acceptance, handling, loading and unloading of dangerous goods cargo should be included in the operations manual.

4.3 The Technical Instructions require that operators provide information in the operations manual and/or other appropriate manuals that will enable flight crews, other employees and ground handling agents to carry out their responsibilities with regard to the transport of dangerous goods and that initial training be conducted prior to performing a job function involving dangerous goods.

4.4 Operators should meet and maintain requirements established by the States in which operations are conducted in accordance with 2.2.2.3 of this Annex.

4.5 Operators may seek approval to transport, as cargo, specific dangerous goods only, such as dry ice, biological substance, Category B, COMAT and dangerous goods in excepted quantities.

4.6 Attachment 1 to Part S-7, Chapter 7, of the Supplement to the Technical Instructions contains additional guidance and information on requirements regarding operators not approved to transport dangerous goods as cargo and for operators that are approved to transport dangerous goods as cargo.

4.7 All operators should develop and implement a system that ensures they will remain current with regulatory changes and updates. The Technical Instructions contain detailed instructions necessary for the safe transport of dangerous goods by air. These instructions are issued biennially, becoming effective on 1 January of an odd-numbered year.