International Civil Aviation Organization

DGP/21-WP/34
7/9/07

**WORKING PAPER**

# DANGEROUS GOODS PANEL (DGP)

## TWENTY-FIRST MEETING

**Montréal, 5 to 16 November 2007**

**Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2009-2010 Edition**

## EMERGENCY RESPONSE DRILL CODE

(Presented by G. Branscombe)

**SUMMARY**

This paper proposes an amendment requiring the emergency response code to appear on the information to the pilot-in-command and in Table 3-1.

Action by the DGP is in paragraph 2.

## 1. INTRODUCTION

1.1 Part 7;4.8 requires the air operator to make available to the crew information for use in emergency response to accidents and incidents involving dangerous goods in air transport. To this end, the ICAO document *Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) was created as one possible option.

1.2 As available time is always critical in an emergency, the time it takes to find an emergency response drill code in the *Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods* (Doc 9481) could be reduced if the drill code was already indicated on the information to the pilot-in-command. It is to be noted that many air operators are already providing the drill code on their forms.

1.3 In addition, to ensure that the information is as widely available as possible, the emergency response drill code could also be part of an additional column in Table 3-1, List of Dangerous Goods.

## 2. ACTION BY THE DGP

2.1 The DGP is invited to consider the following additions:

a) **Proposal 1**

The addition of the emergency response drill code as part of the requirement of the information to the pilot-in-command in 7;4.1.1:

4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

*Note.— This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.*

This information must include the following:

a) the air waybill number (when issued);

. . .

l) the emergency response drill code.

b) **Proposal** 2:

The addition of an extra column in Table 3-1, List of Dangerous Goods containing the emergency response drill code.

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