

DANGEROUS GOODS PANEL (DGP)

NINETEENTH MEETING

Montreal, 27 October to 7 November 2003

- Agenda Item 1** Development of proposals, if necessary, for amendments to Annex 18 — *The Safe Transport of Dangerous Goods by Air*
: *Safe Transport of Dangerous Goods by Air*
- Agenda Item 2** Development of recommendations for amendments to the Technical Instructions for incorporation in the 2005/2006 edition
: **Instructions for incorporation in the 2005/2006 edition**

INFORMATION IN THE EVENT OF AN AIRCRAFT ACCIDENT OR INCIDENT

(Presented by J. Code)

1. BACKGROUND

1.1 DGP-WG/03-WP/24, 'Information in the Event of an Aircraft Accident or Incident', discussed during Working Group 03 of the ICAO DGP, proposed a modification to Article 9.6.1 of Annex 18 and Part 7;4.6.1 of the Technical Instructions to reflect concerns raised regarding the application of the Annex 13 definition for 'serious incident' to the 'Information by the operator in case of an aircraft accident or incident' requirements.

- Article 9.6.1 of Annex 18,

"9.6.1 In the event of an aircraft accident or **serious incident**, the operator of an aircraft carrying dangerous goods as cargo must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the copy of the information to the pilot-in-command. As soon as possible, the operator must also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred."

- Part 7;4.6.1 of the Technical Instructions

"4.6.1 In the event of an aircraft accident or **serious incident**, the operator of an aircraft carrying dangerous goods as cargo must provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the copy of the

information to the pilot-in-command. As soon as possible, the operator must also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred."

1.2 The proposed changes were withdrawn because members of the Panel expressed the belief that it would be unnecessary for the operator of an aircraft involved in a 'serious incident' to provide any information related to the dangerous goods cargo if emergency services do not respond.

1.3 However, in reviewing that decision to withdraw the proposal it was noted that the discussion did not address the additional provision in the last sentence; 'As soon as possible, the operator must also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.'

2. PROPOSAL

2.1 If the Panel believes it is unnecessary to provide information to the State of the Operator and the State in which the 'serious incident' occurred if emergency services do not respond, then it is asked that the Report of the meeting reflect this opinion.

2.2 If the Panel believes the affected States must be notified then consideration should be given to modifying the scope of the 'serious incident' definition by amending Article 9.6.1 of Annex 18 and Part 7; 4.6.1 of the Technical Instructions as follows:

In the event of an aircraft accident or serious incident, **where dangerous goods carried as cargo are affected**, the operator of ~~an~~ **the** aircraft carrying **the** dangerous goods as cargo shall provide information, without delay, to emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot-in-command. As soon as possible the operator shall also provide this information to the appropriate authorities of the State of the Operator and the State in which the accident or serious incident occurred.

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