



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/18)**

**Montréal, 1 to 5 October 2018**

**Agenda Item 2: Managing air-specific safety risks and identifying anomalies**

**2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2021-2022 Edition**

**EMERGENCY RESPONSE FOR DANGEROUS GOODS CARRIED BY PASSENGERS AND CREW**

(Presented by L. Cascardo)

**SUMMARY**

This working paper discusses the possible lack of clear requirements about emergency procedures to deal with situations related to the transport of dangerous goods in cabin.

**Action by the DGP-WG:** The DGP-WG is invited to discuss the need for new text referring to the actual emergency procedures.

**1. INTRODUCTION**

1.1 Annex 6 — *Operation of Aircraft* establishes the need for an operations manual to contain emergency procedures on board an aircraft, without clearly specifying whether these procedures are aimed at the flight crew, cabin crew or both and without specifying if they are applicable to dangerous goods carried as cargo or by passengers and crew or both.

**“2. Contents**

*The operations manual referred to in 1 shall contain at the least the following:*

**2.1 General**

*Information and instructions on the carriage of dangerous goods, in accordance with Chapter 14, including action to be taken in the event of an emergency.*

*Note.— Guidance material on the development of policies and procedures for dealing with dangerous goods incidents on board aircraft is contained in Emergency Response Guidance for Aircraft Incidents involving Dangerous Goods (Doc 9481)."*

1.2 At the same time, Annex 18 specifies that information about dangerous goods only need to be provided to flight crew members:

**“9.2 Information and instructions to flight crew members**

The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.”

1.3 In addition, by looking at the present emergency response information requirement in the Technical Instructions (Part 7;4.9), one can note that it only presents obligations “for consignments for which a dangerous goods transport document is required”. This means that the information available in the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) or another document that would provide appropriate information concerning the dangerous goods on board is taken into consideration when there are dangerous goods carried as cargo and those dangerous goods require a transport document.

1.4 Although Annex 6 may have a general statement mandating dangerous goods emergency procedures in the operations manual, the actual emergency requirements in the Technical Instructions and in Annex 18 do not take into consideration emergency procedures for dealing with dangerous goods that may be carried by passengers and crew.

1.5 The *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) provides cabin crew checklists for dangerous goods incidents, but the Technical Instructions only refer to emergency response information for dangerous goods requiring a transport document carried as cargo. There could be a gap in the regulations as the Technical Instructions and Annex 18 do not clearly mention the need for emergency procedures when dealing with occurrences related to the transport of dangerous goods by passengers and crew.

**2. ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to discuss the need for a reference for the emergency procedures shown in the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) in the dangerous goods regulations and which document would be more appropriate to include some new text (Annex 18 or Technical Instructions).

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