



**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**

**AMENDMENT TO THE “WINDOW PERIOD” OF RECURRENT TRAINING**

(Presented by J. Jin)

**SUMMARY**

This working paper invites the DGP-WG to consider amending the training provisions allowing a window period for recurrent training from “...within the final three months of validity of previous training” to “... within one month before or one month after the month of previous training”.

**Action by the DGP-WG:** The DGP-WG is invited to consider the proposed amendment to the provisions for a window period for recurrent training as shown in the appendix to this working paper.

**1. INTRODUCTION**

1.1 Provisions for a “window” period were added to the 2009-2010 Edition of the Technical Instructions in order to allow organizations sufficient time for recurrent training, i.e., in Part 1;4.2.3:

“Recurrent training must be provided within 24 months of previous training to ensure knowledge is current. However, if recurrent training is completed within the final three months of validity of previous training, the period of validity extends from the month on which the recurrent training was completed until 24 months from the expiry month of that previous training.”

1.2 In the United States, European countries and China, except for dangerous goods training, the window period of other kinds of training for pilots, dispatchers and crew is generally one month, e.g.:

*“whenever a crewmember or aircraft dispatcher who is required to take recurrent training, a flight check, or a competence check, takes the check or completes the training in the calendar month before or after the calendar month in which that training or check is required, he is considered to have taken or completed it in the calendar month in which it was required.”* So, for pilots, dispatchers and crewmembers, there are two standards for recurrent training. One is within the final three months, and other is one month before or after the calendar month.

1.3 The two standards cause problems for operators to arrange and implement recurrent training. For example, the operators will usually organize different kinds of recurrent training for the above employees in one time, this attributes to the fact that one month in the two kinds of window periods cannot be utilized. This increases the risk for recurrent training times to go against the rules. The two kinds of window periods are difficult for employees to understand, and cause risks for them to monitor their validity of qualifications.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider the proposed amendment as shown in the appendix to this working paper.

---

**APPENDIX**

**PROPOSED AMENDMENT TO PART 1 OF THE TECHNICAL INSTRUCTIONS**

**Part 1**

**GENERAL**

...

**Chapter 4**

**TRAINING**

...

**4.2 TRAINING CURRICULA**

...

4.2.3 Recurrent training must be provided within 24 months of previous training to ensure knowledge is current. However, if recurrent training is completed within one month before or after the calendar month on which the ~~the final three months of validity of~~ previous training was taken, the period of validity extends from the month on which the recurrent training was completed until 24 months from the expiry month of that previous training.

...

— END —