



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING**

Montréal, 1 to 5 October 2018

- Agenda Item 8: Coordination with other panels**
8.1: Flight Operations Panels (FLTOSP)
8.2: Airworthiness Panel (AIRP)

**THE DANGEROUS GOODS TRAINING OF PERSONNEL EMPLOYED BY OR
INTERACTING WITH THE AVIATION INDUSTRY IN AREAS OF ENGINEERING AND
MAINTENANCE**

(Presented by H. Al Muhairi)

SUMMARY

This working paper shares the United Arab Emirates' experience in investigating a recent dangerous goods occurrence when the absence of trained dangerous goods personnel of the aviation maintenance entity (acting as the shipper) resulted in a serious incident of misdeclared UN 3356 — **Oxygen generator, chemical**.

Action by the DGP-WG: The DGP-WG is invited to agree to collaborate with Flight Operations Panel (FLTOSP) and Airworthiness Panel (AIRP) experts to determine how the issue can be addressed.

1. INTRODUCTION

1.1 As stated in paragraph 2.1.5 of the report of Twenty-Sixth Meeting of the Dangerous Goods Panel (DGP/26, Montréal, 16 to 27 October 2017), the meeting was advised of a recent dangerous goods incident involving ten aircraft services units which were classified as UN 3356 — **Oxygen generator, chemical** but were offered for transport on a passenger aircraft by an aviation maintenance entity, in coordination with freight forwarding agencies, as UN 1072 — **Oxygen compressed**. The generator was labelled as unserviceable, which, in accordance with Special Provision A111, is forbidden for transport by air. There were also discrepancies between documentation, marking and labelling. The investigation of the incident revealed that none of the employees (including engineers) had ever received any dangerous goods training. The incident raised concerns with whether the training provisions in the Technical Instructions were sufficient and whether a clear requirement for aviation engineering and maintenance employees to be trained should be added. The panel was invited to consider requiring

dangerous goods training for personnel in areas such as engineering and maintenance. There was sympathy for the issue raised. Panel members noted challenges in ensuring aviation maintenance personnel were aware that certain aircraft parts were subject to dangerous goods requirements when transported as cargo. It was suggested that addressing the issue in another Annex may be a more effective approach.

1.2 This serious incident raised our concern whether sufficient consideration should be given to revisit the current dangerous goods training provisions in Part 1; Chapter 4.2.7, Note 2.

1.3 Realistically, there is a high probability that maintenance aviation organizations will get involved in the process of air transport of dangerous goods (such as handling, storage, preparation of the supporting documents and/or the preparation of the dangerous goods transport documents itself); hence, dangerous goods training for personnel of maintenance aviation organizations, we believe is a must, commensurate with their job responsibilities.

1.4 Given the seriousness of this dangerous goods incident, the high probability for maintenance aviation organizations to get involved in the process of air transport of dangerous goods and the associated potential safety implications, we believe that dangerous goods training for personnel in areas such as engineering and maintenance, is a must.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to agree to collaborate with Operations Panel and Airworthiness Panel experts to determine how the issue can be addressed.

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