



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
MEETING OF THE WORKING GROUP OF THE WHOLE**

**Abu Dhabi, United Arab Emirates, 7 to 11 November 2010**

**Agenda Item 6: Other business**

**APPROVAL TO CARRY/HANDLE DANGEROUS GOODS**

(Presented by G. A. Leach)

**SUMMARY**

The working group is invited to discuss the possibility of a) introducing requirements such that operators would only be permitted to carry dangerous goods by air if approved to do so by the State of the Operator; and b) introducing similar requirements for handling agents and possibly freight agents.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 Although the law of many States requires operators to be approved to carry dangerous goods as cargo, this is not an ICAO requirement. There is, however, reference to a “special authorization” in a template for the operations specifications associated with the air operator certificate shown Appendix 6 to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* (see attached extract) and Appendix 3 to Annex 6 — *Operation of Aircraft, Part III — International Operations — Helicopters*. The fact that such a reference is made clearly presumes that operators need an authorization to carry dangerous goods but there is no corresponding requirement in Annex 6, Annex 18 — *The Safe Transport of Dangerous Goods by Air* or the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for such an authorization to be granted.

1.2 There are a number of benefits in approving operators:

- a) States have the ability to determine that an operator has the necessary training, procedures and manuals in place to ensure compliance with the Technical Instructions before granting or renewing an approval;

- b) in the event that audits or incidents indicate non-conformities a State may suspend the approval until such time as the operator can demonstrate compliance;
- c) the holding of an approval is an indication to other States operated to that the operator is competent to carry dangerous goods; and
- d) States may charge for approvals thus raising revenue to fund dangerous goods oversight programmes.

1.3 In the last biennium, DGP expressed a desire to strengthen the links between Annexes 6 and 18 and it is suggested the introduction of a requirement for operator approval would contribute to this.

1.4 It is further suggested that consideration be given to similar provisions for handling agents. At many locations a handling agent may be the only representative of the operator and is effectively responsible for discharging all of the operator's responsibilities relating to the handling and loading of dangerous goods. Handling agents play a critical role in the safe transport of dangerous goods and it is suggested a requirement for an approval would bring similar benefits to those outlined above for operators. An additional benefit could be that States may require operators to use only handling agents who have been so approved.

1.5 Finally, DGP may also wish to consider whether there would be benefits in introducing a requirement for freight agents to be approved to handle dangerous goods. Freight agents obviously play a different role to operators and handling agents in that their responsibilities are more aligned to those of the shipper although many reputable freight agents will carry out an acceptance check.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider whether or not requirements for operators, handling agents and/or freight agent should be introduced. If the view of the DGP is favourable towards introducing these requirements, a further paper will be presented at WG/11.

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

**APPENDIX**

**EXTRACT FROM ANNEX 6, PART I**

**APPENDIX 6. AIR OPERATOR CERTIFICATE (AOC)**

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<b>OPERATIONS SPECIFICATIONS</b> (subject to the approved conditions in the operations manual)				
<b>ISSUING AUTHORITY CONTACT DETAILS<sup>1</sup></b>				
Telephone: _____		Fax: _____		E-mail: _____
AOC# <sup>2</sup> : _____		Operator name <sup>3</sup> : _____		Date <sup>4</sup> : _____ Signature: _____
Dba trading name: _____				
Aircraft model <sup>5</sup> : _____				
Types of operation: Commercial air transportation <input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Other <sup>6</sup> : _____				
Area(s) of operation <sup>7</sup> : _____				
Special limitations <sup>8</sup> : _____				
SPECIAL AUTHORIZATIONS	YES	NO	SPECIFIC APPROVALS <sup>9</sup>	REMARKS
Dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility operations				
Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT <sup>10</sup> : _____ RVR: _____ m DH: _____ ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR <sup>11</sup> : _____ m	
RVSM <sup>12</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS <sup>13</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum diversion time <sup>14</sup> : _____ minutes	
Navigation specifications for PBN operations <sup>15</sup>	<input type="checkbox"/>	<input type="checkbox"/>		<sup>16</sup>

Continuing airworthiness			17	
Other <sup>18</sup>	<input type="checkbox"/>	<input type="checkbox"/>		

Notes.—

1. Telephone and fax contact details of the authority, including the country code. E-mail to be provided if available.
2. Insert the associated AOC number.
3. Insert the operator's registered name and the operator's trading name, if different. Insert "dba" before the trading name (for "doing business as").
4. Issuance date of the operations specifications (dd-mm-yyyy) and signature of the authority representative.
5. Insert the Commercial Aviation Safety Team (CAST)/ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>.
6. Other type of transportation to be specified (e.g. emergency medical service).
7. List the geographical area(s) of authorized operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
8. List the applicable special limitations (e.g. VFR only, day only).
9. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
10. Insert the applicable precision approach category (CAT I, II, IIIA, IIIB or IIIC). Insert the minimum RVR in metres and decision height in feet. One line is used per listed approach category.
11. Insert the approved minimum take-off RVR in metres. One line per approval may be used if different approvals are granted.
12. "Not applicable (N/A)" box may be checked only if the aircraft maximum ceiling is below FL 290.
13. Extended range operations (ETOPS) currently applies only to twin-engined aircraft. Therefore the "Not applicable (N/A)" box may be checked if the aircraft model has more than 2 engines. Should the concept be extended to 3 or 4-engined aircraft in the future, the "Yes" or "No" checkbox will be required to be checked.
14. The threshold distance may also be listed (in NM), as well as the engine type.
15. Performance-based navigation (PBN): one line is used for each PBN specification authorization (e.g. RNAV 10, RNAV 1, RNP 4), with appropriate limitations or conditions listed in the "Specific Approvals" and/or "Remarks" columns.
16. Limitations, conditions and regulatory basis for operational approval associated with the performance-based navigation specifications (e.g. GNSS, DME/DME/IRU). Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation (PBN) Manual (Doc 9613).
17. Insert the name of the person/organization responsible for ensuring that the continuing airworthiness of the aircraft is maintained and the regulation that requires the work, i.e. within the AOC regulation or a specific approval (e.g. EC2042/2003, Part M, Subpart G).
18. Other authorizations or data can be entered here, using one line (or one multi-line block) per authorization (e.g. special approach authorization, MNPS, approved navigation performance).