



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 DANGEROUS GOODS — AIR OPERATOR'S CERTIFICATE AND
ANNEX 6, PART I**

(Presented by D. Brennan)

SUMMARY

Annex 6 — *Operation of Aircraft* contains information on dangerous goods approvals which must be on the operations specification that must be carried on each aircraft. It is suggested that the working group may wish to provide some recommendations to the Operations Panel (OPSP) on the content for Annex 6 with respect to dangerous goods approvals.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Amendment 32 to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* introduced changes to the operations specifications associated with an operator certificate that became applicable 1 January 2010. These changes required that the operations specification in a specified layout must be carried aboard each aircraft (see the appendix to this working paper).

1.2 Included in the information required on the operations specification is “special authorizations” and “specific approvals” for dangerous goods. The notes explaining the information to be provided on the operations specification identifies that “the most permissive criteria for each approval or the approval type (with appropriate criteria)” must be indicated.

1.3 The specificity of the information required to be on the operations specification raises a number of questions with respect to the level of detail required on the operations specification and the purpose of this information with respect to the carriage of dangerous goods.

1.4 For example, it is suggested that the statement under “specific approvals” against dangerous goods could read “as permitted by the Technical Instructions”. But then that raises the question, what if the operator was transporting dangerous goods covered by an approval or exemption? Therefore, the text may need to be expanded to address the possibility of dangerous goods being transported under an approval and exemption to avoid unnecessary changes to the aircraft documentation.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to provide some sample text to the OPSP of what text should be in the “Specific Approvals” and “Remarks” boxes of the operations specifications for dangerous goods as shown in Appendix 6 to Annex 6, Part I. As a starting point it is suggested that the following could be considered:

- a) for operators that elect to carry all classes of dangerous goods as permitted by the Technical Instructions, including dangerous goods carried under an approval or exemption — “Dangerous goods in compliance with the Technical Instructions.”;
- b) for operators that elect to only carry dangerous goods that are permitted in passenger baggage — “Carriage of dangerous goods is limited to those items permitted in passenger and crew baggage as set out in Part 8 of the Technical Instructions.”.

2.2 The DGP-WG is also invited to consider if some guidance should be provided to the OPSP on what considerations should be given to operators that wish only to transport a small subset of dangerous goods. Specific consideration should perhaps be given to operators that wish to limit the carriage of dangerous goods to their own company stores (COMAT) and the particular issues that may entail.

APPENDIX

EXTRACT FROM ANNEX 6, PART I

APPENDIX 6. AIR OPERATOR CERTIFICATE (AOC)

(Note. — See Chapter 4, 4.2.1.5 and 4.2.1.6)

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3. Operations specifications for each aircraft model

Note.— Chapter 6, 6.1.2, requires a copy of the operations specifications of this section to be carried aboard.

3.1 For each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following list of authorizations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the authority representative, aircraft model, types and area of operations, special limitations and authorizations.

Note.— If authorizations and limitations are identical for two or more models, these models may be grouped in a single list.

3.2 The operations specifications layout referred to in Chapter 4, 4.2.1.6, shall be as follows:

Note.— The MEL constitutes an integral part of the operations manual.

OPERATIONS SPECIFICATIONS (subject to the approved conditions in the operations manual)				
ISSUING AUTHORITY CONTACT DETAILS¹				
Telephone: _____		Fax: _____		E-mail: _____
AOC# ² : _____		Operator name ³ : _____		Date ⁴ : _____ Signature: _____
Dba trading name: _____				
Aircraft model ⁵ : _____				
Types of operation: Commercial air transportation <input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Other ⁶ : _____				
Area(s) of operation ⁷ : _____				
Special limitations ⁸ : _____				
SPECIAL AUTHORIZATIONS	YES	NO	SPECIFIC APPROVALS ⁹	REMARKS
Dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility operations				
Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT ¹⁰ : _____ RVR: _____ m DH: _____ ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR ¹¹ : _____ m	
RVSM ¹² <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS ¹³ <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum diversion time ¹⁴ : _____ minutes	
Navigation specifications for PBN operations ¹⁵	<input type="checkbox"/>	<input type="checkbox"/>		16
Continuing airworthiness	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17	
Other ¹⁸	<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).*

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