



**WORKING PAPER**

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

**Montréal, 15 to 19 October 2012**

**Agenda Item 6: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel**

**6.4: Coordination with the Operations Panel with regard to Annex 6**

**DANGEROUS GOODS REQUIREMENTS FOR ANNEX 6**

(Presented by the Secretary)

**SUMMARY**

This paper presents a draft new chapter on dangerous goods developed for incorporation in Annex 6 — *Operation of Aircraft*.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 The DGP/23 meeting was briefed by the Secretary of the Operations Panel (OPSP) on work carried out by that panel to strengthen the relationship between Annex 6 — *Operation of Aircraft* and Annex 18 requirements (see DGP/23, DGP/23-WP/102, paragraph 6.3). The work was prompted by safety oversight audits which revealed that some civil aviation authorities were not aware of the scope of their operational responsibilities for oversight of dangerous goods activities, particularly in relation to packers, shippers and handlers. The panel agreed to work with the OPSP to incorporate dangerous goods requirements in Annex 6.

1.2 A draft new chapter for Annex 6 was developed and presented to the Fourteenth Meeting of the OPSP (10 to 14 September 2012) (reproduced in Appendix A to this working paper). The OPSP agreed to use the draft as a baseline for the development of an amendment proposal. It was agreed that a working group made up of OPSP and DGP members should be tasked with fully reviewing the new chapter.

1.3 An extract from the draft report of OPSP/14 is presented in Appendix B to this working paper. A list of OPSP members is provided in Appendix C.

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

2.1 The DGP-WG is invited to:

- a) review the draft new chapter for Annex 6 presented in Appendix A to this working paper; and
- b) nominate DGP members to the OPSP Dangerous Goods Sub-Group (DGSG) tasked with developing an amendment to Annex 6.

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**APPENDIX A**

**WORKING PAPER ON DANGEROUS GOODS CONSIDERATIONS FOR ANNEX 6  
PRESENTED TO THE FOURTEENTH MEETINGN OF THE OPERATIONS PANEL**





**WORKING PAPER**

**OPERATIONS PANEL (OPSP)  
WORKING GROUP OF THE WHOLE**

**FOURTEENTH MEETING**

**(OPSP/WG-WHL/14)**

**Montréal, September 10-14, 2012**

**Agenda Item: 4.6 Dangerous Goods Considerations for Annex 6**

(Presented by Coby Johnson  
Prepared by Janet McLaughlin and Thomas L. Kenny)

**SUMMARY**

This paper proposes that an additional chapter be added to Annex 6 Part I (Part II and III would be provided as work continues) to provide dangerous goods operational and training requirements, and require the issuance of operations specification to carry or not carry dangerous goods.

**1. INTRODUCTION**

1.1.1 The Thirteenth Meeting of the OPS Panel Working Group (OPSP) of the Whole (OPSP/WG-WHL/13) considered a proposal, contained in working paper OPSP/WG-WHL/13-WP/14, to add a new chapter to Annex 6, Part I based on Annex 18 and the Technical Instructions. This new chapter would provide a central location in Annex 6 for the dangerous goods requirements relevant both to the State of the Operator and to the Operator.

1.1.2 The OPSP recognized the potential value in introducing dangerous goods oversight responsibility requirements into Annex 6 and recommended to the ANC that this work be undertaken. Accordingly, the ANC agreed to add a new task to the OPSP work program entitled “Dangerous Goods Requirements for Annex 6”. The work would be expanded under this task to other elements regarding the carriage of dangerous goods considered to be of operational significance, such as the involvement of flight operations officer/ flight dispatchers in the processing of emergency information.

1.1.3 The Dangerous Goods oversight responsibility spans both Annex 6 and Annex 18. Annex 6 sets forth the specific responsibilities for the Operation of Aircraft. Under this proposal, Annex 6 would require the State to approve the Operator’s training program and Safety Policy and Procedures Manual after determining that the Operator has met the specific conditions for those requirements. Currently,

Annex 6 has limited references to Dangerous Goods training. Annex 6, Section 9.3.1(d) requires the flight crew to receive training in the transport of Dangerous Goods. Note 5 to 9.3 require the training program to satisfy the requirements in Annex 18. Annex 18 then references the ICAO Technical Instructions, Chapter 4. Section 12.4(e) requires cabin crew to have completed the training program in Annex 18 (which cross references the Technical Instructions) and requires the State to approve the program.

1.1.4 The ICAO Technical Instructions provides parameters for Operator training programs in Tables 1-4 and 1-5. These programs vary depending on whether the Operator carries Dangerous Goods or not. However, while Operators who carry Dangerous Goods realize that they have a training program requirement in the Technical Instructions, Part 4, Table 1-4, Operators who do not carry Dangerous Goods, never go to Annex 18 or the Technical Instructions. These two sets of regulations relate specifically to the “Safe Transport of Dangerous Goods,” so if an Operator does not carry dangerous goods, it is not referred to Annex 18 or the Technical Instructions because there is no corresponding authority provision in Annex 6 specifying that those Operators receive the training required in the Technical Instructions, Part 4, Table 1-5.

1.1.5 Due to the State’s ability to review and approve the Operator’s training program and Manuals under Annex 6, the State’s oversight system is only complete if both Annex 6 and 18 complement each other and create a system of compliance checks that work together to maintain a safe transport system. This also is consistent with the Safety Management System approach. SMS requires the systematic oversight of Dangerous Goods in air transport. The Dangerous Goods operational procedures contained in Operator’s manuals are the vehicles for ensuring compliance with Annex 18 requirements.

1.1.6 Annex 6 requires the State to monitor and evaluate the Operator’s ability to safely conduct transport functions for the carriage of Dangerous Goods after initial and subsequent authority approval. Thus, an Operator who demonstrates continual issues in its ability to safely transport Dangerous Goods would have its Operations Specification authority to carry Dangerous Goods removed.

## **2 PROPOSAL OVERVIEW**

2.1.1 This proposal recommends adding a new Chapter 14 to Annex 6 that would require the State to review and approve an Operator’s Dangerous Goods Training Program and Transport Safety Manuals. . A strawman for the new Chapter is included in Appendix B. Once approved, the State would issue an authority to the Operator to either carry Dangerous Goods, or Not Carry Dangerous Goods. This authority would be contained in the Operator’s Operations Specifications. The Operator would declare to the State whether they sought authority to carry Dangerous Goods or Not.

2.1.2 Under New Chapter 14, the State’s oversight responsibilities over the Operator would be clarified and consistent, thus allowing member States to be more effective in evaluating the safety of the transport system. Additionally, inclusion of this new part would have the following benefits:

2.1.2-1 Training would meet the requirements of Annex 18 while meeting the individual certification requirements for operators through Annex 6;

2.1.2-2 Operations specifications would be issued to the Operator and would specify whether or not the Operator was authorized to carry Dangerous Goods. Operations specifications would be issued to the operator provided the operator complied with the training requirements of the Technical Instructions on the Transport of Dangerous Goods, and the Policies and Procedures Manual requirements.

- 2.1.2-3 The implementation of Annex 18 requirements through Annex 6 would be clear for States regardless of whether the dangerous goods program is administered as a stand-alone program at the ministerial level or is administered at the level of the Civil Aviation Authority.
- 2.1.2-4 Annex 18 includes training provisions applicable to shippers and Operators. The Annex 18 requirements, however, do not contain any references to the certification and approval process that the Operator must satisfy. New Part 14 in Annex 6 would correct this and address the responsibilities of the State to oversee the individual Operators compliance with the Operator's approved policies and procedures regarding Dangerous Goods.
- 2.1.2-5 States seeking to implement or improve oversight of Dangerous Goods programs would clearly understand the requirements of each Annex when structuring their responsibilities.
- 2.1.2-6 Requiring the State Aviation Authority to certify and approve an Operator's training program and Policies and Procedures manuals is consistent with the Safety Management Systems (SMS) approach required under Annex 6. Since, Annex 18 is not based on a certification and approval process, it is not possible to do this through Annex 18.
- 2.1.3 It is suggested to incorporate the following housekeeping items:
- 2.1.3-1 Remove all references to Note 1 and Note 2 in Annex 6, Chapter 3, section 3.4, if the proposed language is adopted.
- 2.1.3-2 Amend Annex 6, section 9.3.1(d) by adding after "dangerous goods" the following " , as prescribed in Part 14."
- 2.1.3-3 Remove Note 5 to Annex 6, Section 9.
- 2.1.3-4 Amend Annex 6, Section 12.4(e) by adding after "required by Annex 18" the following "and training in the Operator's specific policies and procedures regarding Dangerous Goods transport as set forth in Chapter 14 of Annex 6."
- 2.1.3-5 Amend Annex 6, Appendix 2.1.35 to state after "dangerous goods," the following: "as prescribed in Chapter 14 of this Annex."

2.2 This item is considered a high priority for the ANC. The OPSP needs to review Annex 6 and determine how provisions that would strengthen the proper carriage of dangerous goods could be incorporated. Furthermore the deliverables need to be clearly identified, and the timescales need to be assessed. Appendix B contains the ANC approved Job-card associated with this task. Based on the support expressed by OPS Panel Working Group of the Whole (OPSP/WG/WHL/13) the meeting is invited to form a Dangerous Goods Sub-group (DGSG) with OPSP and DGP membership.

3. **ACTION BY THE OPSP/WG-WHL/14**

3.1 The OPSP/WG-WHL/14 is invited to:

- a) Note the information on this Working Paper;
- b) Review and assess the deliverables and timescale for Job-card OPS003 in Appendix B;
- c) Agree to form a Dangerous Goods Sub-group (DGSG) to address this task in coordination with the DGP; and
- d) Task the Sub-group to the review and prepare an amendment proposal using the Annex 6 Part I, Chapter 14 strawman in Appendix A.



**APPENDIX A****STRAWMAN for a new ANNEX 6 Part I, Chapter 14**

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**CHAPTER 14: DANGEROUS GOODS****Section I****14.1 BACKGROUND**

This chapter provides information on the requirements concerning State operating regulations and Annex 6 requirements, and requirements on the Safe Transport of Dangerous Goods Transport by Air as regulated by Annex 18 and the ICAO Technical Instructions. Annex 6, Part 14 are operational requirements and apply to Operators regardless of whether they are transporting dangerous goods. Compliance with these operational requirements and with the ICAO Technical Instructions regarding the Safe Transport of Dangerous Goods is mandatory. This process should be completed prior to the State issuing the Dangerous Goods authority in the Operator's operations specifications. Additionally, all operators must develop and implement a system that will allow the operator to remain current with regulatory changes and updates.

**14.2 RESPONSIBILITY FOR APPROVAL,  
SURVEILLANCE AND ENFORCEMENT OF DANGEROUS GOODS PROGRAMS**

**14.2.1 *General Responsibility of State.*** The State Aviation Authority is responsible for issuing Operations Specifications Authority to all Air Operators that will permit or prohibit the carriage of Dangerous Goods. The Operations Specification issued by the State, establishes the Operator's authorization to, or prohibition against, engage[ing] in any of the following transportation functions: accepting, handling, loading/unloading, packaging, storage incidental to transport, or transporting materials regulated as Dangerous Goods, including portable oxygen generators, under the ICAO Technical Instructions. The State may issue an Operations Specification to an Operator only after the State is satisfied that the Operator has satisfied the training program requirements and the Operations Manual requirements set forth in this Part.

**14.2.2 *Authority.*** Each State Aviation Authority must have the authority to engage in the following oversight activities:

14.2.2(a) To review and approve, or designate the appropriate authority to review and approve, an Air Operator's Dangerous Goods Training Program to ensure compliance with the State Operating requirements, and Annex 18, Chapter 4, and the ICAO Technical Instructions.

14.2.2(b) To review and approve the operator's Dangerous Goods Policies and Procedures Manuals.

14.2.2(c) To conduct oversight of Air Operators as they implement their Dangerous Goods training program, and Policies and Procedures manual, including those Operators who are not authorized to carry Dangerous Goods, and to enforce the requirements, when appropriate, for alleged violations in accordance with State oversight requirement.

**14.2.3 Approval of Dangerous Goods Training Program.** The State should approve an Operator's Dangerous Goods training program if it meets the requirements of the ICAO Technical Instructions Part 1, Chapter 4, and other specific requirements adopted by the State Authority. Operators who do not intend on carrying Dangerous Goods must also have an approved Dangerous Goods Program that meets the requirements of ANNEX 18 and the ICAO Technical Instructions, Part 1, Chapter 4.

**14.2.3 Procedures for Approval of Dangerous Goods Manual.** The State Aviation authority must review an Air Operator's Dangerous Goods manual. This Manual should be reviewed and approved before the appropriate Dangerous Goods Operations Specification is issued to the Air Operator. The Manual should be approved if it contains the information required by 14.3 or 14.4, as appropriate.

**Recommendation:** *It is recommended that the Operator inform the State Aviation Authority as to whether it is going to provide a transport function involving Dangerous Goods, or not. This recommendation should be in writing. The State Authority has to designate the actual recipient of the notification. The notification becomes part of the Operator's file with the State Aviation Authority and triggers the State's review of the Operator's training program and Policy and Procedures Manual. By requiring the notification to be in writing, it ensures that the flow of information between the Operator and the State is clear and concise. If the State determines that a written notification is appropriate that language should be added to 14.3.1 and 14.4.1. Suggested language is as follows:*

*An Operator should provide written notification to the State Aviation Authority as to its intention to not carry or carry Dangerous Goods, including Company Owned Materials (COMAT).*

### **14.3 DANGEROUS GOODS TRAINING AND INFORMATION REQUIREMENTS FOR OPERATORS NOT ACCEPTING DANGEROUS GOODS**

**14.3.1 Notification to State Authority.** An Operator who does not accept, handle, load, unload, transport, or store incidental to transport Dangerous Goods must provide notification to the State Aviation Authority that they do not intend on performing any transport function involving Dangerous Goods (including, COMAT), including accepting, loading, unloading, handling, packaging, shipping, storage incidental to transport, or transport.

**14.3.2 Training Program.** An Operator who informs the State Authority that it will not perform any function related to the transport of Dangerous Goods must submit a copy of its training program to the State Authority for review and approval. The State must review and approve this training program, if it is in compliance with the ICAO Technical Instructions, Part 1, Chapter 4, Table 1-5, and the requirements of the State.

**14.3.3 Operator Manuals** An Operator who informs the State Authority that it will not perform any function related to the transport of Dangerous Goods must submit to the State Authority a copy of its Training Manual showing that the Operator has communicated to all persons identified in Table 1-5 of the ICAO Technical Instructions, at a minimum the following information:

14.3.3(a) The Operator's status as an Operator, who does not handle, accept, load, unload or transport Dangerous Goods.

**Recommendation:** *The Operator's status that it does NOT carry Dangerous Goods is the minimum information that must be conveyed through the Manual. However, to provide a clear understanding of the Operator's Policies and Procedures to those crewmembers and workers who perform functions associated with the transport of goods, it is recommended that the State require Operators to have*

manuals that require at least the following information, and that this information is conveyed to all of the persons identified in Table 1-5:

- 1) *The Operator's policies and procedures for identifying and rejecting Dangerous Goods, either declared or undeclared.*
- 2) *The Operator's policies regarding the shipment of COMAT Dangerous Goods.*
- 3) *Information sufficient to allow a worker to identify Dangerous Goods, whether declared or undeclared.*
- 4) *Emergency and Incident Reporting Procedures relevant to Dangerous Goods.*

**14.3.4 Review and Approval.** The State must review and approve the training program, and Policies and Procedures Manual for an Operator that does not carry Dangerous Goods provided the Operator meets the requirements of this Part, and the Technical Instructions on the Transport of Dangerous Goods, Part 1, Chapter 4, Table 1-5.

**14.3.5 File Retention.** Each Air Operator must maintain at least one complete copy of the manual at its principal base of operations.

#### **14.4 DANGEROUS GOODS INFORMATION REQUIREMENTS FOR OPERATORS ACCEPTING DANGEROUS GOODS**

**14.4.1 Notification to State Aviation Authority.** An Air Operator who intends on performing any function related to the transport of Dangerous Goods (including spares or COMAT) such as accepting, loading, unloading, handling, packaging, shipping, storage incidental to transport, or transport must inform the State Authority of its intent to carry Dangerous Goods.

**Recommendation:** *See recommendation following 14.3.1 regarding the vehicle for informing the State.*

**14.4.2 Training Program and Safety Manual.** The Operator must submit a copy of its training program to the State Aviation Authority. The State must review and approve the training program before issuing the Operator's "Dangerous Goods" authority. This training program must be included in the Carrier's Operations manuals and must contain procedures and information to be used to assist each crewmember and person performing, or directly supervising personnel in the performance of their job functions, including acceptance, rejection, handling, loading, unloading, storage incidental to transport, packaging of COMAT, and transport of Dangerous Goods.

**14.4.3 File Retention.** Each Air Carrier must maintain at least one complete copy of the manual at its principal base of operations.

**Recommendation:** *States may develop their own requirements for the types of information to be contained in the Transport Safety Manual. It is recommended that the Manuals contain at least the following information:*

- 1) *Procedures and information sufficient to assist the person in identifying packages that are marked or labeled as containing Dangerous Goods or that show signs of*

*containing undeclared Dangerous Goods. These procedures and information must include:*

*(A) Procedures for rejecting packages that do not conform to the State's Dangerous Goods Regulations, or the Technical Instructions, or that appear to contain undeclared Dangerous Goods;*

*(B) Procedures for complying with the State's reporting requirements for incidents or accidents involving Dangerous Goods;*

*2) The Operator's Dangerous Goods policies and authorization to carry Dangerous Goods;*

*3) That packages containing Dangerous Goods are properly offered and accepted and in compliance with ICAO Technical Instructions, Annex 18, and the State's regulations regarding Dangerous Goods transport.*

*4) That packages containing Dangerous Goods are properly handled, stored, packaged, loaded, and carried on board an aircraft in compliance with the ICAO Technical Instructions, Annex 18 and the State's Regulations regarding Dangerous Goods transport.*

*5) Personnel (particularly maintenance, shipping, and storage personnel) can identify or recognize aircraft components and consumable materials that contain Dangerous Goods;*

*6) Personnel understand how these aircraft components or consumable materials are to be moved, stored, or handled within the facilities of the air operator;*

*7) Personnel who ship Company Owned Material (COMAT) classified as dangerous goods must be trained in procedures and information for determining the proper packaging, marking, labeling, and materials compatibility, including instructions for the safe movement, storage, and aircraft components and consumable materials classified as Dangerous Goods while they are within their facilities;*

*8) Provide Notice to the Pilot in Command that Dangerous Goods are on board;  
and*

*9) Any Other information or instructions relating to safety.*

## **14.5 OPERATIONS SPECIFICATION APPROVAL**

**14.5.1 Issuance of Operations Specification.** The State Aviation Authority may issue an Operations Specification to an Operator indicating that they ARE, or ARE NOT authorized to carry Dangerous Goods only after the Operator has satisfied the requirements of 14.3 or 14.4.

14.5.1(a) An Operator with a “NO DANGEROUS GOODS” Designation in its Operations Specification is not permitted to accept handle, load, unload or transport Dangerous Goods ( including spares and/or COMAT regulated as Dangerous Goods).

14.4.1(b) An Operator with a “DANGEROUS GOODS” Designation in its Operations Specification is permitted to accept, handle, load, unload or transport Dangerous Goods (including spares and/or COMAT regulated as Dangerous Goods).

**14.5.2 Notification of Authority.** The Operator must notify to all persons who perform functions for it covered in the ICAO Technical Instructions, Part 1, Chapter 4, Table 1-4, or 1-5 of its status to carry Dangerous Goods

*Recommendation:* It is recommended that this notification be in writing and that it include repair station personnel.

## 14.6 EXEMPTIONS and APPROVALS

*See ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air Part 1, Supplement for the Technical Instructions for the Safe Transport of Dangerous Goods by Air (guidance for States)*  
The responsible person for the dangerous goods program may issue an exemption or Approval to authorize alternative procedures to those indicated in the ICAO Technical Instructions, when authorized.

## 14.7 TRAINING AND RECORDKEEPING

**14.7.1 Covered Persons.** An Operator is responsible for providing a training program to all of its crewmembers, persons performing a job function, or directly responsible for supervising, one of the following functions: Acceptance; Rejection; Handling; Storage incidental to transport; Packaging of company material; or Loading/unloading.

**14.7.2 Initial and Recurrent Training.** Regardless of the Operator’s authority, it must provide, as part its Operator training program both initial and recurrent training required in 14.3 or 14.4. Initial training must be conducted on all new hires or persons changing job functions. Recurrent training must be conducted at least once every 24 months from initial training. The training program must follow the curriculum outlined by the Operator in its Manual, and approved by the State Authority, and must be consistent with the ICAO Technical Standards Table 1-4 (“Dangerous Goods Authority”) or 1-5 (“No Dangerous Goods”), depending on its Authority.

*Recommendation:* There are many training issues that arise with an Operator regarding its status as a Dangerous Goods Operator, or not. It is suggested that States develop policies and recommendations for the following situations: New hires or change in job function, Dangerous goods training by other air operators; anniversary date for recurrent training when training occurs in the month before or the month after the anniversary, and work performed for the Air Operator by repair stations or in foreign locations.

*Note 1:* Issues tend to revolve around who should be trained, and when. The State may opt to handle this on a case-by-case basis or straight forward in its regulations.

## **14.8 COMPLIANCE**

*See Annex 18 Chapter 11*

*Note 1:* State oversight programs for Dangerous Goods should include inspection systems and measures as appropriate to achieve compliance.

*Note 2:* The ICAO Technical Instructions contain detailed instructions necessary for the safe international transport of Dangerous Goods by air. These instructions are issued in a 2-year edition on alternate Septembers, becoming effective the following January 1.

### **OPERATIONS SPECIFICATIONS – APPROVAL TO CARRY DANGEROUS GOODS**

*Note:* The Supplement for the Technical Instructions for the Safe Transport of Dangerous Goods by Air (guidance for States) contains checklists for State Inspectors to use in reviewing the Manuals and Training Programs of Air Operators.

### **DUTIES OF THE FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER**

*Note:* The Duties of the flight operations officer/flight dispatcher were amended in the 2013-2014 edition to require them to convey safety information regarding Dangerous Goods contained in the Notification to the Pilot in command to emergency responders.

**APPENDIX B****Working Group on Strategic Review and Planning – ANWP Amendment Input Form (Job-card)**

<b>PART I</b>				
Category	Safety	Sustainability	Implementation	Reference: OPSP003
Title	Dangerous goods considerations for Annex 6			
Proposed by	OPSP/WG/WHL/12 (Rec 6/2)			
Problem Statement	Annex 6 does not adequately clarify the roles of the State of the Operator and State of shipment in the oversight of preparation and acceptance of dangerous goods for shipment by air			
Specific Details (including impact statements)	The DGP expressed an opinion that there was a lack of specific provisions in Annex 6 that defined the responsibilities of the State of the Operator in relation to the transport of dangerous goods on aircraft. This was an issue that was initially raised during OPSP-WG/WHL/11 in October 2009 as a result of information received through audits conducted by the Universal Safety Oversight Audit Programme (USOAP). Evidence from the results of audits suggested that, all too often, there were no provisions in State regulations for the oversight of packers, shippers and handlers before the dangerous goods item reached the aerodrome boundaries. This was especially true in cases where the State did not authorize the carriage of dangerous goods by its operators – in many of these cases the State had no idea that it had responsibility for oversight of dangerous goods providers prior to acceptance by the international operator for carriage on the aircraft. This is a serious safety problem. The DGP invited the views of the OPSP regarding coordination, including with its ad hoc working group on helicopters.			
<b>PART II</b>				
Rating	High	Medium	Low	
Rationale for acceptance/rejection				
Action already in progress				
Interdependencies/References	Annex 6, Annex 18			
Required Action		By Whom/Resources	Deliverables	Timescales (for deliverable)
1	Examine Annex 6 and determine how provisions that would strengthen the proper carriage of dangerous goods could be incorporated	OPSP/DGP	Report to OPSP	Q4 2013
2	Develop provisions that will clarify the roles and responsibilities of the State of the Operator, State of shipment and operator with the relevant requirements of Annex 18	OPSP	Proposed amendment to Annex 6	Q4 2014
3				
4				
Issue Date: 25 May 2012	Date Assessed by SRP: 12 June 2012	Date Approved by ANC: 29 June 2012	Next Review Date: November 2012	Completed Date:





## APPENDIX B

### EXTRACT FROM THE OPSP/14 REPORT

#### 4.6 DANGEROUS GOODS CONSIDERATIONS FOR ANNEX 6

4.6.1 [WP/11] The meeting recalled the discussion during the OPSP WGWHL/13 meeting regarding the addition of new chapter to Annex 6, Part I based on Annex 18 and the Technical Instructions. Aware of the ANC decision to approve the task, Mr. Coby Johnson, the nominated Member from the USA in coordination with Janet McLaughlin the DG Panel Member nominated by the USA presented a suggested new Chapter 14 to Annex 6 Part I (Appendix 4-XX contains the suggested new chapter).

4.6.2 The proposal recommended adding a new Chapter 14 to Annex 6 Part I that would require the State to review and approve an Operator's Dangerous Goods Training Program and Transport Safety Manuals. Once approved, the State would issue an authorization to the Operator to carry Dangerous Goods. This authorization would be contained in the Operator's Operations Specifications. The meeting agreed to use the draft as a baseline for the development of an amendment proposal.

4.6.3 Furthermore the meeting discussed a proposal for establishing an OPSP Dangerous Goods Sub-group (DGSG) with DGP membership to address the task and nominated Mr. Thomas Kenny as Rapporteur.

#### RECOMMENDATION

**Recommendation 4/X — Establishment of the Dangerous Goods Sub-group**

That an OPSP Dangerous Goods Sub-Group (DGSG) be established to address the *dangerous goods considerations for annex 6* task with DGP membership.

4.6.4 The WGWHL did a partial review of Job-card OPS003 and agreed that the full review should be accomplished with the complete DGSG membership. The DGP is scheduled to have a WGWHL on October 15-19, 2012, where DGP Members will be solicited for the SG. It was noted that the DGSG should be a small group with a maximum of 5 members from each workgroup. Additionally, the meeting noted that the second item of the deliverables mentioned "*Develop provisions that will clarify the roles and responsibilities of the State of the Operator*" and suggested that the DGSG consider adding "State of Registry" for consistency with Annex 6 Part II.

#### RECOMMENDATION

**Recommendation 4/X — Revised Timelines and deliverables in Job-card OPS003 (*Dangerous Goods considerations for annex 6*).**

That the Secretariat informs the ANC of the revisions performed to the *dangerous goods considerations for Annex 6* task in Job-card OPS003 as contained in Attachment 4-X to the report.

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**APPENDIX C**  
**LIST OF OPSP MEMBERS**



# Operations Panel

Filtered to show: ([Q\_IndGroup].[MemberTypeIni]="M")

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