

## **Subpart G - Transport of dangerous goods**

### **AMC1 SPA.DG.105(a) Approval to transport dangerous goods**

#### TRAINING PROGRAMME

- (a) The operator should indicate for the approval of the training programme how the training will be carried out. For formal training courses, the course objectives, the training programme syllabus/curricula and examples of the written examination to be undertaken should be included.
- (b) Instructors should have knowledge of training techniques as well as in the field of transport of dangerous goods by air so that the subject is covered fully and questions can be adequately answered.
- (c) Training intended to give general information and guidance may be by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired.
- (d) Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, the successful passing of which will result in the issue of the proof of qualification. The course may be by means of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the Technical Instructions.
- (e) Training in emergency procedures should include as a minimum:
  - (1) for personnel other than crew members:
    - (i) dealing with damaged or leaking packages; and
    - (ii) other actions in the event of ground emergencies arising from dangerous goods;
  - (2) for flight crew members:
    - (i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and
    - (ii) the notification to ATS should an in-flight emergency occur;
  - (3) for crew members other than flight crew members:
    - (i) dealing with incidents arising from dangerous goods carried by passengers; or
    - (ii) dealing with damaged or leaking packages in flight.
- (f) Training should be conducted at intervals of no longer than 2 years.

## **AMC1 SPA.DG.105(b) Approval to transport dangerous goods**

### PROVISION OF INFORMATION IN THE EVENT OF AN IN-FLIGHT EMERGENCY

If an in-flight emergency occurs the pilot-in-command/commander should, as soon as the situation permits, inform the appropriate ATS unit of any dangerous goods carried as cargo on board the aircraft, as specified in the Technical Instructions.

## **GM1 SPA.DG.105(b)(6) Approval to transport dangerous goods**

### PERSONNEL

Personnel include all persons involved in the transport of dangerous goods, whether they are employees of the operator or not.

## **AMC1 SPA.DG.110(a) Dangerous goods information and documentation**

### INFORMATION TO THE PILOT-IN-COMMAND/COMMANDER

If the volume of information provided to the pilot-in-command/commander by the operator is such that it would be impracticable to transmit it in the event of an in-flight emergency, an additional summary of the information should also be provided, containing at least the quantities and class or division of the dangerous goods in each cargo compartment.

## **AMC1 SPA.DG.110(b) Dangerous goods information and documentation**

### ACCEPTANCE OF DANGEROUS GOODS

- (a) The operator should not accept dangerous goods unless:
  - (1) the package, overpack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions;
  - (2) they are accompanied by two copies of a dangerous goods transport document or the information applicable to the consignment is provided in electronic form, except when otherwise specified in the Technical Instructions; and
  - (3) the English language is used for:
    - (i) package marking and labelling; and
    - (ii) the dangerous goods transport document,in addition to any other language provision.
- (b) The operator or his/her handling agent should use an acceptance checklist which allows for:
  - (1) all relevant details to be checked; and
  - (2) the recording of the results of the acceptance check by manual, mechanical or computerised means.