

## **Part-CAT | AMC-GM**

### **Subpart A – General requirements**

#### **Section 1 – Motor-powered aircraft**

##### **AMC1 CAT.GEN.MPA.100(b) Crew responsibilities**

###### **COPIES OF REPORTS**

Where a written report is required, a copy of the report should be communicated to the commander concerned, unless the terms of the operator's reporting schemes prevent this.

##### **AMC1 CAT.GEN.MPA.100(c)(1) Crew responsibilities**

###### **ALCOHOL CONSUMPTION**

The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following:

- (a) no alcohol should be consumed less than 8 hours prior to the specified reporting time for a flight duty period or the commencement of standby;
- (b) the blood alcohol level should not exceed the lower of the national requirements or 0.2 per thousand at the start of a flight duty period;
- (c) no alcohol should be consumed during the flight duty period or whilst on standby.

##### **GM1 CAT.GEN.MPA.100(c)(2) Crew responsibilities**

###### **ELAPSED TIME BEFORE RETURNING TO FLYING DUTY**

24 hours is a suitable minimum length of time to allow after normal blood donation or normal recreational (sport) diving before returning to flying duties. This should be considered by operators when determining a reasonable time period for the guidance of crew members.

###### **PART-MED**

Information on the effects of medication, drugs, other treatments and alcohol can be found in Annex IV (Part-MED) to Regulation (EU) No 1178/2011<sup>1</sup>.

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<sup>1</sup> OJ L 311, 25.11.2011, p. 1.

**AMC1 CAT.GEN.MPA.115(a) Personnel or crew members other than cabin crew in the passenger compartment**

**MEASURES TO PREVENT CONFUSION BY PASSENGERS**

If personnel or crew members other than operating cabin crew members carry out duties in a passenger compartment, the operator should ensure that they do not perform tasks or wear a uniform in such a way that might lead passengers to identify them as members of the operating cabin crew.

**GM1 CAT.GEN.MPA.125 Taxiing of aeroplanes**

**SKILLS AND KNOWLEDGE**

The following skills and knowledge may be assessed to check if a person can be authorised by the operator to taxi an aeroplane:

- (a) positioning of the aeroplane to ensure safety when starting engine;
- (b) obtaining automatic terminal information service (ATIS) reports and taxi clearance, where applicable;
- (c) interpretation of airfield markings/lights/signals/indicators;
- (d) interpretation of marshalling signals, where applicable;
- (e) identification of suitable parking area;
- (f) maintaining lookout and right-of-way rules and complying with air traffic control (ATC) or marshalling instructions when applicable;
- (g) avoidance of adverse effect of propeller slipstream or jet wash on other aeroplanes, aerodrome facilities and personnel;
- (h) inspection of taxi path when surface conditions are obscured;
- (i) communication with others when controlling an aeroplane on the ground;
- (j) interpretation of operational instructions;
- (k) reporting of any problem that may occur while taxiing an aeroplane; and
- (l) adapting the taxi speed in accordance with prevailing aerodrome, traffic, surface and weather conditions.

**GM1 CAT.GEN.MPA.130 Rotor engagement - helicopters**

**INTENT OF THE RULE**

- (a) The following two situations where it is allowed to turn the rotor under power should be distinguished:
  - (1) for the purpose of flight, this is described in the Implementing Rule;
  - (2) for maintenance purposes.
- (b) Rotor engagement for the purpose of flight: the pilot should not leave the control when the rotors are turning. For example, the pilot is not allowed to get out of the

aircraft in order to welcome passengers and adjust their seat belts with the rotors turning.

(c) Rotor engagement for the purpose of maintenance: the Implementing Rule, however, does not prevent ground runs being conducted by qualified personnel other than pilots for maintenance purposes.

The following conditions should be applied:

- (1) the operator should ensure that the qualification of personnel, other than pilots, who are authorised to conduct maintenance runs is described in the appropriate manual;
- (2) ground runs should not include taxiing the helicopter;
- (3) there should be no passengers on board; and
- (4) maintenance runs should not include collective increase or autopilot engagement (due to the risk of ground resonance).

### **AMC1 CAT.GEN.MPA.135(a)(3) Admission to the flight crew compartment**

#### **INSTRUCTIONS FOR SINGLE-PILOT OPERATIONS UNDER VFR BY DAY**

Where an aircraft is used in a single-pilot operation under visual flight rules (VFR) by day but has more than one pilot station, the instructions of the operator may permit passengers to be carried in the unoccupied pilot seat(s), provided that the commander is satisfied that:

- (a) it will not cause distraction or interference with the operation of the flight; and
- (b) the passenger occupying a pilot seat is familiar with the relevant restrictions and safety procedures.

### **AMC1 CAT.GEN.MPA.140 Portable electronic devices**

#### **GENERAL**

##### **(a) Scope**

This AMC provides means to prevent that portable electronic devices (PEDs) on board aircraft adversely affect the performance of the aircraft's systems and equipment. This AMC addresses operation of PEDs in the different aircraft zones – passenger compartment, flight compartment, and cargo compartments. Furthermore, it addresses the specific case of PEDs qualified and under configuration control by the operator - controlled PEDs (C-PEDs) - for which the operator gives some credit.

##### **(b) Restrictions on the use of PEDs in the passenger compartment**

If an operator permits passengers to use PEDs on board its aircraft, procedures should be in place to control their use. The operator should ensure that all crew members and ground personnel are trained to enforce the restrictions on this equipment in line with these procedures.

These procedures should ensure the following:

- (1) As the general principle all PEDs (including transmitting PEDs (T-PEDs)) are switched-off at the start of the flight when the passengers have boarded and all doors have been closed, until a passenger door has been opened at the end of the flight.
- (2) The following exceptions from the general principle may be granted under the responsibility of the operator:
  - (i) Medical equipment necessary to support physiological functions does not need to be switched-off.
  - (ii) The use of PEDs, excluding T-PEDs, may be permitted during non-critical phases of flight, excluding taxiing.
  - (iii) T-PEDs may be used during non-critical phases of flight, excluding taxiing, if the aircraft is equipped with a system or otherwise certified allowing the operation of such technology during flight. The restrictions coming from the corresponding aircraft certification as documented in the aircraft flight manual (AFM), or equivalent document(s), stay in force.
  - (iv) The use of C-PEDs during critical phases of flight, however, may only be permitted if the operator has accounted for this situation in its assessment.
  - (v) The commander may permit the use of any kind of PED when the aircraft is stationary during prolonged departure delays, provided that sufficient time is available to check the passenger compartment before the flight proceeds. Similarly, after landing, the commander may authorise the use of any kind of PED in the event of a prolonged delay for a parking/gate position (even though doors are closed and the engines are running).
- (3) Announcements should be made during boarding of the aircraft to inform passengers of the restrictions applicable to PEDs (in particular to T-PEDs) before fastening their seat belts.
- (4) Where in-seat electrical power supplies are available for passenger use the following should apply:
  - (i) information cards giving safety instructions are provided to the passengers;
  - (ii) PEDs should be disconnected from any in-seat electrical power supply, switched-off and stowed during taxiing, take-off, approach, landing, and during abnormal or emergency conditions; and
  - (iii) flight crew and cabin crew should be aware of the proper means to switch-off in-seat power supplies used for PEDs.
- (5) During boarding and any phase of flight:

- (i) appropriate coordination between flight crew and cabin crew is defined to deal with interference or other safety problems associated with PEDs;
- (ii) passenger use of equipment during the flight is monitored;
- (iii) suspect equipment is switched off; and
- (iv) particular attention is given to passenger misuse of equipment that could include a built-in transmitting function.

(6) Thermal runaways of batteries, in particular lithium batteries, and potential resulting fire can be handled properly.

(7) Appropriate coordination between flight crew and cabin crew should be defined to deal with interference or other safety problems associated with PEDs.

(8) The commander may for any reason and during any phase of flight require deactivation and stowage of PEDs.

(9) Occurrences of suspected or confirmed interference that have potential safety implications should be reported to the competent authority. Where possible, to assist follow-up and technical investigation, reports should describe the offending device, identify the brand name and model number, its location in the aircraft at the time of the occurrence, interference symptoms and the results of actions taken by the crew.

The cooperation of the device owner should be sought by obtaining contact details.

(10) Special requests to operate a PED or T-PED during any phase of the flight for specific reasons (e.g. for security measures) should be handled properly.

(c) Restrictions on the use of PEDs in the flight compartment

Due to the higher risk of interference and potential for distracting crew from their duties, PEDs should not be used in the flight compartment. However, the operator may allow the use of PEDs, e.g. to assist the flight crew in their duties, if procedures are in place to ensure the following:

- (1) The conditions for the use of PEDs in-flight are specified in the operations manual, otherwise they should be switched off and stowed during all phases of flight.
- (2) The PEDs do not pose a loose-item risk or other hazard.
- (3) During critical phases of flight only those C-PEDs are operated, for which the operator has demonstrated that the radio frequency (RF) interference levels are below those considered acceptable for the specific aircraft environment. Guidance for such test is provided in (e) below.
- (4) During pre-flight procedures, e.g. when loading route information into navigation systems or when monitoring fuel loading, no T-PED should be operated. In all other cases, flight crew and other persons on board the aircraft involved in dispatching the aircraft should observe the same restrictions as applicable to passengers.

(5) These restrictions should not preclude use of a T-PED (specifically a mobile phone) by the flight crew to deal with an emergency. However, reliance should not be predicated on a T-PED for this purpose.

(d) PEDs not accessible during the flight

PEDs should be switched off, when not accessible for deactivation during flight. This should apply especially to PEDs contained in baggage or transported as part of the cargo. The operator may allow deviation for PEDs for which tests have demonstrated their safe operation. Other precautions, such as transporting in shielded, metal boxes, may also be used to mitigate associated risks.

In case an automated function is used to deactivate a T-PED, the unit should be qualified for safe operation on board the aircraft.

(e) Test methods

The means to demonstrate that the RF radiations (intentional or non-intentional) are tolerated by aircraft systems should be as follows:

- (1) The radio frequency (RF) emissions of PEDs should meet the levels as defined by EUROCAE ED-14E/RTCA DO 160E Section 21 Category M for operation in the passenger compartment and EUROCAE ED-14E/RTCA DO 160E Section 21 Category H for operation in the cargo bay. Later revisions of those documents may be used for testing. The assessment of intentional transmissions of T-PEDs is excluded from those test standards and needs to be addressed separately.
- (2) When the operator intends to allow the operation of T-PEDs, its assessment should follow the principles set out in EUROCAE ED-130.

## **GM1 CAT.GEN.MPA.140 Portable electronic devices**

### **DEFINITIONS**

(a) Definition and categories of PEDs

PEDs are any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo and that are not included in the approved aircraft configuration. All equipment that is able to consume electrical energy falls under this definition. The electrical energy can be provided from internal sources as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources.

PEDs fall into three categories:

- (1) Non-intentional transmitters can non-intentionally radiate RF transmissions. This category includes, but is not limited to, computing equipment, cameras, radio receivers, audio and video reproducers, electronic games and toys. In addition, portable, non-transmitting devices provided to assist crew members in their duties are included in this category. The category is identified as PED.
- (2) Intentional transmitters can radiate RF transmissions on specific frequencies as part of their intended function. In addition they may radiate non-intentional

transmissions like any PED. The term 'transmitting PED' (T-PED) is used to identify the transmitting capability of the PED. Intentional transmitters are transmitting devices such as RF based remote control equipment, which may include some toys, two-way radios (sometimes referred to as private mobile radio), mobile phones of any type, satellite phones, computer with mobile phone data connection, wireless fidelity (WIFI) or Bluetooth capability. After deactivation of the transmitting capability, e.g. by activating the so-called 'flight mode' or 'flight safety mode', the T-PED remains a PED having non-intentional emissions.

(3) A controlled PED (C-PED) is subject to administrative control by the operator. This will include, *inter alia*, tracking the location of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. A controlled PED will also be subject to procedures to ensure that it is maintained to the latest amendment state. C-PEDs can be assigned to the category of non-intentional transmitters (PEDs) or intentional transmitters (T-PEDs).

(b) Definition of the switched-off status

Many PEDs are not completely disconnected from the internal power source when switched off. The switching function may leave some remaining functionality e.g. data storage, timer, clock, etc. These devices can be considered switched off when in the deactivated status. The same applies for devices having no transmit capability and operated by coin cells without further deactivation capability, e.g. wrist watches.

**GM2 CAT.GEN.MPA.140 Portable electronic devices**

**FIRE CAUSED BY PEDs**

A detailed discussion of fire caused by PEDs can be found in CAA UK CAP 789 edition 2, chapter 31, section 6 *Fires in the cabin caused by PEDs*<sup>2</sup> and CAA PAPER 2003/4, Dealing With In-Flight Lithium Battery Fires in Portable Electronic Devices, M.J. Lain, D.A. Teagle, J. Cullen, V. Dass<sup>3</sup>.

**AMC1 CAT.GEN.MPA.145 Information on emergency and survival equipment carried**

**ITEMS FOR COMMUNICATION TO THE RESCUE COORDINATION CENTRE**

The information, compiled in a list, should include, as applicable, the number, colour and type of life-rafts and pyrotechnics, details of emergency medical supplies, e.g. first-aid kits, emergency medical kits, water supplies and the type and frequencies of emergency portable radio equipment.

<sup>2</sup> <http://www.caa.co.uk/docs/33/CAP%20789.pdf>.

<sup>3</sup> [http://www.caa.co.uk/docs/33/CAPAP2003\\_04.PDF](http://www.caa.co.uk/docs/33/CAPAP2003_04.PDF).

## **GM1 CAT.GEN.MPA.155 Carriage of weapons of war and munitions of war**

### WEAPONS OF WAR AND MUNITIONS OF WAR

- (a) There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need.
- (b) It is the responsibility of the operator to check, with the State(s) concerned, whether or not a particular weapon or munition is regarded as a weapon of war or munitions of war. In this context, States that may be concerned with granting approvals for the carriage of weapons of war or munitions of war are those of origin, transit, overflight and destination of the consignment and the State of the operator.
- (c) Where weapons of war or munitions of war are also dangerous goods by definition (e.g. torpedoes, bombs, etc.), CAT.GEN.MPA.200 Transport of dangerous goods also applies.

## **GM1 CAT.GEN.MPA.160 Carriage of sporting weapons and ammunition**

### SPORTING WEAPONS

- (a) There is no internationally agreed definition of sporting weapons. In general it may be any weapon that is not a weapon of war or munitions of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or munitions of war, such as a musket, may now be regarded as a sporting weapon.
- (b) A firearm is any gun, rifle or pistol that fires a projectile.
- (c) The following firearms are generally regarded as being sporting weapons:
  - (1) those designed for shooting game, birds and other animals;
  - (2) those used for target shooting, clay-pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces; and
  - (3) airguns, dart guns, starting pistols, etc.
- (d) A firearm, which is not a weapon of war or munitions of war, should be treated as a sporting weapon for the purposes of its carriage on an aircraft.

## **AMC1 CAT.GEN.MPA.161 Carriage of sporting weapons and ammunition - alleviations**

### SPORTING WEAPONS - HELICOPTERS

Procedures for the carriage of sporting weapons may need to be considered if the helicopter does not have a separate compartment in which the weapons can be stowed. These procedures should take into account the nature of the flight, its origin and destination, and the possibility of unlawful interference. As far as possible, the weapons

should be stowed so they are not immediately accessible to the passengers, e.g. in locked boxes, in checked baggage that is stowed under other baggage or under fixed netting.

**AMC1 CAT.GEN.MPA.180 Documents, manuals and information to be carried**

**GENERAL**

The documents, manuals and information may be available in a form other than on printed paper. An electronic storage medium is acceptable if accessibility, usability and reliability can be assured.

**GM1 CAT.GEN.MPA.180(a)(1) Documents, manuals and information to be carried**

**AIRCRAFT FLIGHT MANUAL OR EQUIVALENT DOCUMENT(S)**

'Aircraft flight manual, or equivalent document(s)' means in the context of this rule the flight manual for the aircraft, or other documents containing information required for the operation of the aircraft within the terms of its certificate of airworthiness, unless these data are available in the parts of the operations manual carried on board.

**GM1 CAT.GEN.MPA.180(a)(5) Documents, manuals and information to be carried**

**THE AIR OPERATOR CERTIFICATE**

Certified true copies may be provided:

- (a) directly by the competent authority; or
- (b) by persons holding privileges for certification of official documents in accordance with applicable Member State's legislation, e.g., public notaries, authorised officials in public services.

**GM1 CAT.GEN.MPA.180(a)(9) Documents, manuals and information to be carried**

**JOURNEY LOG OR EQUIVALENT**

'Journey log, or equivalent' means in this context that the required information may be recorded in documentation other than a log book, such as the operational flight plan or the aircraft technical log.

**AMC1 CAT.GEN.MPA.180(a)(13) Documents, manuals and information to be carried**

PROCEDURES AND VISUAL SIGNALS FOR USE BY INTERCEPTING AND INTERCEPTED AIRCRAFT

The procedures and the visual signals for use by intercepting and intercepted aircraft should reflect those contained in the International Civil Aviation Organisation (ICAO) Annex 2. This may be part of the operations manual.

**GM1 CAT.GEN.MPA.180(a)(14) Documents, manuals and information to be carried**

SEARCH AND RESCUE INFORMATION

This information is usually found in the State's aeronautical information publication.

**GM1 CAT.GEN.MPA.180(a)(23) Documents, manuals and information to be carried**

DOCUMENTS THAT MAY BE PERTINENT TO THE FLIGHT

Any other documents that may be pertinent to the flight or required by the States concerned with the flight may include, for example, forms to comply with reporting requirements.

STATES CONCERNED WITH THE FLIGHT

The States concerned are those of origin, transit, overflight and destination of the flight.

**GM1 CAT.GEN.MPA.195(a) Preservation, production and use of flight recorder recordings**

REMOVAL OF RECORDERS AFTER A REPORTABLE OCCURRENCE

The need for removal of the recorders from the aircraft is determined by the investigating authority with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.

**AMC1 CAT.GEN.MPA.195(b) Preservation, production and use of flight recorder recordings**

OPERATIONAL CHECKS

Whenever a recorder is required to be carried, the operator should:

- (a) perform an annual inspection of FDR recording and CVR recording , unless one or more of the following applies:

- (1) Where two solid-state FDRs both fitted with internal built-in-test equipment sufficient to monitor reception and recording of data share the same acquisition unit, a comprehensive recording inspection need only be performed for one FDR. For the second FDR, checking its internal built-in-test equipment is sufficient. The inspection should be performed alternately such that each FDR is inspected once every other year.
- (2) Where the following conditions are met, the FDR recording inspection is not needed:
  - (i) the aircraft flight data are collected in the frame of a flight data monitoring (FDM) programme;
  - (ii) the data acquisition of mandatory flight parameters is the same for the FDR and for the recorder used for the FDM programme;
  - (iii) the integrity of all mandatory flight parameters is verified by the FDM programme; and
  - (iv) the FDR is solid-state and is fitted with an internal built-in-test equipment sufficient to monitor reception and recording of data.
- (3) Where two solid-state CVRs are both fitted with internal built-in-test equipment sufficient to monitor reception and recording of data, a comprehensive recording inspection need only to be performed for one CVR. For the second CVR, checking its internal built-in-test equipment is sufficient. The inspection should be performed alternately such that each CVR is inspected once every other year.

(b) perform every 5 years an inspection of the data link recording.

(c) check every 5 years, or in accordance with the recommendations of the sensor manufacturer, that the parameters dedicated to the FDR and not monitored by other means are being recorded within the calibration tolerances and that there is no discrepancy in the engineering conversion routines for these parameters..

**GM1 CAT.GEN.MPA.195(b) Preservation, production and use of flight recorder recordings**

**INSPECTION OF THE FLIGHT RECORDERS RECORDING**

(a) The inspection of the FDR recording usually consists of the following:

- (1) Making a copy of the complete recording file.
- (2) Examining a whole flight in engineering units to evaluate the validity of all mandatory parameters - this could reveal defects or noise in the measuring and processing chains and indicate necessary maintenance actions. The following should be considered:
  - (i) when applicable, each parameter should be expressed in engineering units and checked for different values of its operational range - for this purpose, some parameters may need to be inspected at different flight phases; and

- (ii) if the parameter is delivered by a digital data bus and the same data are utilised for the operation of the aircraft, then a reasonableness check may be sufficient; otherwise a correlation check may need to be performed;
  - (A) a reasonableness check is understood in this context as a subjective, qualitative evaluation, requiring technical judgement, of the recordings from a complete flight; and
  - (B) a correlation check is understood in this context as the process of comparing data recorded by the flight data recorder against the corresponding data derived from flight instruments, indicators or the expected values obtained during specified portion(s) of a flight profile or during ground checks that are conducted for that purpose.
- (3) Retaining the most recent copy of the complete recording file and the corresponding recording inspection report.

(b) The inspection of the CVR recording usually consists of:

- (1) checking that the CVR operates correctly for the nominal duration of the recording;
- (2) examining, where practicable and subject to prior approval by the flight crew, a sample of in-flight recording of the CVR for evidence that the signal is acceptable on each channel; and
- (3) preparing and retaining an inspection report.

(c) The inspection of the DLR recording usually consists of:

- (1) Checking the consistency of the data link recording with other recordings for example, during a designated flight, the flight crew speaks out a few data link messages sent and received. After the flight, the data link recording and the CVR recording are compared for consistency.
- (2) Retaining the most recent copy of the complete recording and the corresponding inspection report.

#### **AMC1 CAT.GEN.MPA.200(e) Transport of dangerous goods**

##### **DANGEROUS GOODS ACCIDENT AND INCIDENT REPORTING**

- (a) Any type of dangerous goods accident or incident, or the finding of undeclared or misdeclared dangerous goods should be reported, irrespective of whether the dangerous goods are contained in cargo, mail, passengers' baggage or crew baggage. For the purposes of the reporting of undeclared and misdeclared dangerous goods found in cargo, the Technical Instructions considers this to include items of operators' stores that are classified as dangerous goods.
- (b) The first report should be dispatched within 72 hours of the event. It may be sent by any means, including e-mail, telephone or fax. This report should include the details that are known at that time, under the headings identified in (c). If necessary, a subsequent report should be made as soon as possible giving all the

details that were not known at the time the first report was sent. If a report has been made verbally, written confirmation should be sent as soon as possible.

- (c) The first and any subsequent report should be as precise as possible and should contain the following data, where relevant:
  - (1) date of the incident or accident or the finding of undeclared or misdeclared dangerous goods;
  - (2) location, the flight number and flight date;
  - (3) description of the goods and the reference number of the air waybill, pouch, baggage tag, ticket, etc.;
  - (4) proper shipping name (including the technical name, if appropriate) and UN/ID number, when known;
  - (5) class or division and any subsidiary risk;
  - (6) type of packaging, and the packaging specification marking on it;
  - (7) quantity;
  - (8) name and address of the shipper, passenger, etc.;
  - (9) any other relevant details;
  - (10) suspected cause of the incident or accident;
  - (11) action taken;
  - (12) any other reporting action taken; and
  - (13) name, title, address and telephone number of the person making the report.
- (d) Copies of relevant documents and any photographs taken should be attached to the report.
- (e) A dangerous goods accident or incident may also constitute an aircraft accident, serious incident or incident. Reports should be made for both types of occurrences when the criteria for each are met.
- (f) The following dangerous goods reporting form should be used, but other forms, including electronic transfer of data, may be used provided that at least the minimum information of this AMC is supplied:

**DANGEROUS GOODS OCCURRENCE REPORT**

**DGOR No:**

|                 |                        |                              |
|-----------------|------------------------|------------------------------|
| 1. Operator:    | 2. Date of Occurrence: | 3. Local time of occurrence: |
| 4. Flight date: |                        | 5. Flight No:                |

**DANGEROUS GOODS OCCURRENCE REPORT****DGOR No:**

|  |                                      |                     |   |
|--|--------------------------------------|---------------------|---|
| 6. Departure aerodrome:  | 7. Destination aerodrome:            |                     |   |
| 8. Aircraft type:  | 9. Aircraft registration:            |                     |   |
| 10. Location of occurrence:  | 11. Origin of the goods:             |                     |   |
| 12. Description of the occurrence, including details of injury, damage, etc.<br>(if necessary continue on the reverse of this form): |                                      |                     |   |
| 13. Proper shipping name (including the technical name):   |                                      |                     | 14. UN/ID No (when known):                        |
| 15. Class/Division (when known):   | 16. Subsidiary risk(s):              | 17. Packing group:  | 18 Category (Class 7 only):                       |
| 19. Type of packaging:   | 20. Packaging specification marking: | 21. No of packages: | 22. Quantity (or transport index, if applicable): |
| 23. Reference No of Airway Bill:   |                                      |                     |   |
| 24. Reference No of courier pouch, baggage tag, or passenger ticket:   |                                      |                     |   |
| 25. Name and address of shipper, agent, passenger, etc.:   |                                      |                     |   |
| 26. Other relevant information (including suspected cause, any action taken):  |                                      |                     |   |
| 27. Name and title of person making report:  |                                      | 28. Telephone No:   |   |
| 29. Company:   |                                      | 30. Reporters ref:  |   |

**DANGEROUS GOODS OCCURRENCE REPORT****DGOR No:**

|  |                |
|--|----------------|
|  |                |
| 31. Address:                                 | 32. Signature: |
|  | 33. Date:      |
| Description of the occurrence (continuation) |                |

Notes for completion of the form:

1. A dangerous goods accident is as defined in Annex I. For this purpose serious injury is as defined in Regulation (EU) No 996/2010 of the European Parliament and of the Council<sup>4</sup>.
2. This form should also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take on aircraft.
3. The initial report should be dispatched unless exceptional circumstances prevent this. This occurrence report form, duly completed, should be sent as soon as possible, even if all the information is not available.
4. Copies of all relevant documents and any photographs should be attached to this report.
5. Any further information, or any information not included in the initial report, should be sent as soon as possible to authorities identified in CAT.GEN.MPA.200 (e).
6. Providing it is safe to do so, all dangerous goods, packaging, documents, etc., relating to the occurrence should be retained until after the initial report has been sent to the authorities identified in CAT.GEN.MPA.200 (e) and they have indicated whether or not these should continue to be retained.

**GM1 CAT.GEN.MPA.200 Transport of dangerous goods**

**GENERAL**

- (a) The requirement to transport dangerous goods by air in accordance with the Technical Instructions is irrespective of whether:
  - (1) the flight is wholly or partly within or wholly outside the territory of a state; or

<sup>4</sup> OJ L 295, 12.11.2010, p. 35.

- (2) an approval to carry dangerous goods in accordance with Annex V (Part SPA), Subpart G is held.
- (b) The Technical Instructions provide that in certain circumstances dangerous goods, which are normally forbidden on an aircraft, may be carried. These circumstances include cases of extreme urgency or when other forms of transport are inappropriate or when full compliance with the prescribed requirements is contrary to the public interest. In these circumstances all the States concerned may grant exemptions from the provisions of the Technical Instructions provided that an overall level of safety which is at least equivalent to that provided by the Technical Instructions is achieved. Although exemptions are most likely to be granted for the carriage of dangerous goods that are not permitted in normal circumstances, they may also be granted in other circumstances, such as when the packaging to be used is not provided for by the appropriate packing method or the quantity in the packaging is greater than that permitted. The Technical Instructions also make provision for some dangerous goods to be carried when an approval has been granted only by the State of Origin and the State of the Operator.
- (c) When an exemption is required, the States concerned are those of origin, transit, overflight and destination of the consignment and that of the operator. For the State of overflight, if none of the criteria for granting an exemption are relevant, an exemption may be granted based solely on whether it is believed that an equivalent level of safety in air transport has been achieved.
- (d) The Technical Instructions provide that exemptions and approvals are granted by the 'appropriate national authority', which is intended to be the authority responsible for the particular aspect against which the exemption or approval is being sought. The Instructions do not specify who should seek exemptions and, depending on the legislation of the particular State, this may mean the operator, the shipper or an agent. If an exemption or approval has been granted to other than the operator, the operator should ensure a copy has been obtained before the relevant flight. The operator should ensure all relevant conditions on an exemption or approval are met.
- (e) The exemption or approval referred to in (b) to (d) is in addition to the approval required by Annex V (Part SPA), Subpart G.