

DANGEROUS GOODS PANEL

Dubai, 31 March to 4 April 2003

Agenda Item 2 Development of recommendations for amendments to the Technical : Instructions for incorporation in the 2005/2006 edition

INFORMATION IN THE EVENT OF AN AIRCRAFT ACCIDENT OR INCIDENT

(Presented by G. A. Leach)

1. INTRODUCTION

1.1 Part 7;4.6.1 of the Technical Instructions (reflecting 9.6.1 of Annex 18) requires, in the event of an aircraft accident or serious incident, an operator to provide information, without delay, to emergency services responding to the accident or serious incident and also, as soon as possible, to the State of the Operator and the State in which the accident or serious incident occurred. "Serious incident" is defined in Annex 13 as "an incident involving circumstances indicating that an accident nearly occurred" and notes that "The difference between an accident and a serious incident lies only in the result." Reference is also made to Annex C of Annex 13 which is a list of examples of serious incidents, the majority of which are irrelevant as far as providing of dangerous goods information is concerned e.g. "Controlled flight into terrain only marginally avoided", "Aborted take-offs on a closed or engaged runway", "Gross failures to achieve predicted performance during take-off or initial climb". However, it could be argued that information should be provided in the case of "Fires and smoke in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents". It is suggested that Annex 18 and the Technical Instructions should be amended to address this issue.

It has also been noted that Note 2.- under 7;4.6.2 contains a requirement, which is inappropriate for a note. It is suggested this should be converted into mandatory text.

2. **PROPOSAL**

Amend 9.6.1 of Annex 18 as follows:

9.6.1 In the event of:

- a) an aircraft accident; or
- b) a serious incident, if relevant (e.g. fires and smoke in the passenger or cargo compartment, even though such fires were extinguished by the use of extinguishing agents),

the operator of an aircraft carrying dangerous goods as cargo shall.....

Proposal 2

Amend Part 7;4.6.1 of the Technical Instructions as follows:

4.6.1 In the event of:

- a) an aircraft accident; or
- b) a serious incident, if relevant (e.g. fires and smoke in the passenger or cargo compartment, even though such fires were extinguished by the use of extinguishing agents),

the operator of an aircraft carrying dangerous goods as cargo shall.....

3. **PROPOSAL**

3.1 Add a new 7;4.6.3:

Operators must address the provisions of 4.6.1 and 4.6.2 in appropriate manuals and accident contingency plans

This results in the consequential deletion of Note 2.

— END —