



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/16)**

Montreal, 17 to 21 October 2016

Agenda Item 6: Other business

DANGEROUS GOODS INFORMATION IN FIXM

(Presented by Secretary of the ATMRPP)

SUMMARY

The Air Traffic Management Requirements and Performance Panel (ATMRPP) re-examined the content of a flight information exchange model (FIXM). The objective was to eliminate the potential for unjustifiable costs for air traffic services providers and airspace users that will implement a new flight planning mechanism, known as flight and flow information for collaborative environment (FF-ICE).

This paper presents the result of the discussion, in particular, on the dangerous goods information with a view to seeking feedback from the Dangerous Goods Panel (DGP).

Action by the DGP-WG: The DGP is invited to:

- a) consider the views expressed during the ATMRPP-WG/31 in paragraph 2;
- b) provide advice on whether the existing provisions in ICAO documents need to be augmented by the requirement to include detailed information in flight plans; and
- c) review the appendix to this working paper, and identify and justify any information that must be included in FIXM so that it be exchanged in the future flight planning system (FF-ICE).

1. INTRODUCTION

1.1 The Air Traffic Management Requirements and Performance Panel (ATMRPP) was tasked (Job card ATMRPP.002.02 refers.) to develop provisions for the implementation of the first step of a new flight planning mechanism, known as flight and flow information for a collaborative environment (FF-ICE/1).

1.2 FF-ICE/1 is expected to address, amongst others, issues experienced in the development and implementation of 2012 Flight Plan. One of the changes to be introduced is the use of a common flight and flow information exchange model which will accommodate changing information needs at global, regional, and state levels.

1.3 At the 31st working group meeting, held from 27 June to 1 July 2016, concerns were raised regarding the justification of some of the information elements in the flight information exchange mode (FIXM) version 4, which will be compliant with the FF-ICE/1 provisions currently being developed. The ATMRPP re-examined the content of FIXM version 4 with an effort to eliminate the potential for unjustifiable costs by air navigation services providers (ANSPs) and airspace users. Among those elements of the content discussed is dangerous goods information.

2. DISCUSSION

2.1 The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444), paragraph 7.1.2.2 states “Procedures concerning the alerting of the rescue and firefighting services shall be contained in local instructions. Such instructions shall specify the type of information to be provided to the rescue and firefighting services, including type of aircraft and type of emergency and, when available, number of persons on board, and any dangerous goods carried on the aircraft.”

2.2 PANS-ATM (Doc 4444), Appendices 2 and 3 define “STS/HAZMAT” as a code to be used in Flight Plan Field 18 (Other Information) to indicate that a flight is carrying hazardous material, therefore a special handling by air traffic services may be required.

2.3 The *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) require that the pilot-in-command is provided with a form entitled Notification to Captain (NOTOC) detailing pertinent dangerous goods information. Doc 9284 also requires that NOTOC be made available to the airline flight dispatch that will send the information, in the event of an emergency, to the rescue and fire-fighting service of the airport at which the aircraft will land.

2.4 Considering the afore-mentioned requirements in ICAO documentation, the ATMRPP noted that the amount of dangerous goods related information in FIXM Core Data Dictionary, provided in the appendix to this paper, may far exceed what is required in PANS-ATM (Doc 4444) and that the requirements in Doc 9284 would allow for an exchange of more detailed dangerous goods information in the event of an emergency. It was also noted that the open transmission of detailed dangerous goods information may introduce a security risk and other unintended consequences to the aircraft.

2.5 Another view shared during the meeting was that the essential information such as type and quantity of the dangerous goods loaded on the aircraft may not be obtained in a timely manner to support possible search and rescue activities on the ground.

2.6 As a result of the discussion, the ATMRPP agreed that the content of FIXM 4.0 not be limited only to those purely related to air traffic management. Rather it should accommodate the information that can be justified in terms of contributing to the safe, efficient and orderly planning and execution of a flight and traffic flows. It was also agreed that the Dangerous Goods Panel (DGP) be requested to provide feedback in terms of the dangerous goods information in the appendix.

3. ACTION BY THE DGP-WG

3.1 The DGP is invited to:

- a) consider the views expressed during the ATMRPP-WG/31 in paragraph 2;
- b) provide advice on whether the existing provisions in ICAO documents need to be augmented by the requirement to include detailed information in flight plans; and
- c) review the appendix to this working paper, and identify and justify any information that must be included in FIXM so that it be exchanged in the future flight planning system (FF-ICE).

APPENDIX

DANGEROUS GOODS INFORMATION IN THE FIXM CORE DATA DCTIONARY

<p><u>A</u> Aerodrome of Loading Aerodrome of Unloading Air Waybill Number Aircraft Dangerous Goods Limitation All Packed In One</p> <p><u>D</u> Dangerous Goods Gross Weight Dangerous Goods List of Line Item Detail Dangerous Goods List of Overpack Detail Dangerous Goods List of Package Detail Dangerous Goods Net Weight Dangerous Goods Package Details Dangerous Goods Quantity Dangerous Goods Screening Location Dangerous Goods Type of Packaging Dangerous Goods Volume Declaration Text: Compliance Declaration Text: Consignor Declaration Text: Shipper Department</p> <p><u>E</u> Emergency Response Guidebook Number Emergency Temperature Exclusive Use Shipment Indicator</p> <p><u>F</u> Fissile Excepted Indicator</p> <p><u>H</u> Hazard Class and Division</p> <p><u>I</u> IATA Shipper's Declaration For Dangerous Goods</p> <p><u>L</u> Low Dispersible Material Indicator</p> <p><u>M</u> Marine Pollutant Indicator</p> <p><u>O</u> On Board Dangerous Goods Location Overpack Indicator</p> <p><u>P</u> Package Height Package Length Package Width Packing Group Packing Instruction Number Shipment Authorizations</p>	<p><u>P</u> Physical and Chemical Form Post Office Box Postal Structured Address Product Name Proper Shipping Name</p> <p><u>Q</u> Q Value</p> <p><u>R</u> Radioactive Material Category Radioactive Materials Radionuclide Radionuclide ID Radionuclide Name Reportable Quantity</p> <p><u>S</u> Shipment Authorizations Shipment Type Shipper Address Shipper Emergency Phone Number Shipper Name Shipper Name and Address Shipper's Declaration For Dangerous Goods Header Shipper's Declaration For Dangerous Goods Line Item Details Shipper's Declaration For Dangerous Goods Packaging Detail Shipper's Declaration For Dangerous Goods Summary Special Form Indicator Street Subsidiary Hazard Class and Division Supplementary Shipping Information</p> <p><u>T</u> Technical Name Transfer Aerodromes Transport Index</p> <p><u>U</u> United Nations Number</p> <p><u>Z</u> ZIP or Postal Code</p>
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