



Twospeed Aviation Training

Syllabus: Dangerous Goods

This course is designed for:

Flight deck, cabin crew, technicians, check-in personnel and ground crew.

Content

This course in dangerous goods complies with EU-OPS 1 subpart R, ICAO-TI and IATA-DGR.

This course is divided into 9 sections:

1. General Philosophy
2. Limitation
3. List of dangerous goods.
4. Labeling and markings
5. Recognition of undeclared DG
6. Storage and loading procedures
7. Pilot's notification
8. Provisions for pax and crew

Method	CBT, CBT skill test
Sections	9
Questions	250
Duration	2,5 hours
Language	English
Initial training	Yes
Recurrent training	Yes



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Section 1 - General Philosophy

- The basis for this course of training. EU-OPS, ICAO-TI and IATA-DGR.
- The UN as the main organisation with ECOSOC and ECE as sub organisation.
- What the regulations governing dangerous goods focus on.
- The Orange book.
- The International Civil Aviation Organization "ICAO".
- ICAO-TI as national provisions and conditions for all air traffic touching their national territory and for all activities on board national aircraft.
- Explanation of the list of articles and substances in IATA-DGR, "blue pages".
- Certain dangerous items are accepted from the rule in particular circumstances when carried on to an aircraft.
- The responsibility of the shipper and the person who accepts the dangerous goods for transport.
- All personnel who move dangerous goods should be provided with job-specific training for their duties.
- Airline acceptance staff must refer to a special checklist regarding the consignment.
- Load planner's responsibilities.
- Brief explanation of "Notification to Captain" forms "NOTOC".

Section 2 - Limitation

- Responsibility of The National Board of Civil Aviation and its organisation.
- What law applies when dangerous goods are transported on national registered aircraft.
- The four categories Dangerous goods are divided into.
- Information about that certain countries and operators might apply rules that are more restrictive than the general IATA-DGR.



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Section 3 - List of dangerous goods

- Information about The Blue Pages in IATA-DGR.
- Brief explanation of the Proper Shipping Name, the class and, if applicable, the division to which the goods belong and the UN number and, if applicable, the appropriate packing group.
- Information about certain substances and items are strictly prohibited for carriage by air under any circumstances.
- The Cargo Interline Message Procedure Code, or IMP code.
- The nine classes dangerous goods for transport, are divided into.
- All hazard labels and common articles and substances in these classes.

Section 4 - Labeling and markings

- Hazard label and Handling label.
- The design of Hazard labels and Handling labels.
- Information that markings required by other national or international transport regulations can be used.
- Additional markings, for Explosives, Infectious substances, Deep-frozen gases, e.g. liquid nitrogen, Limited quantity (LTD QTY), Inner packaging that complies with prescribed specifications and Types A, B(U), B(M) or C.

Section 5 - Recognition of undeclared dangerous goods

- Passengers or crew are never permitted to carry dangerous goods on board except in limited quantities.
- Chapter 2 of the IATA-DGR, "Limitations" gives a table itemising dangerous goods permitted for passage in limited quantities with crew or passengers.
- The three main headings Dangerous goods that may be carried on board by passengers or crew are listed under.
- Example under these headings which are permitted or not permitted to carry onboard.
- Wheel chairs or other battery-powered mobility aids are stowed differently according to the type of battery they use.



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Section 6 - Storage and loading procedures

- The purpose of the packing.
- The UN formulated requirements.
- External risk factors.
- The shipper's responsibility.
- The two kinds of packaging for use with dangerous goods.
- Explanation of packing instruction which is found in chapter 5 in IATA-DGR "Packing".
- Explanation of the three Packing Groups.
- Usage and specification markings.
- Distinction between marking and labeling.
- Performance testing of all packaging.
- Overpack and Salvage packaging.
- Three ways of securing goods for transport.
- Unit Load Device (ULD).
- Inspections to ensure that the dangerous goods have not become damaged and that no leakage has occurred.
- Information about packages containing dangerous goods that might react dangerously with each other.
- Information about radioactive materials.
- Information about Toxic and Infectious Substances," may not be loaded into the same hold as live animals or edible substances intended for consumption by humans or animals.
- Information about Animals should not be located near cryogenic liquids or dry-ice.
- Information about carbon dioxide (dry-ice).

Section 7 - Pilots notification

- When dangerous goods are transported they must be classified.
- Information about who has the responsibility to declare any dangerous goods.
- Transport documentation.
- What information shall "Shippers Declaration of Dangerous Goods" contain.
- Information about the written instructions intended for the commander, and their foremost purpose.
- Information about the Air Waybill.
- NOTOC "Notification to Commander."



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Section 8 - Provisions for passenger and crew

- Information about when a consignment of dangerous goods is presented to the commander on a written form, the cargo has already been inspected several times.
- Information about all operators are obligated to advise their passengers regarding dangerous goods forbidden on board for carriage by air.
- Information about all check-in staff, of all operators, must have completed adequate training to help them detect and identify dangerous goods carried by passengers.

Section 9 - Emergency procedures

- Information about The UN aviation recommendations regarding the special instructions that should be available.
- The safety advisor.
- "High Consequence Dangerous Goods" and security-awareness as to the dangers of transporting these substances.
- Information about in the event of an in-flight emergency involving dangerous goods, the commander must inform the appropriate air-traffic services unit that there are dangerous goods on board.
- Many countries require some form of "Emergency Response Information" to be on board.
- Drill code.
- Information that civil aviation authorities, airport management and operators must establish emergency procedures and make them available wherever dangerous goods are handled.
- What to do if problems involving dangerous goods arise on board an aeroplane, outside assistance or advice may be needed.
- The "Dangerous Goods Emergency Checklist".
- Information about all documents regarding transportation of dangerous goods must be kept on file.