

# PART 1

## REGULATING THE TRANSPORT OF DANGEROUS GOODS BY AIR IN UNITED ARAB EMIRATES

23 June 2022

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# OBJECTIVE OF THE SESSION

- Support the joint collaboration between States through experience sharing and exchange of information concerning the Safe Transport of Dangerous Goods by Air.
- Provide clear understanding of the UAE Dangerous Goods system.
- GCAA willingness to provide specialized support to States.

## FACTS & FIGURES - SIZE OF OPS



**9 International Airports**



**The 5 National Carriers.  
500+ Aircrafts**



**Foreign AO, 150+**



**Cargo Tonnage 3,474,000**

**FF, 1800+**

## FACTS & FIGURES - SIZE OF OPS



**PAX movements**  
**127,582,017 Million**



**Air traffic movements**  
**850,000**



**Total number of  
GCAA DG CERT ORG**  
**200**



background

UN- SCoETDG

UN Model Regulations – Recommendations  
Transport of Dangerous Goods – All modes  
Except Radioactive Materials



IAEA

International Atomic Energy Agency

ICAO, ANC, Annex 18 SARPS, ICAO DGP

ICAO Technical Instructions  
for the Safe Transport of  
Dangerous Goods by Air  
ICAO TI

IATA Dangerous Goods  
Regulations

IATA DGR

State Civil Aviation Regulations  
GCAA CAR PART VI - Transport of Dangerous Goods by Air



**Annex 18  
vs  
Other  
ICAO  
Annexes**

- **Annex 1 - Personnel Licensing**
- Annex 2 - Rules of the Air
- Annex 3 - Meteorological Services
- Annex 4 - Aeronautical Charts
- Annex 5 - Units of Measurement
- **Annex 6 - Operation of Aircraft**
- Annex 7 - Aircraft Nationality and Registration Marks
- **Annex 8 - Airworthiness of Aircraft**
- **Annex 9 - Facilitation**
- Annex 10 - Aeronautical Telecommunications

- Annex 11 - Air Traffic Services
- Annex 12 - Search and Rescue
- **Annex 13 - Aircraft Accident and Incident Investigation**
- Annex 14 - Aerodromes
- Annex 15 - Aeronautical Information Services
- **Annex 16 - Environmental Protection**
- **Annex 17 - Security**
- **Annex 18 - The Safe Transportation of Dangerous Goods by Air**
- **Annex 19 - Safety Management**



## Annex 18

### Definition of Dangerous Goods

Dangerous goods are articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods Regulations or which are classified according to these Regulations.



## Why Legislations & Regulations?

- To prevent accidents, incidents and potential loss of lives.
- Protect the properties and the environment.
- Maintain safer and securer civil aviation operations





## Impact of Non-Compliance



**Pan Am tragedy, Boston, 3 Nov 1973**

**Nitric Acid – no cautioning material**

A spontaneous chemical reaction from a nitric acid leak, caused by improper packaging and storage in the aircraft cargo compartment. Crew member death (3).



**ValuJet, Everglades, 11 May 1996**

**Oxygen generators - 110 deaths**

The cause of the accident was the improper loading of expired oxygen canisters into the cargo hold of the aircraft.



**UPS B-747, Dubai – 3 Sep 2010 (2) Crewmembers lost their lives. A huge**

fire broke out in the main cargo hold after take-off from Dubai Airport, and smoke and fumes in the cockpit prevented the cabin crew from managing it and dealing with that emergency. Lithium batteries. And the inability of halon 1301 to extinguish the fire.

# ICAO DGP & THE BENEFITS TO UAE


- **Dangerous Goods Panel.**
- **Chairing the ICAO DGP WG on Reporting & Investigation.**
- **Chairing the ICAO DGP WG on restructuring Annex 18.**
- **Benefits to UAE**



# Dangerous Goods Events Hosted by UAE

- ICAO DGP – 2004
- ICAO DGP - 2010
- ICAO DGP Working Group on Reporting and Investigation – 2016
- ICAO DGP WG on Training - 2016
- ICAO Lithium Batteries Regional Workshop – 2017
- ICAO Working Group on Restructuring Annex 18 – 2019
- ICAO DGP WG on Training – 2019 and 2022



- 
- **Well structured Civil Aviation Law.**
  - **In full compliance with Annex 18 and the TI provisions.**



## **CAR PART VI CHAPTER 2**

- **Civil Aviation Regulations - The Safe Transport of Dangerous Goods by Air.**
- **CAR Revisions – every 3 years (But Agile)**
- **Align with the ICAO TI and IATA DGR**
- **Accessibility (GCAA Website)**
- **UAE Variations/Restrictions.**
- **Authorization (Exemptions & Approvals)**

## OUR APPROACH

➤ Education

➤ Transparency

➤ Support



➤ Joint  
collaboration

➤ Innovation

➤ Excellence

➤ Further enhancement

➤ Improve overall level  
of compliance with  
DGR

➤ Efficiency



## COMMUNICATION & JOINT COLLABORATION

❖ **Within GCAA (FLT OPS/ AIRWOTH/ AAI...etc.)**

**Ex: Contribution to Annex 13 investigations**

❖ **Industry Stakeholders**

**(FANR/MOI/LOCAL CAAs/POSTAL AUTH)**

**Ex: liaison with concerned authorities to include GCAA DG Requirements in the issuance of Trade License process for FF (as Phase 1) and organizations in which aviation is part of its activities.**



## COMMUNICATION & JOINT COLLABORATION

- ❖ **Coordination with National Association of Freight and Logistics (NAFL)**
- ❖ **Air Operators, GHA, FF, PKG-SUPPL, TP, DPO...etc.**
- ❖ **Bulletin & Alert | Dangerous Goods - BADG.**
- ❖ **Dangerous goods related mailboxes (OPS/INV/TEAM).**





## UAE STATE VARIATIONS (KEY VARIATIONS);



**AE/ AEG-02** UAE originating dangerous goods shipments shall only be offered and accepted for air transport by a GCAA dangerous goods certified entity according to the GCAA Dangerous Goods Certification requirements as defined in the UAE Civil Aviation Regulations (CAR Part VI, Chapter 2).

## UAE STATE VARIATIONS (KEY VARIATIONS);



**AE/AEG-07** Foreign air operators may carry dangerous goods to, from and via UAE provided the air operator is approved to carry dangerous goods by the State Civil Aviation Authority of the State of Registry or the State of the operator or the State of Origin.



## UAE STATE VARIATIONS (KEY VARIATIONS);



**AE/AEG-09** At their discretion, States' Civil Aviation Authorities and Foreign Air Operators may communicate dangerous goods occurrences that need to be reported and investigated by the UAE General Civil Aviation Authority (GCAA) through the UAE GCAA online Reporting of Dangerous Goods Occurrences (RODGO) system. States' Civil Aviation Authorities and Foreign Air Operators are encouraged to send their request to obtain their access to the RODGO system to [RODGO.Investigation@gcaa.gov.ae](mailto:RODGO.Investigation@gcaa.gov.ae) and communicate any dangerous goods occurrences related issues to the UAE General Civil Aviation Authority.

# CERTIFICATION

## E- Dangerous Goods Certification Program

### ➤ ASSOCIATED REQUIREMENTS

- CAT-6 Training.
- SOP to align with CAR PART VI CHAPTER 2.
- Oversight.
- Dedicated DG storage area.



# CERTIFICATION

## ➤ ASSOCIATED REQUIREMENTS

- Issue and Renewal.
- Change in the Status after certification.
- DG Post Holder (DGPH).
- Communicating the List with Industry.





UAE GCAA DANGEROUS GOODS CERTIFIED ENTITIES' LIST AS OF 27/Oct/2021

**FREIGHT FORWARDER /CARGO AGENCY**

CERT NO. DG	EXPIRY DATE	NAME OF FREIGHT FORWARDER/ CARGO AGENCY	Location	Emirate	STATUS
283	06-May-22	3 P L LOGISTICS CO LLC	DUBAI WORLD CENTRAL	DXB	Valid
307	14-Apr-22	365 DAYS FREIGHT SERVICES FZCO	DAFZA	DXB	Valid
303	22-Mar-22	ACTION LOGISTICS FZE	DAFZA	DXB	Valid
259	11-Jul-22	AGILITY (ABU DHABI) PJSC	CARGO TERMINAL	AUH	Valid
252	30-Jun-22	AGILITY LOGISTICS LLC	DAFZA - D23	DXB	Valid
287	20-Jan-22	AIRLIFT LOGISTICS LLC	DAFZA	DXB	Valid

# CERTIFICATION

## GCAA Dangerous Goods Certified Entities' List



# TRAINING

## ➤ ASSOCIATED REQUIREMENTS

- Review and accept training materials.
- Assess the trainer's qualifications.
- Certify training providers
- Provide guidance and consultation.
- Oversight.



# TRAINING

## CBTA – January 2023

- Preparation: Feb 2021 – Feb 2022
- Continuous Consultation: Feb-Sep 2022
- Review and Approval: Oct-Dec 2022
- Implementation: Jan 2023
- Continuous Monitoring: Jan 2023-onward







## Oversight Responsibilities

- The annual oversight plan (background /trends/ RODGO/ new challenges).
- Alignment with ICAO USOAP, CMA and ICVM (The Eight Ces)
- The target; FF/GHA/AO/TRAINING ORG/ PACK SUPPLIERS/ RAMP OPS/ PAX TERMINAL.



## REPORTING & INVESTIGATION (RODGO)



- **What need to be reported?**  
**Accidents/ Incidents/ Undeclared/ Mis-declared.**
- **Ex: encouraging the reporting of DG OCC discovered in PAX BAGG.**
- **Int'l Requirement. Conduct of the investigation (info sharing with DG OIN team).**
- **Identification of the root cause.**
- **Corrective and preventive measures.**
- **Outcome of the investigation;**
- **Recommendations, suggestions. education and guidance**
- **Legal administrative action (as and when required)**
- **Ex: organizations showing intentional non-compliance.**



## INITIATIVES



### ➤ **RODGO:**

- ✓ **Occurrences reporting and investigation - electronic platform.**
- ✓ **Effective communication.**
- ✓ **Data analysis (360).**
- ✓ **Monitoring trend (360).**
- ✓ **Decision making.**



## INITIATIVES

- **GCAA Dangerous Goods & Cargo Watch-list.**
- **Dangerous Goods Certification Program.**
- **Self-Assessment Approach.**
- **Dangerous Goods Awareness to the industry (Ex: AVSEC Screeners – Arabic...etc.)**



## INITIATIVES

- **Training awareness on DGR to industry stakeholders (such as lithium batteries).**
- **Preventing the use of opaque shrink wrapping effective July 2021.**
- **Dangerous Goods Competency Validation (COVAL), for Dangerous Goods Training Instructors and Dangerous Goods Post Holders.**



# INITIATIVES

## Provisions for Dangerous Goods Carried by Passengers or Crew

### الأحكام الخاصة بنقل المواد الخطرة من قبل المسافرين أو أفراد الطاقم

3<sup>rd</sup> Edition, 1<sup>st</sup> January – 31<sup>st</sup> December 2021  
الإصدار الثالث، 1 يناير إلى 31 ديسمبر 2021

Dangerous goods must not be carried in or as passengers or crew, checked or carry-on baggage, except as otherwise provided herein. Dangerous goods permitted in carry-on baggage are also permitted "on one's person", except where otherwise specified.

يجب ألا يتم نقل المواد الخطرة مع المسافرين أو أفراد الطاقم أو داخل أمتعة المسنوع أو كأمتعة محمولة، باستثناء ما هو منصوص عليه هنا. المواد الخطرة المسموح بها في أمتعة المسافر المحمولة يسمح بحملها أيضا في حيازة المسافر، ما لم يحدد خلاف ذلك.

This extract from the current Dangerous Goods Regulations has been exclusively interpreted into Arabic by the UAE General Civil Aviation Authority as an initiative to help and support the daily operations for the Security Screeners and all employees on which carriage of dangerous goods by passengers or crew is directly/ indirectly related to their job responsibilities.

هذا الجزء من لوائح المواد الخطرة الحالية تمت ترجمته حصرا إلى اللغة العربية من قبل الهيئة العامة للطيران المدني في دولة الإمارات العربية المتحدة كمبادرة من الهيئة لمساعدة ودعم العمليات اليومية للكاشفين الأتومين وكافة العاملين الذين يكون النقل الجوي للمواد الخطرة من قبل المسافرين أو أفراد الطاقم ذو صلة مباشرة أو غير مباشرة بمسؤولياتهم ومهام أو طبيعة عملهم.

01Jan – 31Dec 2021

2

01Jan – 31Dec 2021



## الأحكام الخاصة بنقل المواد الخطرة من قبل المسافرين أو أفراد الطاقم Provisions For Dangerous Goods Carried By Passengers Or Crew

2022  
إصدار

الإصدار الرابع، 1 يناير إلى 31 ديسمبر 2022  
4<sup>th</sup> Edition, 1<sup>st</sup> January – 31<sup>st</sup> December 2022

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## INITIATIVES (During the COVID-19 Paendemic)



### HAND-IN-HAND

- bridged the gap between legislations, regulatory requirements and the measures to manage the Spread of COVID-19.
- Approved the Carriage of cargo in passengers cabin with exception to Dangerous Goods.
- Expedited the issuance of exemptions and special approvals.
- Extended the validity of Dangerous Goods Training Certificates for Training Providers, Instructors and Employees.
- Approved Dangerous Goods Regulations Virtual CAT-6 training.
- Issued Guidance Material to on preventing the spread of COVID-19.
- Established the GCAA CFCV Task Force



# PART 2

# REGULATING THE TRANSPORT OF DANGEROUS GOODS BY AIR IN THE UNITED ARAB EMIRATES

23 June 2022







# GCAA Approach to Implementation of ICAO Dangerous Goods Competency Based Training & Assessment (CBTA) In United Arab Emirates

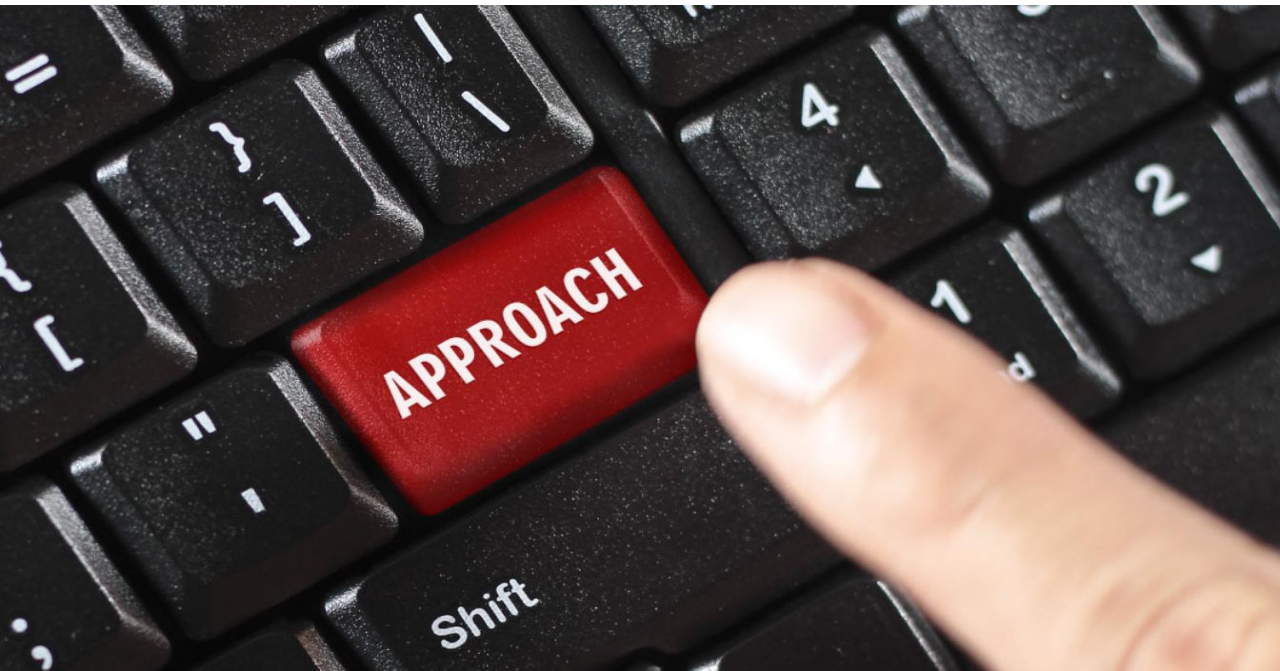




# CBTA PROJECT | GCAA APPROVED OPERATION PLAN 2022



## SCOPE OF THE PLAN





# OBJECTIVE OF GCAA APPROACH

- Standardize the approach to CBTA in UAE. **Through;**
- Reaching consensus with GCAA Partners. **Concerning;**
- The identification of the most appropriate, realistic and implementable framework.  
**And;**
- Address the challenges associated with the implementation of Dangerous Goods CBTA in the UAE. **To;**
- Ensure smooth transformation to Dangerous Goods CBTA.



## KEEP IN MIND!

- The adapted task lists in Appendix “H” to IATA DGR are provided as examples of well-defined functions typically performed in the process of cargo and passenger operations for which dangerous goods training is required.
- They may be used for designing the training and assessment programs.
- The tasks and sub-tasks, and the level of proficiency shown are only recommendations.



## KEEP IN MIND!

- Additional training and assessment may be required for personnel assigned with additional responsibilities, and less training and assessment may be needed for personnel assigned with fewer responsibilities than those presented in these lists.
- Some employers may divide the job functions differently, and as a result, they will have a different training specification.



## KEEP IN MIND!

- The employer is responsible for ensuring employees are competent to perform the functions they are assigned to and must therefore ensure that training programs are designed to accomplish this.
- Dangerous goods training programs are subject to appropriate national authority approval in accordance with national regulations, policies and procedures.



# KEEP IN MIND!

## Dangerous Goods Awareness

- Generally defined as the Perception or knowledge of something.
- Let's change our mind-set, discontinue the term "awareness" and replace it with a realistic, implementable and effective DGR Training. (possibly for workers, drivers...etc.).
- Let's develop a DGR Training for personnel performing these job functions. **INDUSTRY**  
**INPUTS IS ESSENTIAL.**

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**GCAA Session on CBTA**

# THE APPROACH AND PROGRESSION OF WORK





# PREPARATION PHASE | GCAA

## Building thoughts.

- Intensive Review of current training provisions vs CBTA.
- Consultation.
- Brainstorming sessions.
- Outcome of the OIN Activities & RODGO Investigation/Observations.

## Identification of the preparation plan.

## Working jointly with a Pilot Entity...

## BECAUSE

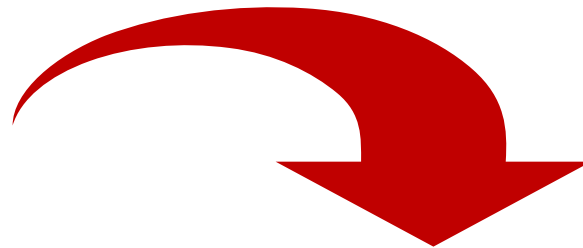




# PILOT ENTITY

☐ Emirates Sky-Cargo >>> >>> Employer.

☐ Emirates Aviation College >>> Training Provider.





- Produce a competent workforce by providing focused training, through;
- Identifying key competencies.
- The level of proficiency to be achieved.
- Determining the most effective way of achieving them and;
- Establishing valid and reliable assessment tools to evaluate the achievement.



## COMPETENCY FACTORS - KSA



**Theoretical information of a subject that enables a person to understand the concepts and principles.**



**Abilities to perform an activity or action, which can be developed through the process of acquiring knowledge and continuous practice.**



**Continual internal mental state that influences an individual's choice of action, such as the level of commitment.**



## LEVELS OF PROFICIENCY





## WE CAN CBTA!

- Robust Civil Aviation infrastructure.
- Professional Skills.
- Over 30 TP (Classroom and CBT).
- Agility (in CARs, addressing partners' concerns, transparency, effective communication).
- Robust GCAA oversight and occurrences investigation system.



## Cont'd..... WE CAN CBTA!

- Certification Program.
- UAE Participation in ICAO DGP.
- Chairing the ICAO DGP WG Annex 18
- Chairing the ICAO DGP WG Reporting & Investigation

### **PS:**

*ICAO DGP WG Annex 18 & WG Training meeting 7-11 Mar 2022, Dubai.*



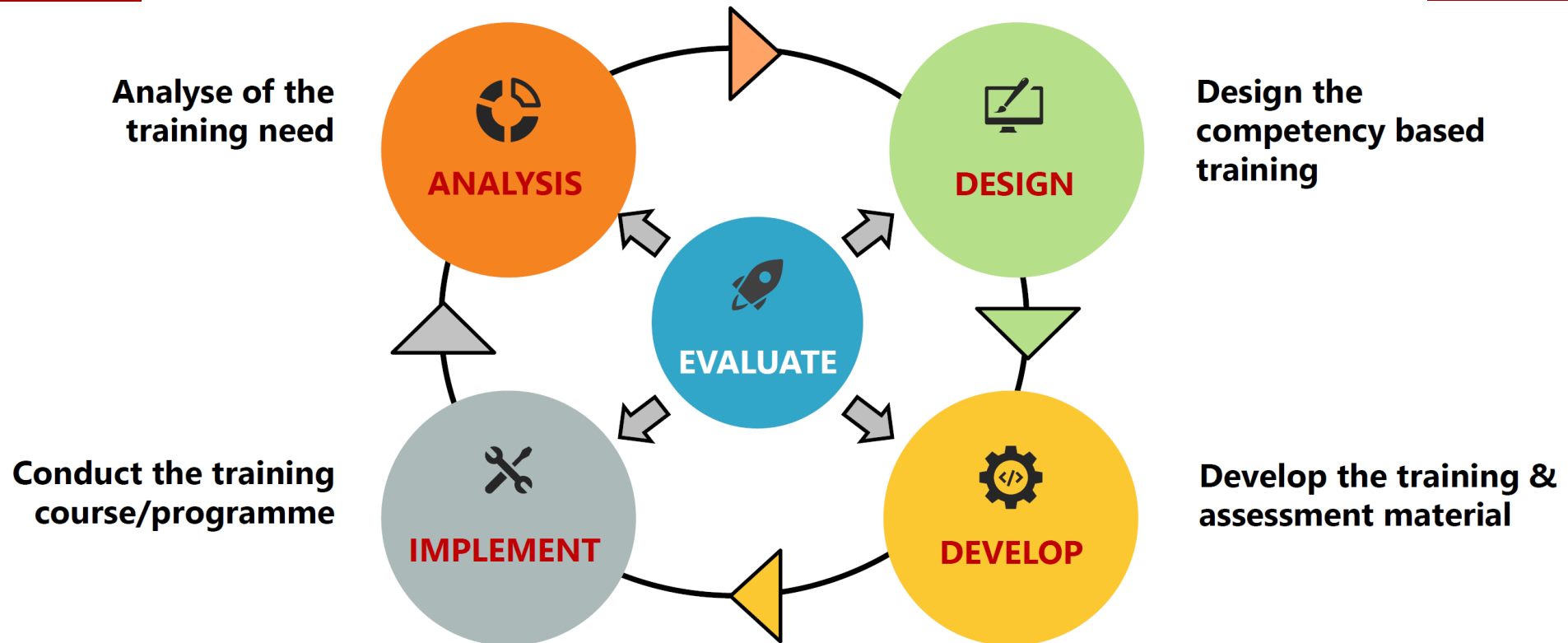


# EVALUATE & IDENTIFY CHALLENGES

Model Flexibility

Easily Modifiable

## The ADDIE Model



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**GCAA Session on CBTA**

# THE CHALLENGES & INITIATIVES



## CHALLENGES | EMPLOYER

- Determine the purpose and objective of the competency-based training based on the functions for which their personnel are responsible.
- How to ensure that the training program is designed and developed to establish clear links among the competencies to be achieved...etc.
- Study the target trainees to identify the KSA they already possess.
- How to achieve a particular level of proficiency using the core competency factors KSA?



## Cont'd – CHALLENGES | EMPLOYER

- Determining the required level of proficiency.
- Addresses the national and international regulatory requirements into their SOP...etc.
- The Assessment frequency twice every 24 months.
- The assessment method(s).
- Who should conduct the assessment (**Assessor's minimum Qualifications**)?



## GCAA VIEWS | ASSESSMENT METHOD & ASSESSOR?

- **Method(s):** E-Assessment, Exam...etc., Joint collaboration maybe required with HC/HR to address the SA.
  
- **Assessor:**
  - Who should conduct the assessment?
  - Do we need to define the Assessor's qualifications at this Phase?.
  
- The employer should evaluate the situation and decide the method of assessment based on which it is their responsibility to identify the qualifications of the assessor and identify as of who should conduct the assessment, or may wish to assign this task to;
  
- The DGPH approved by GCAA.



## GCAA Views | Who Should Conduct the Assessment?

- **The Assessor could be of third party** such as Training Instructors.  
For example: through agreement between the employer and the training provider.
- **Recommendation:** the employer may consider a feedback to evaluate the Assessor and the efficiency of the Assessment itself.
- GCAA will share examples on key elements to help in the design and development of the assessment.



## CHALLENGES | TRAINING PROVIDER

- Designing the training.
- Standardization for duration of training (GCAA new requirement).
- Development of the training material and assessment.
- Consideration for the Levels of Proficiency.



## CHALLENGES | TRAINING PROVIDER

- May act as third party to assess competency per employer request.
- Inclusion of the KSA approach during training (course exercises, group work, exam...etc.).
- Schedule and enroll their DGT Instructors to meet the GCAA new regulatory requirement concerning DGT Instructors (TB-Clarified).





## CHALLENGES | GCAA

### Outcome of Oversight, Occurrences' Investigation & Instructors' Validation Examination:

- Lack of Training is a key contributing factor (FFs).
- Personnel; Instructors, DGPH, Oversight/Monitory ("Leader" function), lacking knowledge, experience, not assessed frequently within their entity...etc.)
- GCAA believes/convinced that the level of dangerous goods knowledge/training for personnel conducting functions such as Instructors, DGPH, Oversight/Monitory/Assessment must be at the highest possible level that aligns with such impactful functions or responsibilities.



## Cont'd...CHALLENGES | GCAA

### COMPUTER BASED TRAINING (CBT):

- Initial | must be Instructor led, either Classroom or Virtual.
- Recurrent | not required to be Instructor led.
- GCAA identified the functions on which the CBT shall apply.





## Cont'd...CHALLENGES | GCAA

### GCAA Dangerous Goods Training Certification Requirements VS GCAA Dangerous Goods Certification Program

- ❑ The current CAT-6 training requirement, shall be replaced with the function as amended by GCAA in TABLE 4.1.D
- AO & GHA | 4 CAT-6 trained employees.
- FF & PS | 2 CAT-6 trained employees.



## Cont'd...CHALLENGES | GCAA

- The categories of personnel identified in Table H.A.1.5.A and Table H.A.1.5.B are not all encompassing.
- Personnel employed by or interacting with the aviation industry in areas such as passenger and cargo reservation centers and engineering and maintenance, except when acting in a capacity identified in Table H.A.1.5.A or Table H.A.1.5.B,
- Should be provided with dangerous goods training in accordance with H.A.1.5.2.



## Cont'd...CHALLENGES | GCAA

- Development of training materials for “Competency Validation (COVAL)” for DGT Instructors and DGPH – Initial & Recurrent.  
(to replace;
  - ❑ The current Instructor’s Validation Examination.
  - ❑ The current DGPH approval issued by GCAA every 24 months.
  
- Review and Approval of CBTA Materials developed by TP.
  
- Revision of CAR Part VI to incorporate all agreed changes, by 2022.



## Cont'd...CHALLENGES | GCAA

- DGPH current training requirements (CAT-3,5 or 6) shall remain unchanged, and has been considered/reflected in the relevant function under CBTA.
- Introducing the DGPH for FFs (GCAA new regulatory requirement).



# INITIATIVES | CAT-6 vs New Function

**NEW!**

## Continue what is currently known CAT-6 for;

- Function Name:** personnel delivering Dangerous Goods training (Ref. TABLE 4.1.A of CAR PART VI) - ONLY ONCE, as long as they comply with the DGR and CAR Part VI.
- Also must complete COVAL before 31st of Dec 2023.



**NEW!**

# INITIATIVES | COVAL

## WHAT IS GCAA COVAL?

GCAA Competency Validation Course for Dangerous Goods Training Instructor and DGPH, to replace:

- The current Instructor's Validation Examination.
- The current DGPH approval issued by GCAA every 24 months.

## "GCAA Competency Validation (COVAL)" – Initial & Recurrent Course:

- Dangerous Goods Training Instructor – every 24 months (must undergo COVAL between 1<sup>st</sup> Jan - 31<sup>st</sup> Dec 2023).
- Dangerous Goods Post Holder – every 24 months (must undergo COVAL between 1<sup>st</sup> Jan – 31<sup>st</sup> Dec 2024).





**NEW!**

# INITIATIVES | COVAL

Function	COVAL Initial Prerequisite Training	GCAA COVAL Initial	Must Complete COVAL Initial	GCAA COVAL Recurrent
<b>Personnel Delivering Dangerous Goods Training</b> <u>regardless of the function they are delivering the training for.</u>	(the function currently known (CAT-6) <b>ONLY ONCE</b> )	Once	Jan-Dec 2023	Every 24 months
<b>Dangerous Goods Post Holder, for</b> <u>AO, GHA, DPO, HELCOPTR, FF and PS</u> <b>(must remain current)</b>	4.1.D or 4.1.E <b>(as amended )</b>	Once	Jan-Dec 2024	Every 24 months



**NEW!**

## INITIATIVES | Instructor's Qualifications

In order to deliver dangerous goods training in the UAE, the DGT Instructor;

1. Must hold a current Competency Validation Certificate (COVAL), taking the following into consideration:
  - Hold a valid dangerous goods regulations training certificate for the function “**Personnel Delivering Dangerous Goods Training (Ref. TABLE 4.1.A of CAR PART VI) regardless of the function they are delivering the training for**” as a prerequisite for the **COVAL-Initial course**.
  - Maintain current GCAA COVAL certificate through COVAL – Refresher every 24 months.



**NEW!**

## INITIATIVES | Instructor's Qualifications

Cont'd...

2. Must hold a Professional Skills for DGR Instructors certificate issued by a training provider either accredited or recognized by GCAA as outlined in CAR Part VI. **Please note that this certification needs to be updated every 5 years subject to the Instructor continues to deliver dangerous goods training for the function they are delivering the training for (Ref. industry feedback from the session of 17<sup>th</sup> Feb).**



**NEW!**

## INITIATIVES | Instructor's Qualifications

### Cont'd...

3. To maintain valid qualification, the Instructor delivering initial and recurrent dangerous goods training programs must at least every 24 months deliver such a course or in the absence of this attend recurrent training referred to “NEW function”;
4. “Have a minimum of five (5) years in Cargo Operations but must not have less than two– (2) years of working experience in the handling and acceptance of Dangerous Goods or in Dangerous Goods safety operations **or have a minimum of five (5) years work experience in the field on which they will deliver the training for or at the discretion of GCAA have a (5) years of working experience in a civil aviation related field”.**



**NEW!**

## INITIATIVES | Instructor's Qualifications

**Cont'd...**

5. Instructors should also undertake a “hands-on” experience program (i.e. job shadowing) in a variety of roles requiring dangerous goods training;
6. Where possible, new instructors of dangerous goods should construct and co-facilitate dangerous goods courses together with an established instructor.



**NEW!**

## INITIATIVES | PAX & CGO RES & ENG & MNT (PACREM)

- The categories of personnel identified in Table 4.1.A to Table 4.1.K of CAR PART VI are not all encompassing.
- Personnel employed by or interacting with the aviation industry in areas such as passenger and cargo reservation centers and engineering and maintenance, except when acting in a capacity identified in those Tables, **Should Must** be provided with dangerous goods training in accordance with the DGR (GCAA may develop a new Table) .



**NEW!**

## INITIATIVES | PAX & CGO RES & ENG & MNT (PACREM)

### Which means, they;

- must be trained commensurate with their responsibilities, and their training must include:
  - a) Familiarity with the general provisions;
  - b) Detailed training in the requirements applicable to the function for which that person is responsible; and
  - c) The hazards presented by dangerous goods, safe handling and emergency response procedures.

**“Hence, the Employer shall identify the relevant DGT related function”**

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# QUESTIONS



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**THANK YOU**