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| Operatör: |
|       |
| Tillståndsnummer: | Ifylld EASA Form 2 |
|       | [ ]  |
| Transportstyrelsen |
| Ärendenummer: | Handläggare: |
|       |       |
| Berörda sektioner/samråd: |
|       |
| Information |
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| Denna checklista är avsedd som stöd vid ansökan om att få transportera farligt gods.Ange var i det operativa manualverket (eller i annat styrande dokument) momentet återfinns och detta så detaljerat som möjligt för att underlätta och påskynda granskning och handläggning.Om en punkt inte är relevant, markera rutan med N/A.Formatet och strukturen i den operativa manualen bör följa den rekommenderade ordningen i ORO.MLR.100 med tillhörande AMC.

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| Där grönmarkerade rutor förekommer ska relevanta bilagor sändas in.Bilagans nummer ska anges i checklistan. |

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| SPA.DG.100 Transport of dangerous goods |
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| Except as provided for in Annex IV (Part-CAT), Annex VI (Part-NCC), Annex VII (Part-NCO) and Annex VIII (Part-SPO), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority. |
| SPA.DG.105 Approval to transport dangerous goods |
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| To obtain the approval to transport dangerous goods, the operator shall in accordance with the ICAO technical instructions (ICAO-TI Doc 9284) valid edition: |
|  | Detaljerade referenser: | TS notering: |
| (a) establish and maintain a training programme for all personnel involved and demonstrate to thecompetent authority that adequate training has been given to all personnel;*För kontrakterad personal ska krav ställas via avtal. Demonstrera I detta fall kan göras genom att operatören visar hur det praktiskt är tänkt att fungera, t. ex. att utbildning köps från en IATA-certifierad leverantör av CAT 7.* |       |       |

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|  | Detaljerade referenser: | TS notering: |
| (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of airtransport, containing information and instructions on:(1) the operator’s policy to transport dangerous goods;*Kan vara i form av ett IATA SGHA med referenser till industristandard för kontrakterade tjänster.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerousgoods;*Hänvisning till industristandard enligt ORO.MLR.100* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried;*Se ICAO Doc 9481, Emergency Response Guide* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (4) the response to emergency situations involving dangerous goods;*Se ICAO Doc 9481, Emergency Response Guide* |       |       |
|  | Detaljerade referenser:: | TS notering: |
| (5) the removal of any possible contamination;*Notera att detta också berör luftvärdigheten.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling;*För kontrakterad personal ska krav ställas via avtal.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (7) inspection for damage, leakage or contamination;*För kontrakterad personal ska krav ställas via avtal.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (8) dangerous goods accident and incident reporting.*Gäller både nationell och lokal rapportering* |       |       |
| AMC1 SPA.DG.105(a) Approval to transport dangerous goods |
| TRAINING PROGRAMME |
|  | Detaljerade referenser: | TS notering: |
| (a) The operator should indicate for the approval of the training programme how the training will becarried out. For formal training courses, the course objectives, the training programme syllabus/curricula and examples of the written examination to be undertaken should be included.*För kontrakterad personal ska krav ställas via avtal. Notera även att lokala krav ska omhändertas.* |       |       |

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|  | Detaljerade referenser: | TS notering: |
| (b) Instructors should have knowledge of training techniques as well as in the field of transport ofdangerous goods by air so that the subject is covered fully and questions can be adequately answered.*Även CBT ska kvalitetssäkras.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (c) Training intended to give general information and guidance may be by any means including handouts, leaflets, circulars, slide presentations, videos, computer-based training, etc., and may take place on-the-job or off-the-job. The person being trained should receive an overall awareness of the subject. This training should include a written, oral or computer-based examination covering all areas of the training programme, showing that a required minimum level of knowledge has been acquired.*Operatören bör ha en policy beträffande test och auktorisation.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (d) Training intended to give an in-depth and detailed appreciation of the whole subject or particular aspects of it should be by formal training courses, which should include a written examination, thesuccessful passing of which will result in the issue of the proof of qualification. The course may be bymeans of tuition, as a self-study programme, or a mixture of both. The person being trained should gain sufficient knowledge so as to be able to apply the detailed rules of the ICAO-TI, Technical Instructions.*Operatören bör ha en policy beträffande test och auktorisation.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (e) Training in emergency procedures should include as a minimum:(1) for personnel other than crew members:(i) dealing with damaged or leaking packages; and(ii) other actions in the event of ground emergencies arising from dangerous goods;*Ska även ta hand om lokala krav.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) for flight crew members:(i) actions in the event of emergencies in flight occurring in the passenger compartment or in the cargo compartments; and(ii) the notification to ATS should an in-flight Emergency occur;*Bör även omfatta ICAO Doc 9481.* |       |       |

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|  | Detaljerade referenser: | TS notering: |
| (3) for crew members other than flight crew members:(i) dealing with incidents arising from dangerous goods carried by passengers; or(ii) dealing with damaged or leaking packages in flight.*Bör även omfatta ICAO Doc 9481.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (f) Training should be conducted at intervals of no longer than 2 years. If the recurrent training isundertaken within the last 3 calendar months of the validity period, the new validity period should be counted from the original expiry date.*Bör beskriva hur man ska göra om man överskridit 24 månader.* |       |       |
| AMC1 SPA.DG.105(b) Approval to transport dangerous goods |
| PROVISION OF INFORMATION IN THE EVENT OF AN IN-FLIGHT EMERGENCY |
|  | Detaljerade referenser: | TS notering: |
| If an in-flight emergency occurs the pilot-in-command/commander should, as soon as the situation permits, inform the appropriate ATS unit of any dangerous goods carried as cargo on board the aircraft, as specified in the ICAO-TI, Technical Instructions. |       |       |
| GM1 SPA.DG.105(b)(6) Approval to transport dangerous goods |
| PERSONNEL |
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| Personnel include all persons involved in the transport of dangerous goods, whether they are employeesof the operator or not. |
| SPA.DG.110 Dangerous goods information and documentation |
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| The operator shall, in accordance with the technical instructions: |
|  | Detaljerade referenser: | TS notering: |
|  (a) provide written information to the pilot-in-command/commander:(1) about dangerous goods to be carried on the aircraft;*Benämns som NOTOC.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) for use in responding to in-flight emergencies;*Notera ICAO Doc 9481.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (b) use an acceptance checklist;*Notera: Acceptance-checklistan är skräddarsydd för en operatör men oftast används IATA som bas.* |       |       |

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|  | Detaljerade referenser: | TS notering: |
| (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;*Kan vara aktuellt med DGR-sändningar I transit.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; |       |       |
|  | Detaljerade referenser: | TS notering: |
| (e) ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;*Oftast som ett delelement av annan last-dokumentation.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (f) retain the acceptance checklist, transport document and information to the pilot-incommand/commander for at least three months after completion of the flight; |       |       |
|  | Detaljerade referenser: | TS notering: |
| (g) retain the training records of all personnel for at least three years.*För kontrakterad personal ska krav ställas via avtal.* |       |       |
| AMC1 SPA.DG.110(a) Dangerous goods information och documentation |
| INFORMATION TO THE PILOT-IN-COMMAND/COMMANDER |
|  | Detaljerade referenser: | TS notering: |
| If the volume of information provided to the pilot-in-command/commander by the operator is such thatit would be impracticable to transmit it in the event of an in-flight emergency, an additional summary ofthe information should also be provided, containing at least the quantities and class or division of thedangerous goods in each cargo compartment. |       |       |

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| AMC1 SPA.DG.110(b) Dangerous goods information and documentation |
| ACCEPTANCE OF DANGEROUS GOODS |
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| (a) The operator should not accept dangerous goods unless: |
|  | Detaljerade referenser: | TS notering: |
| (1) the package, overpack or freight container has been inspected in accordance with theacceptance procedures in the Technical Instructions;*Genom att ställa krav via avtal om bruk av operatörens checklista löses detta.* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) they are accompanied by two copies of a dangerous goods transport document or theinformation applicable to the consignment is provided in electronic form, except when otherwise specified in the Technical Instructions; and |       |       |
|  | Detaljerade referenser: | TS notering: |
| (3) the English language is used for:(i) package marking and labelling; and(ii) the dangerous goods transport document, in addition to any other language provision. |       |       |
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| (b) The operator or his/her handling agent should use an acceptance checklist which allows for: |
|  | Detaljerade referenser: | TS notering: |
| (1) all relevant details to be checked; and*Genom att ställa krav via avtal om bruk av operatörens checklista löses detta.* |       |       |
|  | Detaljerade referenser: | TS notering: |
|  (2) the recording of the results of the acceptance check by manual, mechanical or computerised means. |       |       |
| MSBFS 2015:9[[1]](#footnote-1) |
| Säkerhetsrådgivare |
|  | Detaljerade referenser: | TS notering: |
| 1§ Den vars verksamhet omfattar transporter av farligt gods ska, enligt 11§ lagen (2006:263) om transport av farligt gods, utse en eller flera säkerhetsrådgivare. Detsamma gäller den som till någon annan lämnar farligt gods för transport.Säkerhetsrådgivaren ska under verksamhets-ledningens ansvar verka för att skador i samband med transporterna förebyggs.I denna författning finns ytterligare bestämmelser om säkerhetsrådgivare och om undantag från kravet på att ha en säkerhetsrådgivare.*För de verksamheter som omfattas av krav på säkerhetsrådgivare ska relevanta delar av denna förordning efterföljas.* |       |       |

1. MSBFS 2015:9, Myndigheten för samhällsskydd och beredskaps föreskrifter om säkerhetsrådgivare för transport av farligt gods. [↑](#footnote-ref-1)