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| Operatör: |
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| 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.Relevanta bilagor ska bifogas ansökan och referens till dessa ska anges i checklistan. Formatet och strukturen i den operativa manualen bör följa den rekommenderade ordningen i ORO.MLR.100 med tillhörande AMC. |
| 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 the competent authority that adequate training has been given to all personnel;*För kontrakterade tjänster ska krav framgå i avtal* |       |       |

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|  | Detaljerade referenser: | TS notering: |
| (b) establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on:(1) the operator’s policy to transport dangerous goods;*För kontrakterade tjänster kan detta vara hänvisning till industristandard* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerousgoods; |       |       |
|  | 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; |       |       |
|  | Detaljerade referenser: | TS notering: |
| (6) the duties of all personnel involved, especially with relevance to ground handling and aircraft handling;*För kontrakterade tjänster ska krav framgå i avtal* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (7) inspection for damage, leakage or contamination;*För kontrakterade tjänster ska krav framgå i avtal* |       |       |
|  | Detaljerade referenser: | TS notering: |
| (8) dangerous goods accident and incident reporting. |       |       |
| 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 be carried 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 kontrakterade tjänster ska krav framgå i avtal.* |       |       |

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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. |       |       |
|  | 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. |       |       |
|  | 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, the successful passing of which will result in the issue of the proof of qualification. The course may be by means 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 Technical Instructions. |       |       |
|  | 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; |       |       |
|  | 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; |       |       |

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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. |       |       |
|  | 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. |       |       |
| 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 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 employees of 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; |       |       |
|  | Detaljerade referenser: | TS notering: |
| (2) for use in responding to in-flight emergencies; |       |       |
|  | Detaljerade referenser: | TS notering: |
| (b) use an acceptance checklist; |       |       |

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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; |       |       |
|  | 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 or the commander is retained on the ground and that that copy, or the information contained in it, is readily accessible to the flight operations officer, flight dispatcher or the designated ground personnel responsible for their part of the flight operations, until after the completion of the flight to which the information refers; |       |       |
|  | 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. |       |       |
| 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 that it would be impracticable to transmit it in the event of an in-flight emergency, an additional summary of the 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; |       |       |
|  | 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 |       |       |
|  | 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. |       |       |

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