

## **Reporting of Dangerous Goods Occurrences**

### **Dangerous goods accident and incident reporting**

The operator of an aircraft, cargo warehouse personnel, aerodrome manager, ramp and ground handlers involved in a dangerous goods accident or dangerous goods incident within the Republic, shall within 48 hours after such accident or incident has occurred, notify—

1. in the case of an accident, the Director, any ATSU or the nearest police station; or
2. in the case of an incident, any ATSU,

of such accident or incident, and such ATSU or police station, as the case may be, shall immediately on receipt of the notification, notify—

1. the Director; and
2. where such accident or incident occurs at an aerodrome, the aerodrome manager.

The operator of a South African aircraft involved in a dangerous goods accident or dangerous goods incident outside the Republic, must, as soon as practicable, notify—

1. the appropriate authority of the State in territory where the accident or incident has occurred, directly or through any ATSU; and
2. the Director,

of such accident or incident.

The following dangerous goods incidents are mandatory reporting:

1. Dangerous goods are discovered to have been carried that were not correctly loaded, segregated, separated or secured.
2. Dangerous goods found not to have been secured to prevent movement
3. Dangerous goods are discovered to have been carried without information having been provided to the pilot-in command (when required) or the information is inadequate.
4. Damage to packages of dangerous goods
5. NOTOC errors where dangerous goods have not been stowed in accordance with loading instructions
6. Failure to prepare electric wheelchairs in order to prevent accidental activation
7. Electric wheelchairs found not to have been stowed and secured correctly
8. Leakage of dangerous goods from passenger baggage
9. Discovery of undeclared and mis-declared dangerous goods
10. Dangerous Goods that are being tendered for air transportation but are not identified, packed, documented, labelled and marked in accordance with the ICAO Technical Instruction or the IATA Dangerous Goods Regulations.
11. Onboard emergencies relating to Dangerous Goods
12. Airport Central Screening point Dangerous Goods incidents
13. Hold Baggage Screening point incidents
14. Ramp/Cargo hold Related incidents
15. Cargo warehouse incidents involving dangerous goods
16. Explosions, fires, fumes and radiation related to dangerous goods

Note: the list is not conclusive.

The report shall be as comprehensive as possible (see Form.....). Where applicable the following information must be in the preliminary and any subsequent report:

1. Date of the incident or accident or the finding of undeclared or mis-declared dangerous goods.
2. Location, the flight number and flight date.
3. Description of the goods and the reference number of the air waybill, pouch, baggage tag, ticket, etc.
4. Proper shipping name (including the technical name, if appropriate) and UN/ID number, when known.
5. Class or division and any subsidiary risk.
6. Type of packaging, and the packaging specification marking on it.
7. Quantity of dangerous goods.
8. Name and address of the shipper, passenger, etc.
9. Any other relevant details.
10. Suspected cause of the incident or accident.
11. Action taken.
12. Any other reporting action taken.
13. Name, title, address and telephone number of the person making the report.

Copies of relevant documents and any photographs taken should be attached to a report.

IF SAFE TO DO SO, THE DANGEROUS GOODS INVOLVED IN THE INCIDENT SHOULD BE HELD PENDING CAA INVESTIGATION.

#### Confiscation

The item shall be stowed at the dangerous goods designated area until such time that the SACAA approves its release.