



GUIDELINES AND REFERENCES

FOR THE

DEVELOPMENT AND STANDARDIZATION

OF

DANGEROUS GOODS TRAINING PROGRAMS

FOR

AIR TRANSPORT IN CANADA

June 30, 2003

Canada

ADMINISTRATIVE NOTES

1. **The International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TIs)** contain the internationally agreed rules to ensure dangerous goods are carried safely.

Throughout this document, cross-reference to the relevant parts of the *ICAO TIs* (2003 – 2004 Edition) are given. The cross-references (which appear in parentheses) are by part, chapter, section and subsection. The Part number is followed by a semi-colon and subsequent chapter, section and subsection references are separated by decimal point.

Example: (4;03) refers to Part 4, Section 3 of Introductory Chapter
(4;3) refers to Part 4, Chapter 3
(4;3.1) refers to Part 4, Chapter 3, section 3.1
(4;3.1.1) refers to Part 4, Chapter 3, subsection 3.1.1
(4;3.1.1(a)) refers to Part 4, Chapter 3, paragraph 3.1.1(a)

- 1.1 Following the ICAO reference in block parentheses are the **International Air Transport Association Dangerous Goods Regulations** (44th Edition) reference.

Example: (4;2.3)[IATA 7.2.5.2]

2. The **Transportation of Dangerous Goods Act, 1992** and its **Regulations** are cross-referenced throughout this document . The cross-references (which appear in parentheses) by section, subsection, paragraph etc. While the cross reference is structured by part, section, subsection, it is always referred to its precise location in the regulations.

Example: (Part 9) refers to all of Part 12
(9.1) refers to Section 12.1
(9.1(a)) refers to subsection 9.1(a)
(9.1(a)(1)) refers to paragraph 9.1(a)(1).

RECORD OF REVISIONS

Instructions :

- Follow instructions on cover sheet with issued revision.
- Enter REVISION DATE as displayed on bottom of revised page(s).
- Enter your INITIALS following insertion and review.
- Questions or comments should be brought to the attention of your Regional Superintendent , Civil Aviation, Dangerous Goods.

Revision	Revision Date	Initials
ORIGINAL ISSUE	August 1, 1994	TC
01	August 8, 1994	TC
02	September 9, 1994	TC
03	March 27, 1995	TC
04	March 1998	TC
05	February 10, 1999	TC
06	July 1, 2001	TC
07	December 1, 2001	TC
08	January 23, 2002	TC
09	June 30, 2003	TC
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1 INTRODUCTION

In Canada, legislation for the transportation of dangerous goods by air is contained in the *Transportation of Dangerous Goods Act 1992 (TDGA 1992)* and the *Transportation of Dangerous Goods Regulations (TDGR)*, and by reference the *International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO TIs)*.

Part 1, Chapter 4 of the *ICAO TIs* incorporates the responsibility for the National Authority (Transport Canada) to review and approve dangerous goods training programs.

This document has been developed to assist Canadian air carriers and other related parties to fulfil this new requirement. Throughout the document, an air carrier is referred to as “operator”.

2 APPROVAL OF TRAINING PROGRAMS

To have your training programs approved you need to complete the “**Application Form**” shown at **Appendix “B”** and return with it your proposed training programs to the appropriate **Regional Office shown at Appendix “C”**.

Part 1, Chapter 4 of the *ICAO TIs* states that all dangerous goods training established and maintained by or on behalf of the operator must be subjected to review and approval by the appropriate authority of the State (Transport Canada) of the operator. A Training Program is one program given to one specific audience at one time. Dangerous goods training includes initial and recurrent training programs.

The Approval Number should be assigned in accordance with this definition and the Letter of Approval should specify the type(s) of operation and category (ies) of personnel to be trained by that program.

An operator may choose training provided by a third party organization (ie; ICAO, IATA or like association, training consultants or community college). The training must include the relevant ICAO minimum requirements and the Canadian requirements found at Part 8 of this document. The use of a third party organisation must be indicated on the “Application Form”. Third party training conducted on behalf of the operator must be reviewed and approved by the National Authority.

3 SOURCES OF TRAINING INFORMATION

The operator, trainer or person developing a dangerous goods training program has available an abundance of reference material and sources of information.

The first source is the regulatory requirements for any person or company handling, offering for transport and transporting dangerous goods set out in the Regulation and the ICAO TIs.

The **second source** involves the dangerous good chapter of the company operations manual. The ICAO TI's (7;4.2) states that

“ An operator must provide such information to flight crews and other employees in his operations manual and other appropriate manual as will enable these employees to carry out their responsibilities with regard to the transport of dangerous goods. This information must include instructions as to the action to be taken in the event of emergencies involving dangerous goods, and details of the location and numbering system of cargo compartments together with the maximum total sum of transport indexes of radioactive material permitted in each compartment”.

A **third source** includes various regulatory and association emergency procedural publications such as the current editions of the Transport Canada “2000 Emergency Response Guidebook” and the “ICAO Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods”.

A **fourth source** incorporates the numerous “Self Taught” training programs available through the ICAO, the IATA, training consultants and other third party training sources.

A **fifth source** consists of a large selection of general and specialized publications on dangerous goods classification, handling and emergency procedures for individual products, chemicals or classes of dangerous goods.

A **sixth source** may involve actual consultation or expert advice.

4 **EXAMINATION**

It is recommended that an examination be designed to ensure employees demonstrate an understanding of the regulatory requirements and that a minimum mark of 90%, corrected to 100%, be achieved to pass the examination. This recommendation is a general standard currently in use by the industry.

5 **KEEPING OF RECORDS**

Records of training must be maintained on who has received training. A record of training must be maintained and contain the individual's name, the most recent training completion date, a description, copy or reference to training materials used to meet the training requirements, the name and address of the organization providing the training, a copy of the certification issued when the individual was trained, which shows that a test has been completed satisfactorily, the most recent type of course (initial/recurrent), the type of training and the course date(s). Based on this document and the regulatory requirements for the type of operation, it is the employer's responsibility to ascertain and provide what training an employee must have and decide what further training is required.

6 TRAINING CERTIFICATE

When a training course is successfully completed and when the employer is satisfied that the employee has received adequate training in the aspects of handling, offering for transport or transporting of dangerous goods related to the duties he assigns to that person, the employer shall issue a Training Certificate to the employee.

The Training Certificate shall indicate the name and address of the place of business of the employer (*The place of business could be a local office, a regional office or a head office*), the employee's name, the date the training certificate expires, preceded by the words "Expires on" or "Date d'expiration" and the aspects of handling, offering for transport or transporting of dangerous goods for which the person was trained for. The Training Certificate must be signed by the employee and by the employer or another employee acting on behalf of the employer or in the case of a self-employed person, by that person. The Training Certificate is valid for a period of 24 months if issued to a person who is identified in Part 1, Chapter 4 of the *ICAO TIs*.

The employer issuing a Training Certificate to an employee shall retain a copy for a period of two years from the date of the expiration of the certificate. **A Training Certificate is not transferable from one employer to another.**

A document that is issued to a foreign member of the flight crew of an aircraft registered in a country that is a Member State of the International Civil Aviation Organization and that indicates that the crew member is trained to transport dangerous goods by air is a valid Training Certificate for the purposes of these Regulations, in accordance with Article 33 of the Convention on International Civil Aviation, when that document is valid in the Member State.

On request by an inspector, a trained person shall produce a Training Certificate issued to him by his employer.

7 COMMON DEFINITIONS

A clear understanding of specific definitions and terms used throughout this document and any type of dangerous goods training is paramount. Notwithstanding the full listing in the appropriate documents and publications, a short list of commonly used or misunderstood definitions and terms is provided.

Absorbent Material is the material used to absorb the liquid should it leak from the inner packaging and that when used will not react dangerously with the liquid.

Air Ambulance is an aircraft that is dedicated to and configured for the transport of patients, of persons who are accompanying or who have accompanied a patient or of medical personnel.

Aviation Regulated Solid Or Liquid is any material which has narcotic, noxious or other properties such that in the event of spillage or leakage on an aircraft, extreme annoyance or discomfort could be caused to crew members so as to prevent the correct performance of assigned duties

CANUTEC means the Canadian Transport Emergency Centre of The Department of Transport.

Cargo Aircraft means an aircraft, other than a passenger carrying aircraft, that is carrying goods or property.

Combi Aircraft means an aircraft in which both cargo and passengers are carried on the main deck.

Combination Packaging is a combination of packagings for transport purposes, consisting of one or more inner packagings secured in a outer packaging in accordance with the relevant provisions. (The “inners” in combination packaging are termed as inner packagings and not as inner receptacles)

Composite Packaging is packaging consisting of an outer packaging and an inner receptacle so constructed that the inner receptacle and the outer packaging form an integral packaging. Once assembled it remains thereafter an integrated single unit; it is filled, stored, transported and emptied as such. (The “inners” in composite packaging are termed as inner receptacles and not as inner packagings)

Crew Member means a person assigned by an operator to duty on an aircraft during flight time.

Cushioning Material is the material used to safeguard inner packagings from breakage and movement within the outer packaging during normal conditions of transport and that will not react dangerously with the contents of the inner packaging or be substantially impaired by any leakage of the contents of the inner packaging.

Dangerous Goods means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are included by its nature or by regulations in any of the classes listed in the schedule to the Act.

Dangerous Goods Accident is an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

Dangerous Goods Incident is an occurrence other than a dangerous goods accident associated with and related to the transportation of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants is also deemed to be a dangerous goods incident.

Accidental Release in the Transportation of Dangerous Goods Regulations and for immediate reporting where it occurs on an aircraft, in an aerodrome or at an air cargo facility is involved, means the same as “Dangerous Goods Accident” or “Dangerous Goods Incident”.

Exception means a provision in the TDGR/ICAO TIs which excludes a specific item of dangerous goods or procedure from the requirements normally applicable to that item or procedure.

Exemption means an authorization issued by an appropriate national authority providing relief from the provisions of the TDGR/ICAO TIs.

Flash Point is the lowest temperature of a liquid at which flammable vapour is given off in a test vessel in sufficient concentration to be ignited in air when exposed momentarily to a sources of ignition.

Flight Crew Member means a licensed crew member charged with duties essential to the operation of an aircraft during flight time.

Gross Mass means the total mass of the package.

Gross Weight means the weight of the package as presented for transport.

Handling means loading, unloading, packing or unpacking dangerous goods in a means of containment or transport for the purposes of, in the course of or following transportation and includes storing them in the course of transportation.

Inner Packaging is packaging for which an outer packaging is required for transport.

Means of Containment means a container or packaging, or any part of a means of transport that is or may be used to contain goods.

Means of Transport means a road or railway vehicle, aircraft, ship, pipeline or any other contrivance that is or may be used to transport persons or goods.

Net Quantity means the mass or volume of the dangerous goods contained in a package excluding the mass or volume of any packaging material, except in the case of explosive articles and of matches where the net mass is the mass of the finished article excluding packaging.

Operator is a person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Outer Packaging is the outer protection of a composite or combination packaging together with any absorbent materials, cushioning and any other components necessary to contain and protect inner receptacles or inner packagings.

Overpack is an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and storage. (A unit load device is not included in this definition)

Package (Non-Radioactive Material) is the complete product of the packing operation consisting of the packaging (single, inner, outer, composite as applicable) and its contents prepared for transport. (An overpack is not included in this definition)

Package (Radioactive Material) is the packaging with its contents presented for transport

Passenger Aircraft means an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.

Pilot-in-Command is the pilot responsible for the operation and safety of the aircraft during flight.

Single Packaging is packaging which does not require any inner packaging to perform the containment function during transport.

Ullage is the amount by which a container, or a receptacle, falls short of being full.

Unit Load Device means any type of freight container, aircraft container, aircraft pallet with a net or aircraft pallet with a net over an igloo. (An overpack, or a freight container for radioactive materials is not included in this definition)

8 CONTENT OF TRAINING PROGRAMS

Part 1, Chapter 4 of the *ICAO TIs* sets out the minimum training requirements, required by the various categories of employees, that are involved in the handling, offering for transport or transporting of dangerous goods as it relates to their assigned duties as per Appendix “A”.

8.1 ACCEPTANCE OF TRAINING PROGRAMS CHECKLIST

Program From				Program Number
Program Name				
Program Type	Initial <input type="checkbox"/>	Recurrent <input type="checkbox"/>	Both <input type="checkbox"/>	
Classroom Delivery <input type="checkbox"/>	Home Study <input type="checkbox"/>	Computer Based Study (CBT) <input type="checkbox"/>	Other: _____	
Is the Training Program Approval Application Form included?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is there a previous Training Program approved by Transport Canada?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is the Training Program dated ?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Are all the pages of the Training Program identified, dated and numbered?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is the Training Program to used with the ICAO or IATA ?	ICAO <input type="checkbox"/>	IATA <input type="checkbox"/>		
What manuals are mentioned as reference?				
Operations Manual Yes <input type="checkbox"/> No <input type="checkbox"/>	2000 Emergency Response Guide Book Yes <input type="checkbox"/> No <input type="checkbox"/>			
Is the time required for training mentioned?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is the passing grade mentioned?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is the exam with the Training Program?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Are the answers and marking details with the Training Program?	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Is there a revision number :	Yes <input type="checkbox"/>	No <input type="checkbox"/>		
Submitted by			Date	
Reviewed by			Date	
<input type="checkbox"/> Approved <input type="checkbox"/> Rejected <input type="checkbox"/> Pending			RDIMS Number	
Approved by			Approval Number	

8.2 HOME STUDY TRAINING PROGRAM

Each program has to be approved by Transport Canada for every Air Carrier that uses a Home Study Training Program.

To be completed by the employee * :

Name:
Employee number:
Position:
Location:

I certify that I have read and understood the contents of the Home Study Training Program.

Signature: _____

Date: _____

* (This document must be kept with the employee training record for a period of two (2) years after the date it expires.)

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

LEGEND

This legend is introduced to reflect the changes incorporated in the ICAO Technical Instructions, edition 2003 – 2004.

Key :

- 1-** Shippers and shippers' agents
- 2-** N/A
- 3-** Dangerous goods acceptance staff of operators and agencies acting on behalf of operators
- 4-** Staff of operators and agencies acting on behalf of operators engaged in the ground handling, storage and loading of cargo and baggage
- 5-** Passenger-handling staff and security staff who deal with the screening of passengers and their baggage
- 6-** N/A
- 7-** Flight crew members and load planners
- 8-** Crew members (other than flight crew members)
- 9-** N/A

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

Note : The dangerous goods activities of the Operator and individual employee(s) will dictate the amount of information needed in the training curriculum and the duration of the training program.

International Civil Aviation Organization (ICAO)	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
General applicability (1 ;1) [IATA 1.2]	X	X	X	X	X	X	
General transport requirements (1;1.2)[IATA 1.3]	X	X	X	X	X	X	
Transport of radioactive material (1;1.3)[IATA 10]	X	X	X		X		
Definition of Dangerous Goods (1;3.1)[IATA 1.0]	X	X	X	X	X	X	
State and Operator Variations (Attachments A 3-1 and A 3-2) [IATA 2.9]	X	X	X	X	X	X	
Unit of Measurements (1 ;3.2) [IATA Appendix B]	X	X	X	X	X	X	
Limitation of Dangerous Goods on Aircraft							
Dangerous goods Forbidden for Transport by Air under any circumstances (1 ;2.1) [IATA 2.1.1 and Table2.1A]	X	X	X	X	X	X	
Exceptions for Dangerous Goods of the Operator (1 ;2.2) [IATA 2.5]	X	X	X	X	X	X	
Dangerous Goods in Excepted Quantities (1 ;2.4) [IATA 2.7]	X	X	X	X	X	X	
Dangerous Goods in Limited Quantities (1 ;2.5) [IATA 2.8]	X	X	X	X	X	X	
General Requirements for Shippers							
General (5;1.1) [IATA 1.3]	X	X Operator 7; 1.1					
Additional general requirements for infectious substances (5;1.2) [IATA 1.3.3.1]	X	X Operator 7; 1-2					
General provision for Class 7 (5;1.3)[IATA 10.5]	X						
Information to employees (5;1.4)[IATA 1.3.2.1]	X	X Operator 7; 4.1					
Training (5;1.5)[IATA 1.3.2.4]	X	X Operator 7; 4.9					
Salvage packagings (5;1.6) [IATA 5.0.1.6, 7.2.3.10, 7.1.5.4]	X						
Empty packagings (5;1.7)[IATA 5.0.2.13.5]	X						
Mixed packing (5;1.8) [IATA 7.2.3.12]	X						

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

International Civil Aviation Organization (ICAO) Training aspects requirements	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Classification							
Classes and divisions (Introductory Chapter 2;0.2)[IATA 3.0.2]	X	X					
Complete List of Classes, divisions and definitions (2;1 to 2;9) [IATA 3.1 to 3.9]	X	X					
Packing Groups (Introductory Chapter 2;0.2.4) [IATA 3.0.3]	X	X					
UN Numbers and Proper shipping name (Introductory Chapter 3 and 3;0.3) [IATA 4.1]	X	X					
Classification of Substances and Articles with Multiple Hazards (Introductory Chapter 2;0.2.5, 2;0.2.7, 2;0.4 and Table 2-1) [IATA 3.0.4, 3.10 and Table 3.10.A]	X	X					
Transport of samples (Introductory Chapter 2;0.5)[IATA 4.1.2.2, 4.1.2.2.1 and 4.1.2.2.2]	X	X					
List of dangerous goods							
Arrangement of the Dangerous Goods List (3;2.1 and Table 3-1) [IATA 4.1.6]	X	X			X		
Method of using the Dangerous Goods List for articles or substances specifically listed by name (3;1.1.2) [IATA 4.1.1]	X	X			X		
Method of using the Dangerous Goods List for articles and substances not specifically listed by name (3;1.2.5) [IATA 4.1.2]	X	X			X		
Mixtures and solution containing one or more dangerous substances (3;1.3) [IATA 4.1.3.1]	X	X			X		
Forbidden dangerous goods entries in the Dangerous Goods List (3;2.1.1 and Note 1) [IATA 4.1.6.10 and 4.1.6.12]	X	X			X		
Special provision entries in the Dangerous Goods List (3;3 and Table 3-2) [IATA 4.1.6.13, 4.2 and 4.4]	X	X			X		

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

International Civil Aviation Organization (ICAO)	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
List of dangerous goods (continued)							
Quantity Limitations for types of aircraft (3;2.1) [IATA 4.1.6.8, 4.1.6.10 and 4.1.6.12]	X	X			X		
Dangerous goods in limited quantities (3;4)[IATA 2.8]	X	X			X		
General packing requirements							
General packing requirements (4;1 and 4;2) [IATA 5.0]	X	X					
Types of packagings (1 ;3.1, 2 ;7.2, 7.7 and 7.9) [IATA Appendix A and 10.5.8]	X	X					
Marking of packagings other than inner packagings (4;2.4, 5;2.4 and 6;2) [IATA 5.0.6.3, 6.0.4 and 7.1.5 to 7.1.7]	X	X					
Different substances packed together (4;1.1.7 and 4;1.1.8) [IATA 2.7.8.6 to 2.7.8.8]	X	X					
Overpacks (1;3.1 and 5;1.1) [IATA Appendix A and 5.0.1.5]	X	X					
Packing instructions							
Packing Instructions (4;3 to 4 ;11) [IATA 5.1 to 5.9]	X	X					
Use of the packing instructions in conjunction with the Dangerous Goods List (4;2.1 and 4;3) [IATA 4.1.6.7, 4.1.6.9, 4.1.6.11 and 5.0.6]	X	X					
Marking and Labelling							
Package markings (5;2) [IATA 1.3.2.3, 7.1]	X	X	X	X	X	X	
Labelling (5;3) [IATA 1.3.2.3 and 7.1]	X	X	X	X	X	X	
Overpacks (5;1.1 and 5;2.4.9) [IATA 7.1.4 and 7.2.7]	X	X	X	X	X	X	
Handling Labels (5;3.4.2) [IATA 7.2.4 and 7.4]	X	X	X	X	X	X	

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

International Civil Aviation Organization (ICAO)	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Dangerous Goods Transport Document and Other Relevant Documentation							
Dangerous goods transport document (5;4.1) [IATA 8.0 and 8.1]	X	X					
Signature of the Shipper (5 ;4.1.6) [IATA 8.1.4.1]	X	X					
Infectious substances (5;4.2) [IATA 8.1.6.11.3]	X	X					
Air Waybill information (5;4.3) [IATA 8.2]	X	X					
Additional documentation for other than radioactive material (5;4.4) [IATA 8.3]	X	X					
Acceptance Procedures							
General inspection requirements before acceptance (7;1.1.1) [IATA 9.1.1.1]		X					
Inspection for documentation, retention of document, marking, labelling, no leakage and integrity is not compromised (7;1.1.2) [IATA 9.1.1.2 and 9.1.1.3]		X					
Special Responsibilities – Infectious Substances (7;1.2)[IATA 9.1.2]		X					
Acceptance Checklist (7;1.3) [IATA 9.1.4]		X					
Cargo Acceptance Procedures (7;1.4)[IATA 9.1.1.5]x		X					
Undeliverable consignments of radioactive material (7;1.5)[IATA 9.2.1.3]		X					

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

International Civil Aviation Organization (ICAO)	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Storage and Loading Procedures							
Loading restrictions on the flight deck and on passenger aircraft (7;2.1) [IATA 9.3.1]		X	X		X		
Loading of incompatible dangerous goods and segregation (7;2.2 and Table 7-1) [IATA 9.3.2 and Table 9.3.A]		X	X		X		
Loading of packages containing liquid dangerous goods (7;2.3) [IATA 9.3.3]		X	X		X		
Loading and securing of dangerous goods (7;2.4) [IATA 9.3.5]		X	X		X		
Damaged Packages of dangerous goods (7;2.5)[IATA 9.3.5]		X	X		X		
Replacement of labels (7;2.6)[IATA 9.3.7]		X	X		X		
Identification of unit load devices containing dangerous goods (7;2.7)[IATA 9.3.8]		X	X		X		
Stowage of (toxic) and infectious substances (7;2.8)[IATA 9.3.5]		X	X		X		
Handling and Loading of Radioactive Material (7;2.9)[IATA 9.3.10]		X	X		X		
Loading of magnetized materials (7;2.10)[IATA 9.3.11]		X	X		X		
Loading of dry ice(7;2.11)[IATA 9.3.12]		X	X		X		
Loading of expandable polystyrene beads (7;2.12)[IATA 9.3.13]		X	X		X		
Handling of self-reactive substances and organic peroxides (7;2.13)[IATA 9.2.2]		X	X		X		
Inspection for damage or leakage (7;3.1)[IATA 9.4.1 and 9.4.2]		X	X		X		
Damaged or leaking packages of radioactive material contaminated packagings (7;3.2)[IATA 9.4.3 and Table 9.4.A]		X	X		X		

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

International Civil Aviation Organization (ICAO)	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Pilot's notification							
Information to Pilot-in-Command(7;4.1) [IATA 9.5.1]		X	X		X		
Information by Pilot-in-command in case of In-Flight Emergency (7;4.3)[IATA 9.5.1.3]		X	X		X		
Information by Operator in case of an Aircraft Accident or Incident (When dangerous goods are on board) (7;4.6) [IATA 9.6.3]		X	X		X		
Provision's for passengers and crew							
Information to passengers (7;5.1) [IATA 9.5.3.1 to 9.5.3.3]	X	X	X	X	X	X	
Passenger check-in procedures (7;5.2)[IATA 9.5.3.4 and 9.5.3.5]	X	X	X	X	X	X	
List of general descriptions to aid recognition of undeclared dangerous goods (7;6)[IATA 2.2]	X	X	X	X	X	X	
Dangerous goods carried by passengers or crew (8;1.1)[IATA 2.3 and Table 2.3A]	X	X	X	X	X	X	
Emergency procedures							
Definition of dangerous goods accident and incident (1;3.1)[IATA Appendix A]	X	X	X	X	X	X	
Reporting of dangerous goods accidents and incidents (7;4.4) [IATA 9.6.1]	X	X	X	X	X	X	
Reporting of undeclared or misdeclared dangerous goods (7 ;4.5) [IATA 9.6.2]	X	X	X	X	X	X	
Emergency response information (7;4.8)[IATA 9.5.1.2]	X	X	X	X	X	X	

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

Transportation of Dangerous Goods, Act 1992	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
General requirements of Part 12, subsection 12.1(1)							
Safety requirements, Documents, Safety Marks (TDGA section 5) (TDGR section 1.7) DG Basic Philosophy	X	X	X	X	X	X	
Evidence: Safety Marks, Prescribed Document (TDGA section 42)(TDGR section 1.12)	X	X	X		X		
Defence: Due Diligence (TDGA section 40)(TDGR section 1.13) All must be aware of conditional exemption	X	X	X	X	X	X	
Transitional Provision: Permit for Equivalent Level of Safety (TDGA section 31)(TDGR section 1.14)	X	X	X	X	X	X	
National Defence (TDGA paragraph 3(4)(a))(TDGR section 1.20)							
Misleading Dangerous Goods Safety Marks (TDGA section 6) (TDGR section 4.2) DG Basic philosophy	X	X	X	X	X	X	

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

Transportation of Dangerous Goods Regulations	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
General requirements of Part 12, subsection 12.1(1) (continued)							
Part 1 – Coming into force, Repeal, Interpretation, General Provisions and Special Cases							
Prohibition : Explosives (paragraphs 1.8(a) and (b)) DG Basic philosophy	X	X	X		X		
Use of the most recent version of the ICAO Technical Instructions, the IMDG Code or 49 CFR (section 1.9)	X	X	X	X	X	X	
Class 7, Radioactive Materials (section 1.43)	X	X	X		X		
Part 2 – Classification							
Responsibility for Classification (section 2.2)	X	X					
Risk Groups (section 2.36)	X	X					
General, Class 7, Radioactive Materials (section 2.37)	X	X					
General, Class 9, Classifying dangerous goods that are Environmentally Hazardous substances (subparagraphs 2.43(b)(iv) and (v))	X	X					
Part 3 - Documentation							
Consignor Responsibilities (section 3.1)	X	X					
Carrier Responsibilities (subsections 3.2(1), (2), (3), (5) and (6))	X	X					
Legibility and Language (subsection 3.4(1))	X	X					
24-hour Telephone Number on a Shipping Document (paragraph 3.5(1)(f) and subsection 3.5(2))	X	X					
Emergency Response Assistance Plan Reference Number and Telephone Number on a Shipping Document (subsections 3.6(1) and (2))	X	X					
Keeping Shipping Document Information (section 3.11)	X	X					

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

Transportation of Dangerous Goods Regulations	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
General requirements in Part 12, subsection 12.1(1) (continued and concluded)							
Part 4 – Dangerous Goods Safety Marks							
Consignor Responsibilities (section 4.4)	X	X	X				
Carrier Responsibilities (subsection 4.5(1))	X	X	X		X		
Labels and Placards: Size and Orientation (subsection 4.7(1))	X	X	X		X	X	
Removal of Dangerous Goods Safety Marks (section 4.9)	X	X	X		X	X	
Part 5 – Means of Containment							
Requirements for a Standardized Means of Containment to be in Standard (section 5.2)	X	X					
Certification Safety Marks on a Means of Containment (section 5.3)							
UN Standardized Means of Containment (section 5.6)							
Means of Containment for Class 2, Gases (paragraph 5.10(1)(c))	X	X					
Part 6 - Training	X	X	X	X	X	X	
Part 7 – Emergency Response Assistance Plan	X	X	X	X	X	X	
Part 8 – Accidental Release and Imminent Accidental Release Report Requirements	X	X	X	X	X	X	
Part 13 – Protective Direction	X	X	X	X	X	X	
Part 14 – Permit for Equivalent Level of Safety	X	X	X	X	X	X	
General requirements of Part 12, subsection 12.1(2)							
Use of the ICAO Technical Instructions Requirements for the Domestic Transport of Dangerous Goods (subsection 12.1(2))	X	X	X	X	X	X	

8.3 CONTENT OF TRAINING PROGRAMS FOR INTERNATIONAL AND DOMESTIC TRANSPORT BY AIRCRAFT

Transportation of Dangerous Goods Regulations	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Requirements of Part 12, section 12.2 – Shipping Document							
Completion of shipping document in accordance with Chapter 4 of Part 4 of the ICAO Technical Instructions (paragraph 12.2(a))	X	X	X		X		
Requirements for the IATA Shipper’s Declaration (paragraphs 12.2(b) and (c))	X	X	X		X		
Requirements of Part 12, section 12.3 - Information to Pilot-in-Command							
Use of a Dedicated Form to transmit information to the Pilot-in-Command (section 12.3)	X	X	X		X		

NOTE:

“OTHER TDGR AND ICAO EXEMPTIONS” IN SECTION 8.6 MIGHT APPLY TO YOUR TRAINING PROGRAM”

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

Note : The dangerous goods activities of the Operator and individual employee(s) will dictate the amount of information needed in the training curriculum and the duration of the training program.

Training aspects requirements	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
General Requirements							
Information to passengers (7;5.1) (subparagraph 12.9(1)(b)(i))				X	X		
Passenger check-in procedures (7;5.2) (subparagraph 12.9(1)(b)(i))				X	X		
Provisions to aid recognition of undeclared dangerous goods (7;6) (subparagraph 12.9(1)(b)(i))	X	X			X	X	
Dangerous goods carried by passengers and crew (8;1.1) (subparagraph 12.9(1)(b)(i))				X	X	X	
Loading and securing of dangerous goods (7;2.4) (subparagraph 12.9(1)(b)(ii))			X				
Damaged packages of dangerous goods (7;2.5) (subparagraph 12.9(1)(b)(ii))		X	X		X		
Inspection for damage or leakage (7;3.1) (subparagraph 12.9(1)(b)(iii))		X			X		
<p>When the person loading or supervising the loading of the dangerous goods on board the aircraft is not a crew member,</p> <p>Information to pilot-in-command except for packing group, number of packages and the identification of aerodrome (clause 12.9(1)(b)(iv)(A))</p> <p><u>By helicopter</u> the information in clause (A) is provided to a person identified in the Operations Manual instead of the pilot-in-command (clause 12.9(1)(b)(iv)(B))</p>		X	X		X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

Training aspects requirements	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
General Requirements <i>(continued and concluded)</i>							
Information to employees (7;4.2) (subparagraph 12.9(1)(b)(v))	X	X	X	X	X	X	
Cargo Acceptance areas (7;4.7) (subparagraph 12.9(1)(b)(vi))	X	X			X		
Table 7-1 Segregation between packages (7;2.4) (subparagraph 12.9(1)(b)(vii))			X		X		
Cargo and passenger aircraft operated under subpart 4 of Part VI and subpart 1 to 4 of Part VII of the <i>Canadian Aviation Regulations</i> (subparagraph 12.9(1)(c)(i))	X	X	X	X	X	X	
Definition of Limited Access (subparagraph 12.9(1)(c)(ii))	X	X	X	X	X	X	
Package Markings (5 ;2) and Labelling (5 ;3) (subparagraph 12.9(1)(c)(iii))	X	X	X	X	X	X	
On a Passenger aircraft the dangerous are secured in an area where they are not readily accessible to the passengers (paragraph 12.9(1)(e))			X		X		
Training (1;4)(Part 6)	X	X	X	X	X	X	
Accidental Release and Imminent Accidental Release Report Requirements (Part 8)	X	X	X	X	X	X	

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.1 – Classe 3, Flammable Liquids

Transportation of Dangerous Goods Regulations	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Special requirements when the dangerous goods are Class 2.1 or Class 3 (paragraph 12.9(1)(d))	X	X		X	X	X	
Flammable liquids allowed (paragraph 12.9(2)(a) to (f))	X	X	X	X	X		
Small means of containment requirements - drum (paragraph 12.9(3)(a))	X	X	X		X		
Other than drums - Small means of containment requirements (paragraph 12.9(3)(b))	X	X	X		X		
Requirements for reusing means of containments (paragraph 12.9(4)(a) to (c))	X	X	X		X		
Large means of containment requirements (paragraph 12.9(5)(a))	X	X	X		X		
Large means of containment requirements when transporting dangerous goods by helicopter (paragraphs 12.9(5)(b) and (c))	X	X	X		X		
Quantity of dangerous goods allowed to be carried on board a passenger carrying aircraft (paragraph 12.9(6)(a))	X	X			X		
Quantity of dangerous goods allowed to be carried on board a cargo aircraft (paragraph 12.9(6)(b))	X	X			X		
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.1 – Class 3, Flammable Liquids *(continued and concluded)*

Transportation of Dangerous Goods Regulations	8.4.1	8.4.2	8.4.3	8.4.4	8.4.5	8.4.6	Training Program Reference
Training aspects requirements	(1)	(3)	(4)	(5)	(7)	(8)	
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X	X		X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.2 – Internal Combustion Engines and Vehicles

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Packing Instruction 900 requirements (subsection 12.9(7))	X	X					
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X	X		X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.3 – Fire Extinguishers

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Means of containment (paragraph 12.9(8)(a))	X	X	X		X		
Quantity of dangerous goods allowed to be carried on board a passenger carrying aircraft (paragraph 12.9(8)(b))	X	X			X		
Packing Instruction 200 requirements (paragraph 12.9(8)(c))	X	X					
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X	X		X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.4 – Class 2.1, Flammable Gases

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Special requirements when the dangerous goods are Class 2.1 or Class 3 (paragraph 12.9(1)(d))			X		X		
Flammable gases allowed (paragraph 12.9(9)(a) to (g))	X	X	X		X		
Means of containment requirements (paragraph 12.9(10)(a))	X	X			X		
Requirements for cylinder (paragraph 12.9(10)(b))	X	X			X		
The water capacity allowed per cylinder (subparagraph 12.9(10)(b)(i))	X	X			X		
Quantity of dangerous goods allowed to be carried on board a passenger carrying aircraft (subparagraph (12.9(10)(b)(ii))	X	X			X		
Securing of cylinder during transport (subparagraph 12.9(10)(b)(iii))		X			X		
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.4 – Class 2.1, Flammable Gases (continued and concluded)

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X	X		X		

<u>NOTE:</u>	THE DANGEROUS GOODS ACTIVITIES OF THE OPERATOR AND INDIVIDUAL EMPLOYEE(S) WILL DICTATE THE AMOUNT OF INFORMATION NEEDED IN THE TRAINING CURRICULUM AND THE DURATION OF THE TRAINING PROGRAM.
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8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.5 – Class 8, Batteries (UN2794, Batteries, wet, filled with acid, UN2795, Batteries, wet filled with alkali and UN2800, Batteries, wet, non-spillable)

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Requirements for the transport of batteries (subparagraphs 12.9(11)(a)(i) and (ii))	X	X			X		
Quantity of dangerous goods allowed to be carried on board a passenger carrying aircraft (paragraph 12.9(11)(b))	X	X			X		
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X			X		

8.4 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – LIMITED ACCESS (12.9)

8.4.6 – Class 5.1, Sodium Chlorite or Hypochlorite Solution

Transportation of Dangerous Goods Regulation	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Concentration of chlorine allowed (paragraph 12.9(12)(a))	X	X					
Quantity of dangerous goods in inner and outer means of containment (paragraph 12.9(12)(b))	X	X			X		
Requirement for leak proof inner means of containment (paragraph 12.9(12)(c))	X						
Requirements for inner and outer means of containment to ensure no accidental release (paragraph 12.9(12)(d))	X						
Pilot-in-command responsibilities (paragraph 12.9(13)(a) and (d))					X		
Pilot-in-command responsibilities when transporting dangerous goods by helicopter (paragraph 12.9(13)(b) and subparagraph 12.9(13)(d)(ii))					X		
Keeping the documents (paragraph 12.9(13)(c))	X	X			X		
Keeping the documents when transporting dangerous goods by helicopter (paragraph 12.9(13)(c))	X	X			X		
Responsibilities of persons who are not an employee of the air carrier as it relates to keeping of information as a record (paragraphs 12.9(14)(a) and (b))	X	X			X		
Preparing and keeping of information when transporting dangerous goods by helicopter (subparagraphs 12.9(14)(c)(i) to (v))	X	X			X		
Requirement to make a record, notice or report available to a dangerous goods inspector (subsection 12.9(15))	X	X	X		X		

NOTE :
“OTHER TDGR AND ICAO EXEMPTIONS” IN SECTION 8.6 MIGHT APPLY TO YOUR TRAINING PROGRAM

8.5 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – SPECIALTY AIR OPERATORS

Note : The dangerous goods activities of the Operator and individual employee(s) will dictate the amount of information needed in the training curriculum and the duration of the training program.

International Civil Aviation Organization (ICAO)	8.5.1 Air Ambulance	8.5.2 Aerial Work	8.5.3 Emergency Response	Training Program Reference
Training aspects requirements				
General Philosophy				
General Application(1;1)[IATA 1.2]	X	X	X	
Definition of Dangerous Goods (1;3.1)[IATA 1.0]	X	X	X	
State and Operator Variations (Attachments 3;1 and 2)[IATA 2.9]	X	X	X	
Units of measurements(1;3.2) [IATA Appendix B]	X	X	X	
Limitation of Dangerous Goods on Aircraft				
Dangerous Goods Forbidden for Transport by Air under any circumstances (1:2.1)[IATA 2.1.1 and Table 2.1A]	X	X	X	
Classification				
Classes and Divisions (2)[IATA 3.0.2]	X	X	X	
Complete List of Classes and Divisions (2;1 to 2;9)[IATA 3.1 to 3.9]	X	X	X	
Packing Groups (Introductory Chapter 2;2.4)[IATA 3.0.3]		X	X	
Use of Dangerous Goods List (Table 3-1)				
Arrangement of the Dangerous Goods List (3;2.1)[IATA 4.1.6]	X	X	X	
Method of using the Dangerous Goods List for articles or substances specifically listed by name (3;1.1.2)ATA 4.1.1]	X	X	X	
Method of using the Dangerous Goods List for articles or substances not specifically listed by name (3;1.2.5) [IATA 4.1.2]	X	X	X	
Forbidden dangerous goods entries in the Dangerous Goods List (3;2.1.1 and Note 1)[IATA 4.1.6.10 and 4.1.6.12]	X	X	X	
Special Provision entries in the Dangerous Goods List (3;3 and Table 3-2)[IATA4.2, 4.4 and 4.1.6.13]	X	X	X	
Quantity Limitations for types of aircraft (3;2.1) [IATA 4.1.6.8, 4.1.6.10 and 4.1.6.12]	X	X	X	

**8.5 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT –
SPECIALTY AIR OPERATORS (continued)**

International Civil Aviation Organization (ICAO)	8.5.1 Air Ambulance	8.5.2 Aerial Work	8.5.3 Emergency Response	Training Program Reference
Training aspects requirements				
Marking and Labelling				
Package Markings (5;2)[IATA 7.1]	X	X	X	
Labelling (5;3)[IATA 7.2 and 7.3]	X	X	X	
Handling Labels (5;3.4.2) [IATA 7.2.4 and 7.4]	X	X	X	
Loading				
Loading of packages containing liquid dangerous goods (7;2.3)[IATA 9.3.3]	X	X	X	
Loading and securing of dangerous goods (7;2.4)[IATA 9.3.5]	X	X	X	
Documentation				
Provision of the Transport Document (5;4)[IATA 8]	X	X	X	
Storage and Loading				
Incompatible Dangerous Goods (7;2.2 and Table 7-1)[IATA 9.3.2 and Table 9.3.AI and II]		X		
Inspection and Decontamination				
Inspection for damage and leakage (7;3.1)[IATA 9.4]		X		
Pilot's Notification				
Information to pilot-in-command (7;4.1)[IATA 9.5.1]		X		
Information by Pilot-in-command in case of In-Flight Emergency (7;4.3) [IATA 9.5.1.3]	X	X	X	
Emergency and Reporting Procedures				
Definition of Dangerous Goods Accident and Incident (1;3.1)[IATA Appendix A]		X	X	
Reporting of Dangerous Goods Accidents and Incidents (7;4.4)[IATA 9.6.1]		X	X	

8.5 CONTENT OF TRAINING PROGRAMS FOR DOMESTIC TRANSPORT BY AIRCRAFT – SPECIALTY AIR OPERATORS (continued and concluded)

Transportation of Dangerous Goods Regulations	8.5.1 Air Ambulance	8.5.2 Aerial Work	8.5.3 Emergency Response	Training Program Reference
Training aspects requirements				
Use of the IATA Shipper’s Declaration Form as the shipping document in air transport (Paragraph 12.2(b) and (c))	X	X	X	
Means of Containment (Section 5.4, 5.10 and subsection 12.9(5))	X	X	X	
Training (Part 6)	X	X	X	
Accidental Release and Imminent Accidental Release Report Requirements (Part 8)	X	X		
Permits for Equivalent Level of Safety (Part 14)	X	X	X	
Inspectors (Part 16)	X	X	X	

NOTE :
“OTHER TDGR AND ICAO EXEMPTIONS” IN SECTION 8.6 MIGHT APPLY TO YOUR TRAINING PROGRAM

8.6 OTHER TDGR AND ICAO EXEMPTIONS

Transportation of Dangerous Goods Regulations	(1)	(3)	(4)	(5)	(7)	(8)	Training Program Reference
Training aspects requirements							
Exemptions from Specific Provisions of TDGR and ICAO TI'S							
Forbidden Explosives (section 12.5)	X	X	X		X		
Handling and Transporting of Toxic and Infectious Substances (section 12.6)	X	X	X		X		
Technical Name for Infectious Substances (section 12.7)	X	X	X		X		
Packing Instructions 910 (section 12.8)	X	X	X		X		
Flight Deck Loading Restrictions (section 12.17)	X	X	X		X		
Conditional Exemptions from the TDGR and ICAO TI'S							
Explosives, Class 1.4S (section 12.4)	<p>Advisory Note: <u>Training is not required, however Air Operators must ensure that their employees are familiar with the conditions of these exemptions to enable them to perform their duties.</u></p>						
Geological Core Samples (section 12.11)							
Measuring Instruments (section 12.13)							
Medical Aid (section 12.14)							

ICAO REQUIREMENTS

APPENDIX “A”

Aspects of transport of dangerous goods by air	Category of personnel – see key below					
	(1)	(3)	(4)	(5)	(7)	(8)
General Philosophy	X	X	X	X	X	X
Limitations	X	X		X	X	X
General requirements for shippers	X	X				
Classification	X	X				
List of Dangerous Goods	X	X			X	
General Packing Requirements	X	X				
Packing Instruction	X	X				
Labelling and Markings	X	X	X	X	X	X
Dangerous goods transport document and other relevant documentation	X	X				
Acceptance procedures		X				
Storage and Loading Procedures		X	X		X	
Pilot’s Notification		X	X		X	
Provisions for passengers and crew	X	X	X	X	X	X
Emergency Procedures	X	X	X	X	X	X

Key :

1- Shippers and shippers’ agents

2- N/A

3- Dangerous goods acceptance staff of operators and agencies acting on behalf of operators

4- Staff of operators and agencies acting on behalf of operators engaged in the ground handling, storage and loading of cargo and baggage

5- Passenger-handling staff and security staff who deal with the screening of passengers and their baggage

6- N/A

7- Flight crew members and load planners

8- Crew members (other than flight crew members)

9- N/A

TRAINING PROGRAM APPROVAL APPLICATION FORM

1. GENERAL INFORMATION

1.1 Legal Name (as per Operating Certificate)

1.2 Trade name (if different from 1.1 above)

1.3 Full address

Telephone number: _____ Facsimile number: _____

1.4 Name of Company Dangerous Goods Co-ordinator and title?

Name: _____ Title: _____
Telephone number: _____ Facsimile number: _____

1.5 What classes of dangerous goods does your company handle, offer or transport?

- | | | |
|----------------------------------|----------------------------------|----------------------------------|
| <input type="checkbox"/> Class 1 | <input type="checkbox"/> Class 4 | <input type="checkbox"/> Class 7 |
| <input type="checkbox"/> Class 2 | <input type="checkbox"/> Class 5 | <input type="checkbox"/> Class 8 |
| <input type="checkbox"/> Class 3 | <input type="checkbox"/> Class 6 | <input type="checkbox"/> Class 9 |

1.6 Is the proposed training to be in-house or by a third party?

- In House Third Party

1.7 If by a third party, identify the individual and training organization?

2. TYPE OF TRAINING PROGRAM

2.1 Initial Training Recurrent Initial & Recurrent

2.2 Indicate which type of training program(s) you are requesting approval for:

	Operator Dangerous Goods Acceptance Staff
	Personnel engage in the ground handling storage and loading of dangerous goods
	Passenger Handling Staff and Security Staff who deal with the screening of passengers and their baggage
	Flight Crew Members and Load Planners
	Crew Members (other than flight crew)
	Shippers and Shipper's Agents
	Air Ambulance
	Emergency Response
	Aerial Work
	Limited Access

3. LOCATION

3.1 Address of the location where the dangerous goods courses will be conducted or taken and dates (if applicable)

3.2 List the Training Aids that will be used in the Training Plan (if applicable)

4. COURSE SYLLABUS

4.1 The company shall submit the complete dangerous goods training program and at a minimum shall include:

- 4.1.1 The training objective and method of achieving it;
- 4.1.2 The list of subjects to be covered in the training program;
- 4.1.3 Copies of all training handouts;
- 4.1.4 Course tests and answers with marking details (samples).
- 4.1.5 An estimate of the time necessary to complete the training program.
- 4.1.6 List of effective pages, page number and date of revision.
- 4.1.7 Completed checklist with the reference of where each topic appears in your training program.

4.2 If using third party training, a complete copy of the course syllabus and instructor lesson plans.

5. TYPE OF DANGEROUS GOODS OPERATION, SPECIALTY AND REGIONAL OPERATORS

5.1 Indicate the type (s) of operation your company is involved in:

- Year-round
- Seasonal (From: _____ to _____)
- Land-base
- Water-base
- Multi-base
- Hunting, fishing, lodge and camp supply
- Passenger and cargo
- Cargo aircraft only
- Combi-Operation
- Type of Cargo Compartments (A ___ B ___ C ___ D ___ E ___)
- Charter operations
- Scheduled passenger / Cargo Operations
- Medical Evacuation Operations
- Operator - owned dangerous goods
- Charterer - owned dangerous goods
- Offered dangerous goods
- Dangerous goods to supply remote settlements
- Bulk dangerous goods operations (i.e. fuel etc..)
- Permits of Equivalent Level of Safety in use (Permit number(s))
- Dangerous Goods Acceptance conducted by Company Personnel
- Dangerous Goods Acceptance conducted by third party (_____)
- Loading and unloading conducted by Company Personnel
- Loading and unloading conducted by third party (_____)
- Passenger handling conducted by Company Personnel
- Passenger handling conducted by third party (_____)
- Baggage handling conducted by Company Personnel
- Baggage handling conducted by third party (_____)
- Security screening conducted by Company Personnel
- Security screening conducted by third party (_____)
- Cargo handling conducted by Company Personnel
- Cargo handling conducted by third party (_____)

Mail to : **Transport Canada , Dangerous Goods Aviation
Regional Office (as per Appendix “C”)**

ATLANTIC REGION

Regional Superintendent
Dangerous Goods Operations
Commercial & Business Aviation
Transport Canada Aviation
P.O. Box 42
Heritage Court
Moncton, New Brunswick
E1C 8K6
Telephone: (506) 851-7247
Facsimile: (506) 851-7190

ONTARIO REGION

Regional Superintendent
Dangerous Goods Operations
Commercial & Business Aviation
Transport Canada Aviation
5431 Flightline Drive
P.O. Box 6003
Mississauga, Ontario
L5P 1A1
Telephone: (416) 952-0000
Facsimile: (905) 405-3305

PRAIRIE & NORTHERN REGION

Regional Superintendent
Dangerous Goods Operations
Commercial & Business Aviation
Transport Canada Aviation
1100 Canada Place
9700 Jasper Avenue
Edmonton, Alberta
T5J 4E6
Telephone: (780) 495-5278
Facsimile: (780) 495-4622

QUEBEC REGION

Regional Superintendent
Dangerous Goods Operations
Commercial & Business Aviation
700 Leigh Capréol
Montreal International Airport
Dorval, Québec
H4Y 1G7
Telephone: (514) 633-2838 (Dorval)
Facsimile: (514) 633-3697 (Dorval)
Telephone: (418) 640-2796 (Quebec City)
Facsimile: (418) 640-2680 (Quebec City)

PACIFIC REGION

Regional Superintendent
Dangerous Goods Operations
Commercial & Business Aviation
Transport Canada Aviation
800 Burrard Street
Suite 620
Vancouver, British Columbia
V6Z 2J8
Telephone: (604) 666-5655
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AIRLINE INSPECTION (NARXDA)

Superintendent, Dangerous Goods
Airline Inspection Division
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H4Y 1G7
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