

DECLARING DANGEROUS GOODS TO ATS

A proposed rule change takes what should already be good practice into regulation.

A recent inflight emergency near Auckland Airport has highlighted how important it is for pilots to notify air traffic services about any dangerous goods on board.

CAA air traffic services specialist Kate Madden says airport emergency services need to know what hazardous and flammable substances they might have to deal with.

“The air traffic controller doesn’t have access to that information. So it’s the pilot’s responsibility, as soon as the situation permits, to pass on any details of fuel and dangerous goods on board.

“In the Auckland incident, the pilot didn’t say anything to air traffic control about the dangerous goods being carried,

and the controller dealing with the emergency did not ask. So the airport fire service would have been waiting for the aeroplane, but not necessarily ready to respond appropriately to the specific dangerous goods on board.”

Fortunately, the aircraft landed safely, but Kate says the incident does illustrate the danger of a break in communication.

“Everyone has a role to play in the transport of dangerous goods, including the freight forwarder completing the documentation properly, and the ground handler making sure they pass that documentation to the pilot.”

A proposed change to Part 91 will require the pilot-in-command to inform the appropriate air traffic services unit of what dangerous goods are on the aircraft, as soon as practicable, to assist the emergency services in their response.

That rule is expected to come into force later in 2019. 



// Responsibility for firefighters knowing what they're up against in a potential fire triggered by a dangerous good in an emergency landing doesn't begin and end with the pilot. It starts with the person originally shipping the goods.



02–03 April, Wellington

The NSS team, including Airways and Aeropath, will come together again to present Approach 19, following on from the success of Approach 18. Targeted at Part 135 and Part 91 operators, training organisations, avionics shops, LAMEs, and air traffic controllers, this two-day seminar at the CAA will bring you up-to-date with all things Performance-Based Navigation (PBN).

Presentations will include a focus on how to develop standard operating procedures for commercial operators; operating in a PBN environment as a Part 91 IFR flier; obtaining a PBN approval; and the roll-out of PBN routes and procedures. There will be something for everyone.

For more information, and to register, visit www.nss.govt.nz/events.

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