



## Dangerous Goods Technical Working Group Tasking Instructions

*The Part 92 Technical Working Group (TWG) is established and operates in accordance with the Terms of Reference of the Aviation Safety Advisory Panel (ASAP) dated November 2021 (or as amended).*

### Background

Part 92 – Subpart 92.C – Training, came into effect on 1 January 2004, with its head of power contained within Section 23B of the Civil Aviation Act 1988 (Training relating to dangerous goods).

New competency-based requirements were published within Part 1, Chapter 4 of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9482) – 2021-2022 Edition (the Technical Instructions). The transitional period expired on 1 January 2023.

The Civil Aviation Safety Authority (CASA) Dangerous Goods (DG) team conducted a gap analysis between the new International Civil Aviation Organisation (ICAO) requirements and the current regulatory framework within Subpart 92.C, recently delivering this information in a session to the Australian Dangerous Goods Air Transport Council (5 April 2022).

Overall, the gap analysis suggests that there are no changes to the regulatory framework of Subpart 92.C required, as Australia has already established some of the components of competency-based training and assessment (CBTA) program. However, it has been identified that some changes are required to the following dangerous goods training Advisory Circulars (ACs):

- AC 92-01(1): DG Training for Employees (August 2009);
- AC 92-03(0): DG Training Courses and Instructors (August 2009); and possibly also,
- AC 92.A-01(0): The Consignment and Carriage of DG on all Aircraft in Australian Territory and on Australian Aircraft Overseas: An Overview of the Legislative Framework and Procedures (March 2011).

It is important to note that as of 1 January 2023, industry will not be in a position of non-compliance with the regulations as the requirements of the Technical Instructions Part 1 Chapter 4 are already in effect within Subpart 92.C.

### Purpose

The role of the TWG will be to provide relevant technical expertise and industry sector insight for the development of the DG training framework and associate guidance material in accordance with the agreed policy principles.

The TWG will:

- Provide industry sector insight and understanding of current needs and challenges in relation to dangerous goods training;
- Provide current, relevant technical expertise for the development, analysis and review of legislative and non-legislative solutions to the identified issues relative to dangerous goods training;
- Assist with the review of policies, existing regulations and advisory materials in relation to Civil Aviation Safety Regulations 1998 Subpart 92.C – Training; and,
- Provide a recommendation to the ASAP regarding whether it should provide endorsement and/or conditional endorsement of the outcomes, whether they consist of amendments to the regulations or associated advisory material in relation to Civil Aviation Safety Regulations 1998 Subpart 92.C – Training.

## Key principles

The key principles that will be applied for the reform are the following:

- Compliance with the standards set by the ICAO for dangerous goods training, being contained within Annex 18 - The Safe Transport of Dangerous Goods by Air and detailed within Part 1 Chapter 4 of the Technical Instructions.
- A dangerous goods training framework that is based on (where practicable) the guidelines provided with ICAO's Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment (Doc 10147).
- Changes to be cost neutral, provide savings and/or flexibility for the aviation industry involved in the provision of dangerous goods training.

## TWG outcomes

To maintain alignment of with the standards set by the ICAO for DG training contained within Annex 18 and further detailed within Part 1 Chapter 4 of the Technical Instructions.

- Article 87 of the Chicago Convention on Civil Aviation seeks "to secure the highest practicable degree of uniformity in regulations, standards, procedures and organisations in relation to aircraft, personnel, airways and auxiliary services..."*
2. Australian situations should only be made more restrictive where it was considered necessary from safety perspective, reflected an international emerging practice, or thought likely that ICAO may adopt the Australian initiative.
  3. Any new imposts should not constitute a major additional expense or burden; that new measures should be encouraged rather than mandated, and that new guidance ought not to go beyond existing mainstream industry practices.
  4. Where possible, remove additional compliance costs from burdensome regulations and/or guidance, particularly where there appears to be common areas of responsibility or overlap with other Government agencies and departments, and to publish safety related guidance material rather than generating new regulation.

## Roles and responsibilities

CASA	Technical Working Group Members
<ul style="list-style-type: none"><li>• Organise meetings and workshops, and produce agendas, papers and supporting materials</li><li>• Facilitate meetings and workshops</li><li>• Record insights and findings</li><li>• Communicate openly and consistently with working group members about project status and issues</li><li>• Respect the time of all working group members by minimising work required to achieve outcomes</li></ul>	<ul style="list-style-type: none"><li>• Commit to supporting the project objectives and timeline</li><li>• Engage and collaborate constructively at all times</li><li>• Prepare for working group activities by reviewing agendas, papers and supporting materials</li><li>• Provide timely and considered advice in meetings, and between meetings as required</li><li>• Respond to requests for feedback on draft materials within agreed timeframes</li></ul>

**Confidentiality**

All discussions and materials from TWG meetings should be treated as confidential. Premature dissemination of information may dilute TWG processes, particularly if discussion points remain unsettled or documents are not ready for public consultation.

**Reporting arrangements**

At the conclusion of the meeting, or soon thereafter, recommendations and reports of the TWG will be provided to the Chair of the ASAP, through the Secretariat.

**Consensus**

A key aim of the Technical Working Group is that a consensus be reached, wherever possible, in the finalisation and preparation of advice for the Aviation Safety Advisory Panel and CASA.

The Technical Working Group will be guided by the ASAP Terms of Reference (Section 6) with respect to determining and documenting consensus.

**Membership**

Members of the TWG will be appointed by the ASAP Chair, following ASAP processes.

It is recommended that the membership of the Part 92 TWG consist of the following:

- No more than 8-10 industry participants plus 2 CASA personnel, with a total of 10-12 persons, noting that the DG training industry consists of approximately a total of 40 organisations.
- The ASAP should take into consideration the specific technical nature of the transport of DG within aviation and the training requirements within Subpart 92.C. A balanced representation between the larger airline DG training representatives and stand-alone training organisations should be considered. Most of the dangerous goods training organisations are a member of the Australian Dangerous Goods Air Transport Council, to which the link for the online TWG participation expression of interest page has been disseminated.
- The following are the CASA personnel who will be in attendance at the TWG:
  - Sam Bitossi – Senior CASA Inspector (DG/Ground Operations) and Australia's nominated representative on the ICAO Dangerous Goods Panel
  - Darren Collins – CASA Inspector (DG) and experienced previous CASA Approved DG Instructor.
- To ensure adequate representation across the industry for the proposed policy, the following is a list of industry sectors recommended for the Part 92 TWG:
  - Airline / Air Transport (Aeroplane) Sector with current CASA DG Training Course Approval – (2-3 persons)
  - Other Commercial Operators with current CASA DG Training Course Approval – (1-2 persons)
  - Dangerous Goods Training Organisation with current CASA DG Training Course Approval – (4 persons)

Requests for changes to the membership will be made to the Chair of the ASAP, through the Secretariat.

**Attendance and travel**

Cost-effective and convenient locations for meetings will be selected to reduce the travel and time impacts for working group members. It is expected that most Part 92 TWG meetings will be held via videoconference.