



PASSENGER/CREW DANGEROUS GOODS OCCURRENCE REPORT

Dangerous Goods Accidents and Incidents should be reported to the SCAA within 72 hours of the occurrence becoming known to the reporter (see Note 5).

1. Aircraft operator:		2. Date of occurrence:		3. Local time of occurrence:	
4. Flight date:	5. Flight number:	6. Aircraft type:		7. Aircraft registration:	
8. Location of occurrence:	9. Departure airport:	10. Destination airport:		11. Origin of passenger:	
12. Product name:		13. Proper shipping name (including the technical name):			
14. UN/ID no.:	15. Class/division:	16. Subsidiary risk(s):		17. Packing group:	
18. Type of packaging:	19. Packaging specification marking:	20. Number of pieces:		21. Quantity per piece:	
22. Passenger(s) ticket number(s):					
23. Name and address of passenger(s) involved:					
24. Description of occurrence: (if necessary, continue on additional page)					
25. Details of action taken against passenger (by operator/handling agent/security/police etc.):					
26. Goods are being held: Yes/No (See Note 8)		27. Location of where goods are held:		28. Photographs are available: Yes/No	
29. Name/title of person reporting:		30. Tel:		31. Reporter's reference/ASR number:	
32. Company and address:		33. Fax:		34. Date of report:	
		35. E-mail:		36. Signature:	

PASSENGER/CREW DANGEROUS GOODS OCCURRENCE REPORT – NOTES

1. **It is important that this form is completed in as much detail as possible; this will help to avoid delays in processing the report and unnecessary additional work by both the reporter and the SCAA.**
2. Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are carried by a passenger or crew on their person or in their carry on or checked-in baggage. Goods found prior to or during check-in are not required to be reported. A separate form is available for incidents related to cargo/mail or unaccompanied baggage.
3. A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage. For this purpose, serious injury is an injury which is sustained by a person in an accident and which: (a) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; or (b) results in a fracture of any bones (except simple fractures of fingers, toes or nose); or (c) involves laceration which cause severe haemorrhage, nerve, muscle or tendon damage; or (d) involves injury to any internal organ; or (e) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or (f) involves verified exposure to infectious substances or injurious radiation. A dangerous goods accident may also be an aircraft accident; in which case the normal procedure for reporting of air accidents must be followed.
4. A dangerous goods incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, 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 the aircraft or its occupants is also deemed to constitute a dangerous goods incident.
5. An initial report, which may be made by any means, must be dispatched within 72 hours of the occurrence, to the Authority of the State (a) of the operator; and (b) in which the incident occurred, unless exceptional circumstances prevent this. This occurrence report form, duly completed, must be sent as soon as possible, even if all the information is not available at that time.
6. Copies of all relevant documents and any photographs should be attached to or sent with this report.
7. Completed reports must be sent to the SCAA, Safety Regulation, Flight Operations Inspectorate, Pointe Larue, Mahe, Seychelles ,Tel no: 0248 384181; Fax no: 0248384033 .
8. **Providing it is safe to do so, all dangerous goods, packaging, documents, etc., relating to the occurrence must be retained in a suitable location until after the initial report has been sent to the Safety Regulation, Flight Operations Inspectorate, SCAA and they have indicated whether or not these should continue to be retained.**
9. Below are further explanations for some of the boxes on this form:

Box Explanation/details 1

1 Operator of the aircraft that the dangerous goods travelled on or on which they would have travelled if not intercepted.

8 Location in airport (e.g. baggage screening/security/ramp) and name of airport of where incident occurred.

12 Commercial name of product being carried.

18 - 19 Details of any type of packaging used i.e. cardboard/fiberboard box and UN specification details if applicable.

20 - 21 Give as much detail as possible in order to identify exactly the number and type of pieces and the quantities of dangerous goods in each piece found i.e. 2 x 1L tins of paint.

23- In accordance with the JAR OPS 1.1225 as amended, the reporter must provide the name and address of the passenger.

24 How the incident occurred, how it was found (e.g. during security screening/baggage screening etc.), the reason for the occurrence. It is important to record any dangerous goods markings and labeling visible on the goods since this may determine the action taken by the SCAA.

25 Record any action taken as a result of occurrence, i.e. warning from operator/police; goods removed; passenger/crew removed from flight.

28 Digital photographs of the consignment are extremely useful. If photographs cannot be taken (and only if safe to do so) photocopies of markings/labels on packaging can also be of use.