

## 41063 Prepare to handle dangerous goods in an aviation environment

<b>Kaupae   Level</b>	4
<b>Whiwhinga   Credit</b>	4
<b>Whāinga   Purpose</b>	<p>This skill standard is for personnel who may be required to handle dangerous goods in an aviation environment.</p> <p>People credited with this skill standard will be prepared to handle dangerous goods in an aviation environment through knowledge of the regulations and their own responsibilities relating to the acceptance and carriage of dangerous goods by air; an ability to identify dangerous goods and the hazards they present in an aviation environment; recognising properly marked, labelled, and packaged dangerous goods; and are prepared to initiate dangerous goods emergency response procedures.</p> <p>This skill standard can be used in programmes leading to a range of aviation qualifications and micro-credentials for those preparing to work in an aviation environment where there is a possibility or likelihood they may need to handle dangerous goods.</p>

### Hua o te ako me Paearu aromatawai | Learning outcomes and assessment criteria

<b>Hua o te ako   Learning outcomes</b>	<b>Paearu aromatawai   Assessment criteria</b>
1. Prepare to handle dangerous goods in an aviation environment.	a. Explain own responsibilities relating to dangerous goods handling, including appropriate emergency response procedures.
	b. Identify accuracy of dangerous goods transport documents, packages, marking, and labelling for safe flight operations.
	c. Apply regulatory compliance requirements in a manner appropriate to a specific aviation workplace role.
	d. Identify the legal responsibilities of stakeholders involved in the transportation of dangerous goods by air.

### Pārongo aromatawai me te taumata paearu | Assessment information and grade criteria

#### *Assessment specifications:*

This skill standard relates to the acceptance and carriage of dangerous goods in passengers' and crews' checked and cabin baggage only. It does not relate to the acceptance and carriage of dangerous goods in cargo.

Assessments must be conducted in an active or simulated airport environment to ensure practical application to reflect the standards of an aviation workplace.

The actual handling of dangerous goods is not required to achieve this skill standard.

Assessment should reflect only one of the roles listed below (as per Civil Aviation Authority (CAA) Exemption 25/EXE/47 to CAR 92.203(a)):

- Dangerous Goods Regulations (DGR) for Cabin Crew Members (e-learning)
- DGR for Flight Crew Members (e-learning)
- DGR for Flight Operations Personnel and Flight Dispatchers (e-learning)
- DGR for General Cargo Accepting and Processing Personnel (e-learning)
- DGR for Handling and Loading Personnel (e-learning)
- DGR for Loadmasters and Load Planners (e-learning)
- DGR for Passenger Handling Personnel (e-learning).

Civil Aviation Rule Part 92 requires that personnel who are assigned duties involving dangerous goods that are intended for carriage by air have satisfactorily completed an approved dangerous goods training programme applicable to their assigned duties, as outlined in the International Air Transport Association (IATA) Dangerous Goods Regulations (DGR). This training must be undertaken prior to undertaking these duties and then on a recurrent basis every 24 months.

Instructors of initial and recurrent dangerous good training must have adequate instructional skills and have successfully completed a dangerous goods training programme in the applicable category as per Table 1.5A of the IATA Dangerous Goods Regulations.

Instructors delivering initial and recurrent dangerous good training programmes must deliver such a course at least once every 24 months or, in the absence of this, attend recurrent training.

#### *Definitions:*

*Dangerous goods* are articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in IATA Dangerous Goods Regulations, or which are classified according to these regulations.

*Enterprise procedures* refer to the expected performance required by the enterprise in which credit for this standard is being sought. Enterprise procedures may be specified in manuals, guidelines, checklists, information bulletins and Civil Aviation Authority of New Zealand (CAA) documentation, New Zealand Defence Force (NZDF) Policy.

*Industry regulations* refer to any legislation recognised in New Zealand or international regulations relating to the carriage of dangerous goods by air.

#### **Ngā momo whiwhinga | Grades available**

Achieved

#### **Ihirangi waitohu | Indicative content**

##### Tasks

- Identification of dangerous goods (including acceptable, forbidden, and hidden), their characteristics, and their limitations of carriage.
- End-to-end communication of hazards and handling requirements.
- Completing role-specific actions and checklists correctly to fulfil legal and safety requirements.
- Initiation of dangerous goods emergency response procedures and role limitations.

## Documentation

- Classes and subclasses of dangerous goods.
- Importance of accurate identification and classification of dangerous goods.
- Identifying and refusing carriage of improperly marked, labelled, or packaged dangerous goods.
- The use of documents such as the Acceptance Checklist, Shipper's Declaration, Notification To Captain (NOTOC) requirements, Safety Data Sheets and labelling including Globally Harmonized System (GHS) Hazard and Handling system, cargo-only, excepted and limited quantity labels.
- Using the IATA Dangerous Goods Regulations and International Civil Aviation Organization (ICAO) Technical Instructions documents.
- Safety implications of packaging, and quantity, and loading limitations.

## Regulatory compliance

- Enterprise procedures.
- Industry regulations.
- Impact of state and operator variations on dangerous goods management.
- Relevant sections of current DGR documents and legislation.

## Legal responsibilities

- Legal responsibilities of a person in the role being assessed.
- Legal responsibilities of other important stakeholders and their jurisdictional position.

## Rauemi | Resources

Where the resources have been updated, please refer to the latest version.

- Aviation Crimes Act 1972 ([www.legislation.govt.nz/act/public/1972/0137/latest/DLM409117.html?search=ts\\_act%40bill%40regulation%40deemedreg\\_Aviation+Crimes+Act\\_resel\\_25\\_a&p=1](http://www.legislation.govt.nz/act/public/1972/0137/latest/DLM409117.html?search=ts_act%40bill%40regulation%40deemedreg_Aviation+Crimes+Act_resel_25_a&p=1)).
- Civil Aviation Authority's advice on dangerous goods ([www.aviation.govt.nz/safety/safety-education-and-advice/transporting-dangerous-goods/](http://www.aviation.govt.nz/safety/safety-education-and-advice/transporting-dangerous-goods/)).
- Civil Aviation Rules Part 92 and associated Advisory Circulars (available through the above link).
- Civil Aviation Act 2023 ([www.legislation.govt.nz/act/public/2023/0010/latest/LMS49346.html?search=ts\\_act%40bill%40regulation%40deemedreg\\_Civil+Aviation+Act+2023\\_resel\\_25\\_a&p=1](http://www.legislation.govt.nz/act/public/2023/0010/latest/LMS49346.html?search=ts_act%40bill%40regulation%40deemedreg_Civil+Aviation+Act+2023_resel_25_a&p=1)) IATA Dangerous Goods Regulations section 1.0.
- ICAO Annex 18 – Dangerous Goods.
- ICAO Technical Instructions.
- Hazardous Substances and New Organisms Act 1996 ([www.legislation.govt.nz/act/public/1996/0030/latest/DLM381222.html?src=qs](http://www.legislation.govt.nz/act/public/1996/0030/latest/DLM381222.html?src=qs)).

**Pārongo Whakaū Kouna | Quality assurance information**

<b>Ngā rōpū whakatau-paerewa   Standard Setting Body</b>	Transport Industry Skills Board
<b>Whakaritenga Rārangi Paetae Aromatawai   DASS classification</b>	Service Sector > Aviation > Aviation - Core
<b>Ko te tohutoro ki ngā Whakaritenga i te Whakamanatanga me te Whakaōritenga   CMR</b>	0112

<b>Hātepe   Process</b>	<b>Putanga   Version</b>	<b>Rā whakaputa   Review Date</b>	<b>Rā whakamutunga mō te aromatawai   Last date for assessment</b>
<b>Rēhitatanga   Registration</b>	1	26 February 2026	N/A
<b>Kōrero whakakapinga   Replacement information</b>	This skill standard replaced unit standard 21837.		
<b>Rā arotake   Planned review date</b>	31 December 2030		

Please contact Transport Industry Skills Board at [qualifications@transportisb.nz](mailto:qualifications@transportisb.nz) to suggest changes to the content of this skill standard.