DANGEROUS GOODS OCCURRENCE REPORT

See the Notes on the next page of this form. *Those boxes where the heading is in italics need only be completed if applicable*.

Mark type of occurrence: Accident ☐ Incident ☐ Other Occurrence ☐

1. Operator:	2. Date of occurrence:	*3. Local time of occurrence:*	
4. Flight date:	*5. Flight no.:*		
6. Departure airport:	*7. Destination airport:*		
8. Aircraft type:	*9. Aircraft registration:*		
10. Location of occurrence:	11. Origin of the goods:		
12. Description of the occurrence, including details of injury, damage, etc. (if necessary, continue on the next page):			
13. Proper shipping name *(including the technical name):*			14. UN/ID no. (when known):
15. Class/division (when known):	*16. Subsidiary hazard(s):*	*17. Packing group:*	*18. Category, (class 7 only):*
19. Type of packaging:	*20. Packaging specification marking:*	*21. No. of packages:*	*22. Quantity (or transport index, if applicable):*
23. Reference no. of Air Waybill:			
24. Reference no. of courier pouch, baggage tag, or passenger ticket:			
25. Name and address of shipper, agent, passenger, etc.:			
26. Other relevant information (including suspected cause, any action taken):			
27. Name and title of person making report:		28. Telephone no.:	
29. Company/dept. code, E-mail or InfoMail code:		*30. Reporter ref.:*	
31. Address:		32. Date/Signature:	

Description of the occurrence (continuation):

Note:

1. *Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail or baggage.*
2. *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, a serious injury is an injury which is sustained by a person in an accident and which: (a) requires hospitalisation for more than 48 hours, commencing from the time the injury was received; (b) results in a fracture of any bones (except small fractures of fingers, toes, or nose); (c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; (d) involves injury to any internal organ; (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 dangerous goods accidents must be followed.*
3. *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 jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.*
4. *This form may also be used to report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo or when baggage contains dangerous goods which passengers are not permitted to take on board aircraft.*
5. *An initial report should be dispatched within 72 hours of the occurrence, unless exceptional circumstances prevent this. The initial report may be made by any means but a written report should be sent as soon as possible, even if all the information is not available.*
6. *Completed reports are normally sent to the competent authority.*
7. *Copies of all relevant documents should be included with the report.*
8. *Providing it is safe to do so, all dangerous goods, packagings, documents etc. relating to the occurrence must be retained until after the initial report has been made.*
9. *Requirements and procedures differ from state to state, it is recommended that the local competent authority be contacted in order to clarify the exact procedures to be followed in the event of a dangerous goods incident or accident.*