

**CIVIL AVIATION AUTHORITY OF MALAYSIA****FLIGHT OPERATIONS DIVISION  
DANGEROUS GOODS UNIT**

CAAM/BOP/3/09-1

**DANGEROUS GOODS OCCURRENCE REPORT**

Type of Occurrence: <i>(Please tick as appropriate)</i>	<input type="checkbox"/> Accident <input type="checkbox"/> Cargo <input type="checkbox"/> Ground	<input type="checkbox"/> Incident <input type="checkbox"/> Passenger <input type="checkbox"/> In-Flight	<input type="checkbox"/> Misdeclared/Undeclared DG <input type="checkbox"/> Airmail/ Courier <input type="checkbox"/> Other
Name & State Operator:	Date of Occurrence:		Local Time of Occurrence:
Flight Date:	Flight Number:	Aircraft Type:	Aircraft Registration:
Loc. of Occurrence:	Origin of Goods:	Departure Airport:	Destination Airport:
AWB Number:	House AWB:	Consignment Number:	Total No. of Pieces:
Shipper Name and Address:	Consignee Name and Address:		
Names and addresses of all other companies involved (courier company/freight forwarded) / Passenger:			
Description of Occurrence (if necessary, continue on additional page):			
Consignment is being held: <input type="checkbox"/> YES <input type="checkbox"/> NO	Location consignment is held:		Photographs are available: <input type="checkbox"/> YES <input type="checkbox"/> NO
Name/ Title of Person Reporting:	Tel:		Internal Report No.:
Company and Address:	Date of Report:		E-mail:
	Signature:		

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Proper shipping name	UN number	Class/ Division	Sub- risks	Number, quantity and type of inner packing for each outer packaging	Number and type of dangerous goods	Total quantity of dangerous goods	UN specification marks	Dangerous goods marking	Dangerous goods labels	Documentation

*If necessary, continue on another sheet. Below is an **example** of how to fill in the details:*

Paint	UN1263	3	-	4 x 1L metal cans 2 x 1L metal cans	1 x fibreboard box 1 x fibreboard box	6L	None	UN 1263 on cans, none on boxes	Class 3 labels on cans, none on boxes	None
Suspected flammable liquid	Not Known	2.1	-	2 x 5L Plastic jerricans	4 x plywood boxes	40L	4G/X5/S/06 GB3395	Consumer flammable symbol on jerricans and boxes	None	Safety datasheets in outer box



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NOTES

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, 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 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 lacerations 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.
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 should also be used to report any occasion when undeclared or misdeclared dangerous goods or munitions of war are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take on aircraft.
5. An initial report, which may be made by any means, must be despatched within 24 hours of the occurrence, to the CAAM. This occurrence report form, duly completed, must be sent as soon as possible, even if all the information is not available.
6. Copies of all relevant documents and any photographs should be attached to this report.
7. Providing it is safe to do so, all dangerous goods, packaging, documents, etc, relating to the occurrence must be retained until after the initial report has been sent to CAAM and will decide whether or not these should continue to be retained.
8. It is important that this form is completed in as much detail as possible. Completed reports shall be sent to [ops.dg@caam.gov.my](mailto:ops.dg@caam.gov.my).