



РАБОЧИЙ ДОКУМЕНТ

ГРУППА ЭКСПЕРТОВ ПО ОПАСНЫМ ГРУЗАМ (DGP)

ДВАДЦАТЬ ВТОРОЕ СОВЕЩАНИЕ

Монреаль, 5–16 октября 2009 года

Пункт 2 повестки дня. Разработка рекомендаций относительно поправок к *Техническим инструкциям по безопасной перевозке опасных грузов по воздуху (Doc 9284)* в целях их внесения в издание 2011–2012 гг.

ТРЕБОВАНИЯ К НАМАГНИЧЕННЫМ МАТЕРИАЛАМ

(Представлено М. Роджерсом)

АННОТАЦИЯ

(В связи с ограниченными ресурсами переведены только аннотация и добавление.)

В настоящем документе представляется новое специальное положение о перевозке намагниченных материалов с большой массой брутто.

Действия DGP: Группе экспертов DGP предлагается добавить новое специальное положение в отношении ООН 2807, приводимое в добавлении.

1. INTRODUCTION

1.1 At the DGP Working Group of the Whole Meeting in Auckland (DGP-WG09, 4 to 8 May 2009), a proposal to amend the requirements for magnetized material was presented (DGP/22-WP/3, paragraph 3.2.4 refers). A number of large, unintentionally magnetized IT components were identified and it was suggested that they could be transported safely without being treated as magnetized material under the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

It was acknowledged that further consideration may be necessary for small aircraft and helicopters and a note in the Technical Instructions advising operators to check compasses when transporting large metal assemblies, and to perform an aircraft swing if unusual indications are observed was proposed.

1.2 As these large metal assemblies would be considered unregulated, IFALPA does not believe that small operators not normally transporting dangerous goods would observe a note in the Technical Instructions. Furthermore, IFALPA disagrees that a compass swing is an accepted procedure to investigate compass deviations following loading; a compass swing is an involved and lengthy maintenance procedure not normally accomplished during routine operations. Additionally, a compass

deviation would be difficult to detect, as the magnetic compass is used to set other aircraft components on small aircraft.

1.3 IFALPA is also concerned that by raising the level at which material is considered magnetized, multiple small packages of unregulated material may produce a cumulative effect that would be significant for both small and large aircraft.

1.4 IFALPA does agree, however, that large, unintentionally magnetized IT components present little risk when transported on large transport aircraft, or when transported in very small quantities on small aircraft or helicopters. We are therefore proposing a new special provision that would remove the requirements of the Technical Instructions for lowly magnetized material that also has a package mass of at least 200 kg. By introducing a new minimum package weight, the special provision would preclude small packages from accumulating on helicopters or light fixed wing aircraft, while allowing the transport of 31 of the 32 IT components identified by DGAC outside of magnetized material requirements of the Technical Instructions.

ДОБАВЛЕНИЕ

ПРЕДЛАГАЕМАЯ ПОПРАВКА К ТЕХНИЧЕСКИМ ИНСТРУКЦИЯМ

Часть 3

ПЕРЕЧЕНЬ ОПАСНЫХ ГРУЗОВ, СПЕЦИАЛЬНЫЕ ПОЛОЖЕНИЯ
И ОГРАНИЧЕННЫЕ И ОСВОБОЖДЕННЫЕ КОЛИЧЕСТВА

...

Глава 3

СПЕЦИАЛЬНЫЕ ПОЛОЖЕНИЯ

...

Таблица 3-2. Специальные положения

ТИ ООН

AXXX

Намагниченный материал, упакованный для перевозки по воздуху, не подпадает под действие настоящих Инструкций, если масса брутто упаковки составляет 200 кг или более, а напряженность ее магнитного поля – менее 0,00525 гаусс на расстоянии 4,6 м от любой точки на поверхности упаковки в собранном виде.

— КОНЕЦ —