



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/16)**

**Montreal, 17 to 21 October 2016**

**Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2019-2020 Edition**

**2.7: Part 7 — Operator's Responsibilities**

**LOADING OF DANGEROUS GOODS IN THE CABIN OF HELICOPTERS**

(Presented by Bruno Carrara)

**SUMMARY**

This working paper proposes to discuss the current requirements of Part 7;2.4.1.1. If necessary, a small working group may be invited to work on an amendment proposal.

**Action by the DGP-WG:** The DGP-WG is invited to comment on the provisions for loading dangerous goods in the cabin of helicopters presented in Part 7;2.4.1.

**1. INTRODUCTION**

1.1 Part 7;2.4.1.1 e) determines that dangerous goods bearing the “Cargo aircraft only” label may be loaded in the cabin of helicopters upon the approval of the State of the Operator.

1.2 However, Part 7;2.4.1.2 relieves the requirement in Part 7;2.4.1.1 for:

- a) flammable liquids (Class 3), Packing Group III, other than those with a subsidiary risk of Class 8;
- b) toxic substances (Division 6.1) with no subsidiary risk other than Class 3;
- c) infectious substances (Division 6.2);
- d) radioactive material (Class 7);

e) miscellaneous dangerous goods (Class 9).

1.3 The combination of Part 7;2.4.1.1 e) with Part 7;2.4.1.2 might be interpreted as if an approval were not required for those dangerous goods described in a) to e) or as if an approval process were not applicable in those cases.

1.4 Considering the first interpretation, those dangerous goods would be allowed in a helicopter cabin without any type of approval. Analysing the second option, the dangerous goods described would be forbidden anyway in the cabin.

1.5 Having in mind that some of the dangerous goods described in 2.4.1.1 present risk when in contact or proximity with people, it is feasible to interpret that an approval should not be possible. Nevertheless, allowing an approval process to transport flammable liquids of Packing Group I in a helicopter cabin and not do the same for Packing Group III makes no sense.

1.6 In this way, this working paper proposes discussion on the current requirements of Part 7;2.4.1 of the Technical Instructions.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss the current requirements of Part 7;2.4.1.1. If necessary, a small working group may be invited to work on an amendment proposal.

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