DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP OF THE WHOLE (DGP-WG/18)  

Montréal, 1 to 5 October 2018  

Agenda Item 8:  Coordination with other panels  
8.2: Airworthiness Panel (AIRP)  

PRESENTATION ON AIRWORTHINESS PANEL (AIRP) ACTIVITIES  

(Presented by the Secretary of the Airworthiness Panel (AIRP))
Update on the Airworthiness Panel (AIRP) Activities

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DGP-WG/18 Panel Coordination
Montréal, 1 – 5 Oct 2018
Cargo Compartment Fire Suppression Provisions

JOB-CARD AIRP011
“Cargo compartment fire suppression provisions” -

- Cargo compartment fire suppression provision in Annex 8, need review due to inconsistencies with current practice.
  
  The SARP required effects of an explosive or incendiary device or DG to be taken into account in the design of cargo compartment fire suppression system.
  
  Other design code considerations (FAR 25.795 or CS 25.795)
  
  Explicitly considering the threat is difficult due to number of variables involved.
  
  Baseline information needed on cargo compartment fire suppression capability is not readily available.
Job-Card AIRP011

- The task:
  - Clarify large aeroplanes design capability related to cargo compartment fire protection provisions
- Part of a holistic approach to mitigate the risks posed by the transport of cargo by air
- Special concern about lithium batteries in personal electronic devices (PEDs)
- Coordination with:
  - Dangerous Goods Panel
  - Flight Operations Panel
- Cargo Safety Subgroup (CSSG)
  - Multidisciplinary Cargo Safety Group (CSG), June & July 2017
- Flight operations, dangerous goods, airworthiness, aerodromes, safety management, security, facilitation
Job-Card AIRP011

• Guidance material

- CSSG is developing comprehensive guidance material for the operator’s safety risk assessment, including information to be provided for the cargo fire protection features.

- WG/4 will coordinate and assist in the development of this guidance.
Deliverables Q4 2018:
- Annex 8 → review & possibly amend SARPs on cargo fire suppression provisions
- Annex 6 → review & possibly propose provision for the manufacturer to specify the cargo compartment fire suppression capabilities, so the operators can determine the limitation of specific aircraft fire suppression systems

Deliverable Q4 2019:
- Develop guidance material to explain, if necessary, the design of the current cargo compartment fire suppression functions
Control of electromagnetic radiation risks posed by the carriage of battery-powered devices in baggage, cargo and mail that are active when inside the aircraft cargo compartment

JOB-CARD AIRP012
AIRP Job Cards with DGP in a supporting role

Carriage of active battery powered devices inside aircraft cargo compartment.

- Control of electromagnetic radiation risks posed by the carriage of battery-powered devices in baggage, cargo and mail that are active when inside the aircraft cargo compartment
  - The carriage and use of portable electronic devices (PED) already addressed by - (Cir. 340, AN/198).
  - Significant increase on the use of PED
  - Sources of potential EMI with aircraft systems.
  - Recognizing the EMI risk posed to aircraft systems during operations and in particular during critical phases of flight, the AIRP was tasked via the job card AIRP 012.01.
Way forward:

- Agreed that the scope of the Job Card is limited to the risk of potential electromagnetic interference with the aircraft systems.
- Agreed that the risk of battery fire falls within the scope of the Dangerous Goods Panel (DGP).
- First action will be to assess whether the electromagnetic radiation emitted by these devices is significant enough to cause any hazards to the operation of the aircraft. However, more expertise is needed (Secretariat to facilitate access to such expertise).
- Agreed that this will cause a delay in the deliverables.
- Multidisciplinary approach: AIRP, FLTOPSP, SMP
The DGP-WG/18 is invited to:

Take note of the Updates from the Airworthiness Panel Work Programme.

continue to collaborate with the AIRP as necessary.