International Civil Aviation Organization

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WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

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 2011-2012 Edition

DRAFT ADDITIONAL REQUIREMENT FOR HANDLING AND LOADING OF PACKAGES CONTAINING LIQUID DANGEROUS GOODS

(Presented by H. Al Muhairi)

SUMMARY

This working paper contains a proposal to add an additional safety operational requirement concerning the loading of liquid dangerous goods in the bulk hold of an aircraft.

Action by the DGP: The DGP is invited to consider adding a provision to Part 7;2.3 of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) which would prohibit loading of liquid dangerous goods in the bulk hold of commercial aircraft. This would eliminate potential damages to the aircraft which could have a severe impact on aircraft safety and would ensure that its integrity is not compromised with. It would also align the provisions of Part 7 of the UN Model Regulations with the securing and general loading requirements of Part 7 to the Technical Instructions, as described in paragraphs 1.1, 1.2, and 1.3 below. The bulk hold may not be a suitable or appropriate loading position for loading of liquid dangerous goods. The proposed provision is presented in the appendix to this working paper.

1. INTRODUCTION

1.1 As per Chapter 7 of the UN Model Regulations:

7.1.1.3 Dangerous goods shall not be transported unless:

(a) Transport units have been appropriately marked, labeled and placarded; and

(b) Transport units are otherwise in a condition for transport as required by these Regulations.

> 7.1.1.4 Packages containing dangerous goods shall only be loaded in transport units that are strong enough to withstand the shocks and loadings normally encountered during transport, having regard to the conditions to be expected during the anticipated journey. The transport unit shall be constructed in such a way as to prevent the loss of contents. Where appropriate the transport unit shall be fitted with devices to facilitate securing and handling of the dangerous goods."

1.2 As per Part 7;2.4.2 of the Technical Instructions:

> The operator must secure dangerous goods in the aircraft in a manner that will prevent any movement. …

1.3 As per Part 7;2.4.3 of the Technical Instructions:

> When dangerous goods subject to the provisions herein are loaded in an aircraft, the operator must protect the packages of dangerous goods from being damaged, including by the movement of baggage, mail, stores or other cargo. Particular attention must be paid to the handling of packages during their preparation for transport, the type of aircraft on which they are to be carried and the method required to load that aircraft, so that accidental damage is not caused through dragging or mishandling of the packages.

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APPENDIX

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 2

STORAGE AND LOADING

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2.3 HANDLING AND LOADING OF PACKAGES CONTAINING LIQUID DANGEROUS GOODS

2.3.1 During the course of air transport, a package of dangerous goods bearing the package orientation label prescribed in 5;3 must be loaded and stowed aboard an aircraft and handled at all times in accordance with such a label. Single packagings with end closures containing liquid dangerous goods must be loaded and stowed aboard an aircraft with those closures upwards, notwithstanding that such single packages may also have side closures.

2.3.2 Packages containing liquid dangerous goods must never be loaded in the bulk hold of either passenger, cargo or cargo aircraft only.

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