International Civil Aviation Organization

DGP-WG/16-WP/16
20/9/16

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 CARGO AIRCRAFT

(Presented by B. Carrara)

SUMMARY

This working paper discusses a potential deficiency in Part 7;2.4.1.1 with respect to the current provisions for loading cargo aircraft.

Action by the DGP-WG: The DGP is invited to consider whether an amendment to Part 7;2.4.1.1 is necessary in order to reflect the current provisions for loading cargo aircraft.

1. INTRODUCTION

1.1 Part 7;2.4.1 establishes loading provisions for the carriage of dangerous goods by a cargo aircraft.

1.2 Nevertheless, Part 7;2.4.1.1 determines the application of those provisions only to packages or overpacks of dangerous goods bearing the "Cargo aircraft only" label.

1.3 In Table 3-1, some dangerous goods have the same limits applicable to passenger aircraft and cargo aircraft (see the table below).

Dangerous goods with the same limits for passenger aircrafts and cargo aircrafts.

Name	*UN No.*	*UN packing group*	*Passenger aircraft* *Max. net quantity per package*	*Cargo aircraft* *Max. net quantity per package*
1	*2*	*8*	*11*	*13*
Picric acid, wetted with not less than 10% water, by mass	3364	I	0.5 kg	0.5 kg
Trinitrobenzoic acid, wetted with not less than 30% water, by mass	1355	I	0.5 kg	0.5 kg
Trinitrobenzoic acid, wetted with not less than 10% water, by mass	3368	I	0.5 kg	0.5 kg
Carbon, activated	1362	III	0.5 kg	0.5 kg
Picryl chloride, wetted with not less than 10% water, by mass	3365	I	0.5 kg	0.5 kg
Sodium dinitro-o-cresolate, wetted with not less than 10% water, by mass	3369	I	0.5 kg	0.5 kg
Gallium †	2803	III	20 kg	20 kg
1-Hydroxybenzotriazole monohydrate	3474	I	0.5 kg	0.5 kg
Mercury	2809	III	35 kg	35 kg
Urea nitrate, wetted with not less than 10% water, by mass	3370	I	0.5 kg	0.5 kg
Ammonium picrate, wetted with not less than 10% water, by mass	1310	I	0.5 kg	0.5 kg
Polyester resin kit, liquid base material †	3269	II III	5 kg 10 kg	5 kg 10 kg
TNT, wetted with not less than 30% water, by mass	1356	I	0.5 kg	0.5 kg
TNT, wetted with not less than 10% water, by mass	3366	I	0.5 kg	0.5 kg
Trinitrobenzene, wetted with not less than 30% water, by mass	1354	I	0.5 kg	0.5 kg
Trinitrobenzene, wetted with not less than 10% water, by mass	3367	I	0.5 kg	0.5 kg
Trinitrochlorobenzene, wetted with not less than 10% water, by Mass	3365	I	0.5 kg	0.5 kg
Trinitrophenol, wetted with not less than 10% water, by mass	3364	I	0.5 kg	0.5 kg
Trinitrotoluene, wetted with not less than 30% water, by mass	1356	I	0.5 kg	0.5 kg
Trinitrotoluene, wetted with not less than 10% water, by mass	3366	I	0.5 kg	0.5 kg

. . .

1.4 The applicability of Part 7;2.4.1.1 implies that, for those dangerous goods shown in the table above, the loading provisions in cargo aircraft would be optional, since the “Cargo aircraft only” label is not mandatory. The same is valid for carriage of any dangerous goods in quantities allowed for passenger aircraft on a cargo aircraft. In those cases suggest maybe the only applicable restriction would be not to load on the flight deck.

1.5 We understand this is a mistake in the regulatory requirements that should be fixed. Therefore, this paper proposes discussion on the requirement of paragraph Part 7;2.4.1.1.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss the provisions of Part 7;2.4.1.1.

— END —