DANGEROUS GOODS PANEL (DGP)

MEETING OF THE WORKING GROUP OF THE WHOLE

Abu Dhabi, 4 to 8 October 2004

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions* for incorporation in the 2007/2008 edition
2.7: Part 7 — Operator's Responsibilities

SEPARATION OF CLASS 1 SUBSTANCES AND ARTICLES

(Presented by M. Hinoul)

1. INTRODUCTION

1.1 The Belgian Civil Aviation Authorities has been approached by an airline to look at the extent to which explosives of division 1.3C and division 1.3G can be stowed together on the same aircraft.

1.2 The Technical Instructions provide in Part 7 rules for the segregation of incompatible dangerous goods in general (7;2.2.1) and explosive substances and articles in particular (7;2.2.2).

For the segregation of dangerous goods in general the Technical Instructions 7;2.2.1 reads as follows:

> "Packages containing dangerous goods which might react dangerously one with another **must not be stowed on an aircraft next to each other or in a position that would allow interaction** between them in the event of a leakage. …"

For the separation of explosive substances and articles in particular the Technical Instructions 7;2.2.2 reads as follows:

> 7;2.2.2.1 "The extent to which explosives **may be stowed together in an aircraft** is determined by their 'compatibility'. …"

1.3 Looking at the compatibility rules in 7;2.2.2 one can conclude that explosives of divisions 1.3C and 1.3G are not compatible.

1.4 Considering the fact that the concerned explosive substances are not compatible and considering the fact that Technical Instructions 7;2.2.2.1 stipulates that explosive substances **may not be stowed together on an aircraft** when they are not compatible, the Belgian Civil Aviation Authority

concluded that the explosive substances of divisions 1.3C and 1.3G could not be transported together on the same aircraft.

1.5 The concerned airline also sought the advice from other foreign authorities (UK and Canada) who had another interpretation of these rules: the explosives of divisions 1.3C and 1.3G could be loaded on the same aircraft in accordance with the segregation rules for dangerous goods in general.

1.6 If the Panel believes that the less strict interpretation given by the UK and Canada is the correct one, the Belgian Civil Aviation Authorities proposes a clarification of the wording for the seperation of explosives (Technical Instructions 7;2.2.2.1), similar to the existing general rule for segregation (Technical Instructions 7;2.2.1).

2. PROPOSAL

2.1 Change Technical Instructions 7;2.2.2.1 as follows:

"2.2.2 Separation of explosive substances and articles

2.2.2.1 The extent to which explosives may be stowed together in an aircraft next to each other or in a position that would not allow interaction between them is determined by their "compatibility". …"

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