

Operator's Responsibilities



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Objectives



- Identify the operator's DG acceptance responsibilities
- Identify the operator's DG storage and loading responsibilities
- Identify the operator's inspection responsibilities
- Identify the operator's DG communication responsibilities

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Review: ICAO TI Applicability



Applies to international civil air transport of dangerous goods:

- Offering
- Accepting
- Transporting

Operator responsibilities

ICAO TI 1; 1.2

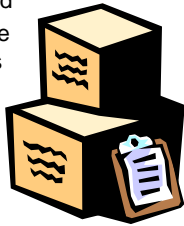
3

Acceptance



Acceptance

- [7:1.1.1](#) Can not accept from shipper a freight container/ULD containing DG --unless excepted
- [7:1.1.2](#) Can not accept package of DG unless receiving 2 copies of DG transport document
- [7:1.1.2](#) Can not accept DG unless it's inspected for damage/leakage; proper marks/labels.



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Acceptance



- [7:1.3](#) Operator must use an "Acceptance Checklist"
- [7:1.4.1](#) Cargo acceptance staff must be adequately trained to identify and detect dangerous goods*
- [7:1.4.2](#) Where there are suspicions that cargo contains DG, cargo acceptance staff *should* seek confirmation from shippers.*

*[Part 7, Chap 6](#) contains a list of cargo descriptions that may indicate the presence of dangerous goods.

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Storage and Loading

- 7:2.1.1

No DG in passenger cabin or flight deck unless excepted.*



*See Part 8 for dangerous goods permitted to be carried by passengers and crew.

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Segregating Incompatible Dangerous Goods

- 7:2.2.1 Incompatible dangerous goods must be segregated from one another. At a minimum, the segregation Table 7-1 must be followed.
- Applies to primary AND subsidiary hazards.



See 7:2.8 for separation of class 6 from food and animals

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Table 7-1 Segregation Between Packages

Hazard label	Class or division							
	1	2	3	4.2	4.3	5.1	5.2	8
1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2
2	Note 2	—	—	—	—	—	—	—
3	Note 2	—	—	—	—	x	—	—
4.2	Note 2	—	—	—	—	x	—	—
4.3	Note 2	—	—	—	—	—	x	—
5.1	Note 2	—	x	x	—	—	—	—
5.2	Note 2	—	—	—	—	—	—	—
8	Note 2	—	—	—	x	—	—	—

An "x" at the intersection of a row and column indicates that packages containing these classes of dangerous goods may not be stowed next to or in contact with each other, or in a position which would allow interaction in the event of leakage of the contents. Thus, a package containing Class 3 dangerous goods may not be stowed next to or in contact with a package containing Division 5.1 dangerous goods.

* Note 1—See 2.2.2.2 through 2.2.2.5.

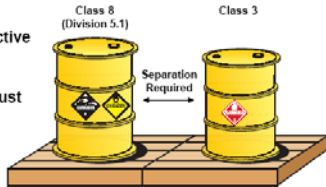
Note 2—This class or division must not be stowed together with explosives other than those in Division 1.4, Compatibility Group S.

Note 3—Packages containing dangerous goods with multiple hazards in the class or divisions which require segregation in accordance with Table 7-1 need not be segregated from other packages bearing the same UN number.

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Segregate by Primary Hazard and Subsidiary Risk

The most restrictive separation and segregation requirements must be followed



There may be no segregation required for Class 8 and Class 3, but Div. 5.1 and Class 3 do require segregation.

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Segregation beyond Table 7-1



Table 7-1 shows only the minimum segregation requirements. Some materials may require segregation despite how their hazard classes appear in Table 7-1.

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Loading Liquid DG

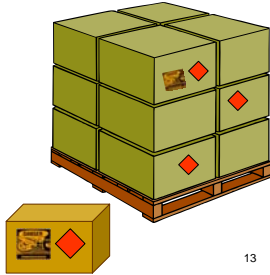
- **7.2.3** During air transport liquid dangerous goods must be stowed upright. Packages bearing orientation arrows must be stowed in accordance with the arrows. For single packagings, closures must be upright.



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Loading and Securing: Accessibility

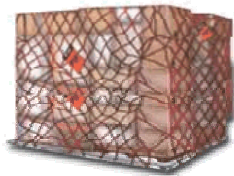
- [7:2.4.1](#) Packages bearing the CAO label must be accessible to a crewmember. CAO & hazard labels must be visible.
- Exceptions: Class 3 PG III, Class 6, Class 7, and Class 9.



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Loading and Securing

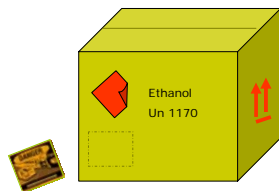
- [7:2.4.2](#) Operator must secure DG packages against movement in flight which would change the orientation of packages.
- [7:2.4.3](#) Operator must protect DG packages from damage when stowing and handling.



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Replacement of Labels

- [7:2.6](#) An operator must replace lost or damaged labels. (Labels must be in place and undamaged when originally offered by the shipper.)



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Identification of Unit Load Devices (ULD)

- [7:2.7](#) Each unit load device containing DG that requires a hazard label must bear a tag indicating the hazard classes/divs and "cargo aircraft only" if applicable unless the labels are visible to the outside.



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Stowage of Class 6

- [7:2.8](#) Toxic and Category A infectious substances, including those required to bear a subsidiary risk "Toxic" label must not be loaded with animals or food.



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Loading Radioactive Materials

- [7:2.9](#) Loading radioactive materials...

--Not covered in this seminar.



Loading Magnetic Materials

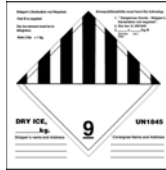
- [7:2.10](#) Magnetized materials must be loaded so they do not have a significant effect on the aircraft compass units.



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Loading Dry Ice

- 7:2.11 When carrying dry ice the operator must make suitable arrangements dependent on aircraft type, aircraft ventilation rates, method of packing/stowing, animals in cargo hold, etc. Ground staff must be aware of the dry ice.



Inspection

- 7:3.1.1 Operators can not load a package of dangerous goods aboard an aircraft or into a ULD until it has been inspected and found free of damage/leakage.
- 7:3.1.3 Packages and ULD's containing dangerous goods must also be inspected after unloading.



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Provision of Information

Operators are responsible for communicating certain information about DG to:

- Pilots
- Other employees
- Customers (passenger & cargo)
- Emergency responders
- Public authorities



ICAO TO Part 7, Chap 4

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Notification to Pilot-in-Command

- [7:4.1](#) NOPIC (NOPC, NOTAC, NOTOC)

Notification to Pilot-in-Command

AWB #123-67-5667: UN1170, Ethanol, 3, PG II
1 fiberboard box @ 1 liter
Position: 8 R JFK-ORD

AWB #124-00-7789: UN1203, Gasoline, 3, PG II
1 steel drum @20 L Cargo Aircraft Only
Position: 7 L JFK-ORD-LAX

All cargo was inspected and no damaged or leaking packages were found. **Donnie Kent 12-12-03**

I am aware of the dangerous goods loaded aboard the aircraft, including the locations. **Capt. N.T. Neil 12/12/03**

Information to Employees

- [7:4.2](#) Operator must provide a manual to enable employees to carry out responsibilities with DG, including during emergencies.
- [7:4.9](#) Operator is responsible for employee DG training and the DG training of agencies acting on its behalf (contractors).
See Part 1, Chap 4.



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Reporting

- [7:4.4](#) Report accidents & incidents
- [7:4.5](#) Report undeclared (hidden) and misdeclared



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Definition Of DG Accident

- An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.



ICAO TI 1; 1.3

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Definition Of DG Incident

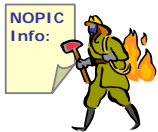
- An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which result is injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a DG incident.



ICAO TI 1; 1.3

Emergency Response Information

- 7:4.6 Info from NOPIC / NOTOC must be made available to emergency responders --without delay.



- 7:4.8 Operator must have emergency response info available at all times for all DG requiring a transport document. Must be accessible to pilot.



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Cargo Acceptance Area Notices

- [7:4.7](#) Notices about dangerous goods must be prominently displayed in cargo acceptance area.



Sign meeting US DOT requirements.

Retention of Documents

- [7:4.10](#) Operators must keep a copy for at least 90 days:

- Dangerous goods transport document (shipping paper / declaration)
- Notice to pilot in command (NOPIC/NOTOC)
- Acceptance checklist



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Passenger Area Information

- [7:5.1](#) Check-in information and notices in passenger areas



Sign meeting US DOT requirements.

- [7:5.2](#) Check-in procedures include recognition training (see 7;6)

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Lesson Review



After completion of this lesson, you should be able to:

- Identify the operator's DG acceptance responsibilities
- Identify the operator's DG storage and loading responsibilities
- Identify the operator's inspection responsibilities
- Identify the operator's DG communication responsibilities

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