



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-FIRST MEETING**

**Montréal, 5 to 16 November 2007**

**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 2009-2010 Edition**

**TRANSPORT OF DANGEROUS GOODS  
IN NON-PRESSURIZED CARGO HOLDS**

(Presented by Y. A. Mikhin)

**1. INTRODUCTION**

1.1 An amendment to the pressure variation note in the introductory chapter of Part 4 to help distinguish differences in pressure reduction values in pressurized cargo holds versus non-pressurized cargo holds was proposed at DGP-WG/07. It was suggested that a preferable location to address the issue would be in Part 7, Chapter 2 where operators could be reminded that consideration should be given to packagings subjected to increased pressure differentials when placed in non-pressurized cargo holds. Two different versions (A and B) of a note to this effect have been prepared for DGP/21.

**2. ACTION BY THE DGP**

2.1 The DGP is invited to:

- a) Amend Part 7, paragraph 2.4.1 by introducing the following note:

*Note.— Loading on non-pressurized aircraft*

A.

*When transporting goods at high altitudes, the pressure differential in a non-pressurized cargo hold may reach 71 kPa. All receptacles and packagings, and their closures, must be tested and may only be loaded in non-pressurized holds if their closures meet the pressure differential requirements for the specified altitude. For the transport of goods in pressurized holds, the inner packagings or receptacles are tested to a pressure differential of not less than 32 kPa, which is equivalent to the pressure in a non-pressurized cargo hold at an altitude of 3 000 metres.*

## B.

*When transporting goods at high altitudes, the pressure differential for an aircraft with non-pressurized cargo holds may be in the order of 71 kPa. Packagings which are filled at a normal atmospheric pressure of 100 kPa, may disintegrate during flight if they are unable to withstand the pressure differential at cruising altitude. Dangerous goods may only be loaded in the non-pressurized cargo holds if each of the packagings and all the closures meet the 71 kPa pressure differential requirement.*

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