



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

DETECTION OF FIRE SUPPRESSION IN CARGO HOLDS

(Presented by the Secretary)

SUMMARY

This working paper reports on issues raised with the Airworthiness Panel (AIRP) Working Group of the Whole Meeting in May 2007 concerning fire suppression systems in cargo holds containing certain dangerous goods.

Action by the DGP is in paragraph 3.

1. INTRODUCTION

1.1 DGP-WG/07 (DGP-WG/07-WP/10) was informed of a fire which occurred in a cargo hold used by the shipment of a lithium battery; in this incident, the fire detection system of the cargo hold issued a warning when the aircraft was still on the taxiway. The working group was asked to consider whether cargo holds should be required to be equipped with a fire detection system when dangerous goods of classes or divisions 1, 2.1, 3, 4, 5 and lithium batteries are carried on aircraft.

1.2 The importance of fire suppression systems in cargo holds containing certain dangerous goods was noted. However, it was also noted that some fleets do not have Class C compartments and to retrofit existing compartments would place a huge burden on the airline industry. It was agreed that industry should be asked to comment on the potential financial impact.

2. **DISCUSSION**

2.1 The issue was raised with the Airworthiness Panel (AIRP) Working Group of the Whole Meeting (8 to 17 May 2007) (AIRP/2 final report, paragraph 10.3 f) refers (see extract below)). It was agreed the item would be added as a potential task for the new work programme of the AIRP; this will be reviewed under the Air Navigation Integrated Programme (ANIP) process when a decision will be taken on its inclusion.

2.2 **Extract from AIRP/2 report**

“10.3 **POTENTIAL TASKS FOR THE NEW WORK PROGRAMME**

10.3.1 The following tasks were identified for possible future work. The lead for further development of each task, including initiation of the ANIP process when appropriate, is also identified. (It was noted that any ideas may be proposed through the ANIP process and members are not limited to the ideas below.)

...

f) In consideration of the request from the Dangerous Goods Panel (DGP), propose amendments to Annex 8 pertaining to fire fighting equipment for cargo aircraft in consideration of the use of cargo aircraft to transport certain dangerous goods. (T. Woods)”

3. **ACTION BY THE DGP**

3.1 The DGP is invited to note the above information.

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