



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

MEDICAL AID

(Presented by G.A. Leach)

SUMMARY

This paper proposes changes to amend Part 1;1.1.3.1 a) to clarify the circumstances under which dangerous goods can be carried on board an aircraft to provide medical aid in flight.

Action by the DGP is in paragraph 2.

1. INTRODUCTION

1.1 The DGP Working Group of the Whole Meeting held in Memphis, Tennessee (WG07) discussed the addition of new text to Part 1;1.1.3.1 a) to clarify the circumstances under which items of dangerous goods can be carried on an aircraft to provide medical aid in-flight (DGP-WG/07-WP/36 refers). It was suggested that the current provision did not make clear that it applied to both dedicated air ambulance flights and when an operator may temporarily modify an aircraft to carry a patient. The paper was withdrawn following a suggestion that the text be further sub-divided to aid understanding.

2. ACTION BY THE DGP

2.1 The DGP is invited to *amend* Part 1;1.1.3.1 a) as follows:

- a) ~~placed on board with the approval of the operator to provide, during flight, medical aid to a patient providing that~~ **when those dangerous goods:**

1) have been placed on board with the approval of the operator; or

2) form part of the permanent equipment of the aircraft when it has been adapted for specialized use;

providing that:

- 1) gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;
- 2) equipment containing wet cell batteries is kept and, when necessary, secured in an upright position to prevent spillage of the electrolyte;

Note.— For dangerous goods that passengers are permitted to carry as medical aid, see 8;1.1.2.

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