



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

INFORMATION TO THE PILOT-IN-COMMAND UN 1845 — CARBON DIOXIDE, SOLID (DRY ICE)

(Presented by G.A. Leach)

SUMMARY

This paper proposes changes to the requirements for information to the pilot-in-command for UN 1845 — Carbon Dioxide, solid (Dry ice) consignments.

Action by the DGP is in paragraph 2.

1. INTRODUCTION

1.1 Part 7;4.1 refers to the requirements for information to be given to the pilot-in-command in respect of dangerous goods to be carried on an aircraft. Part 7;4.1.1. f) requires that the net quantity or gross mass of each package containing dangerous goods be shown on the information to the pilot-in-command. Provision is also made for a consignment of multiple packages with the same proper shipping name and UN Number to be shown as a total quantity with and indication of the largest and smallest package at each loading location on the aircraft.

1.2 A consignment is defined in Part 1;3.1 definitions as “One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address receipted for in one lot and moving to one consignee at one destination address”. It is very common for perishable non-dangerous goods materials to be shipped with Carbon Dioxide, solid (dry ice) to ensure temperature control. In particular, pharmaceutical and food distributors make many shipments of individual packages containing dry ice to multiple consignees. Given the definition of consignment shown above, and the current requirements for information to the pilot-in-command, an aircraft carrying multiple dry ice shipments would need to have a NOTOC that lists the dry ice consignments individually. For example, a high-volume shipper who may offer 200 dry ice packages to 200 different consignees would require the

operator to show 200 lines of dry ice information on the information to the pilot-in-command form. It is felt that this is information overload, and that any important information for other dangerous goods packages shown on the information to the pilot-in-command would be diluted by the mass of information related to a large number of dry ice packages, particularly in the event of an emergency.

1.3 In order to improve information available to the pilot-in-command it is proposed that aircraft operators be given the *option* of showing a total amount of dry ice at each aircraft loading position. In the event of an accident and emergency it is believed that it is sufficient for emergency responders to know the location and amount of any dry ice on an aircraft, and that abbreviated dry ice information may lead to the better transmission of more detailed information concerning other dangerous goods on board the aircraft.

2. ACTION BY THE DGP

2.1 The DGP is invited to:

a) *amend* 7;4.1.1 as follows:

4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

Note.— This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.

Except as otherwise provided, ~~T~~his information must include the following:

b) *add* a new 7;4.1.2 as follows:

4.1.2 For UN 1845, Carbon dioxide, solid (dry ice), only the UN number, proper shipping name, class, total quantity, exact loading location on the aircraft and the aerodrome at which the package(s) is to be unloaded need be provided.

— END —