



**NOTE DE TRAVAIL**

**GROUPE D'EXPERTS SUR LES MARCHANDISES DANGEREUSES (DGP)**

**VINGT-DEUXIÈME RÉUNION**

**Montréal, 5 – 16 octobre 2009**

**Point 2 : Élaboration de recommandations relatives à des amendements des *Instructions techniques pour la sécurité du transport aérien des marchandises dangereuses* (Doc 9284) à introduire dans l'édition de 2011-2012**

**DISPOSITIONS RELATIVES AUX MASSES MAGNÉTISÉES**

(Note présentée par M. Rogers)

**SOMMAIRE**

(Faute de ressources, seuls le sommaire et l'appendice ont été traduits.)

La présente note propose une nouvelle disposition particulière concernant les expéditions de masses magnétisées ayant une masse brute élevée.

**Suite à donner par le DGP :** Le DGP est invité à ajouter une nouvelle disposition particulière en regard du n° ONU 2807, comme le présente l'appendice.

**1. INTRODUCTION**

1.1 At the DGP Working Group of the Whole Meeting in Auckland (DGP-WG09, 4 to 8 May 2009), a proposal to amend the requirements for magnetized material was presented (DGP/22-WP/3, paragraph 3.2.4 refers). A number of large, unintentionally magnetized IT components were identified and it was suggested that they could be transported safely without being treated as magnetized material under the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

1.1 It was acknowledged that further consideration may be necessary for small aircraft and helicopters and a note in the Technical Instructions advising operators to check compasses when transporting large metal assemblies, and to perform an aircraft swing if unusual indications are observed was proposed.

1.2 As these large metal assemblies would be considered unregulated, IFALPA does not believe that small operators not normally transporting dangerous goods would observe a note in the

Technical Instructions. Furthermore, IFALPA disagrees that a compass swing is an accepted procedure to investigate compass deviations following loading; a compass swing is an involved and lengthy maintenance procedure not normally accomplished during routine operations. Additionally, a compass deviation would be difficult to detect, as the magnetic compass is used to set other aircraft components on small aircraft.

1.3 IFALPA is also concerned that by raising the level at which material is considered magnetized, multiple small packages of unregulated material may produce a cumulative effect that would be significant for both small and large aircraft.

1.4 IFALPA does agree, however, that large, unintentionally magnetized IT components present little risk when transported on large transport aircraft, or when transported in very small quantities on small aircraft or helicopters. We are therefore proposing a new special provision that would remove the requirements of the Technical Instructions for lowly magnetized material that also has a package mass of at least 200 kg. By introducing a new minimum package weight, the special provision would preclude small packages from accumulating on helicopters or light fixed wing aircraft, while allowing the transport of 31 of the 32 IT components identified by DGAC outside of magnetized material requirements of the Technical Instructions.

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APPENDICE

PROPOSITION D'AMENDEMENT DES INSTRUCTIONS TECHNIQUES

Partie 3

LISTE DES MARCHANDISES DANGEREUSES,  
DISPOSITIONS PARTICULIÈRES ET  
QUANTITÉS LIMITÉES ET EXEMPTÉES

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Chapitre 3

DISPOSITIONS PARTICULIÈRES

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Tableau 3-2. Dispositions particulières

<i>IT</i>	<i>ONU</i>
<u>AXXX</u>	Les <b>masses magnétisées</b> , lorsqu'elles sont emballées pour le transport aérien, ne sont pas soumises aux présentes Instructions quand la masse brute du colis est de 200 kg ou plus et que l'intensité du champ magnétique est inférieure à 0,00525 gauss à une distance de 4,6 m de tout point de la surface du colis assemblé.

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