



NOTA DE ESTUDIO

GRUPO DE EXPERTOS SOBRE MERCANCÍAS PELIGROSAS (DGP)

VIGESIMOSEGUNDA REUNIÓN

Montreal, 5 - 16 de octubre de 2009

Cuestión 2 del orden del día: **Formulación de recomendaciones sobre las enmiendas de las *Instrucciones Técnicas para el transporte sin riesgos de mercancías peligrosas por vía aérea* (Doc 9284) que haya que incorporar en la edición de 2011-2012**

CONDICIONES RELATIVAS A MATERIAL MAGNETIZADO

(Nota presentada por M. Rogers)

RESUMEN

Debido a la falta de recursos, sólo se han traducido el resumen y las enmiendas que figuran en el Apéndice

En esta nota se propone una nueva disposición especial para envíos de material magnetizado con masa bruta elevada.

Medidas recomendadas al DGP: Se invita al DGP a añadir una nueva disposición especial para ONU 2807, según se presenta en el Apéndice.

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).

1.2 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.

1.3 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.

1.4 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.

1.5 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.

APÉNDICE

PROPUESTA DE ENMIENDA DE LAS INSTRUCCIONES TÉCNICAS

Parte 3

LISTA DE MERCANCÍAS PELIGROSAS,
DISPOSICIONES ESPECIALES
Y CANTIDADES LIMITADAS Y EXCEPTUADAS

Capítulo 3

DISPOSICIONES ESPECIALES

Tabla 3-2. Disposiciones especiales

IT *ONU*

<u>AXXX</u>	<u>El Material magnetizado embalado para transportarlo por vía aérea no está sujeto a las presentes Instrucciones cuando el bulto tiene una masa bruta de 200 kg o más y la intensidad de su campo magnético es inferior a 0,00525 gauss a una distancia de 4,6 m desde cualquier punto de la superficie del bulto preparado.</u>
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