



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-THIRD MEETING

Montréal, 11 to 21 October 2011

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 2013-2014 Edition

CLARIFICATION OF ACCESSIBILITY REQUIREMENTS FOR DANGEROUS GOODS PERMITTED ONLY ON CARGO AIRCRAFT

(Presented by D. V. Mirko)

SUMMARY

This paper seeks to clarify the text of the general requirements in Part 7;2.4.1.2 of the Technical Instructions, which deal with the operator's responsibilities for loading dangerous goods on cargo aircraft.

Action by the DGP: The DGP is invited to add a second Note to Part 7; 2.4.1.2 of the Technical Instructions as presented in the Appendix.

1. INTRODUCTION

1.1 At DGP/21 the accessibility requirements for dangerous goods permitted on cargo aircraft only were revised. Users of the Technical instructions are often confused with the new text for Part 7;2.4.1.2 b), c), d) of the Technical Instructions.

1.2 The Civil Aviation Authority of the Russian Federation received a letter from a Contracting State regarding non-compliance of a Russian aircraft operator with Part 7;2.4.1.2. After communication, it was recognized that the text of Part 7;2.4.1.2 b); c); d) was misleading and there is a need to clarify it in the Technical instructions.

APPENDIX

PROPOSED AMENDMENTS TO THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

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2.4 LOADING AND SECURING OF DANGEROUS GOODS

2.4.1 Loading on cargo aircraft

2.4.1.2 The requirements of 2.4.1.1 do not apply to:

- a) substances of Class 3, Packing Group III, other than those with a subsidiary risk of Class 8;
- b) toxic and infectious substances (Class 6);
- c) radioactive material (Class 7);
- d) miscellaneous dangerous goods (Class 9).

Note 1.— When transporting goods in a non-pressurized cargo hold, there will be a large pressure differential up to 75 kPa at cruise altitudes. Packages that are filled at a normal atmospheric pressure may not be capable of withstanding this pressure differential. Confirmation of the suitability of the packagings from the shipper should be obtained.

Note 2.— The classes listed in 7:2.4.1.2 b), c) and d) refer to both primary and subsidiary risks.

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