

**DANGEROUS GOODS PANEL (DGP)**

**NINETEENTH MEETING**

**Montreal, 27 October to 7 November 2003**

**IMPACT ANALYSIS OF WORKING PAPER 27 – INFORMATION TO PILOT-IN-COMMAND**

(Presented by J. Code)

**SCENARIO # 1 – APPLICATION OF PROPOSAL 3.1 TO PACKING INSTRUCTION 910**

**1. SCENARIO**

- C Five fibreboard boxes of ID 8000 CONSUMER COMMODITIES
  - o 1 box containing 1 kg G
  - o 1 box containing 2 kgs G
  - o 1 box containing 3 kgs G
  - o 1 box containing 4 kgs G
  - o 1 box containing 5 kgs G
  
- C Total quantity 15 kgs G

**2. ICAO TABLE 3-1**

Chapter 2 3-2-53

Name	UN No.	Class or division	Subsidiary risk	Labels	Stowage variations	Special provisions	UN packing group	Passenger aircraft		Cargo aircraft	
								Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package
1	2	3	4	5	6	7	8	9	10	11	12
Consumer commodity †	8000	9		Miscellaneous		A1+2		910	25 kg G	910	25 kg G

- A112 Consumer commodities may only include substances of Class 2 (non-toxic aerosols only), Class 3, Packing Group II or III, Division 6.1 (Packing Group III only) and UN 3175, provided such substances do not have a subsidiary risk.

### 3. EXTRACT FROM PACKING INSTRUCTION 910

910	PACKING INSTRUCTION 910	910
...	<p>l) The gross mass on the dangerous goods transport document must be shown as:</p> <ol style="list-style-type: none"> <li>1) for one package, the actual gross mass of the package;</li> <li>2) for more than one package, either the actual gross mass of each package <b>or as the average mass of the packages.</b> (For example, if there are 10 packages and the total gross mass of them is 100 kg, the dangerous goods transport document may show this as “average gross mass per package 10 kg”.)</li> </ol>	...

- c Using the statement under “l” the dangerous goods transport document would say:

“5 packages, average gross mass per package 3 kgs”

### 4. INFORMATION TO THE PILOT-IN-COMMAND

7;4.1.1 f) states:

4.1.1 This information must include the following:

- f) *the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive materials or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.3). For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number, only the total quantity and an indication of the quantity of the largest and smallest package at each loading location need to be provided;*

C Presently the “*the net quantity, or gross mass if applicable, of each package*” cannot be deducted from a dangerous goods transport document which for consumer commodities would state:

“5 packages, average gross mass per package 3 kgs”

C The second option for consumer commodities “*only the total quantity and an indication of the quantity of the largest and smallest package*” is also impossible.

C Consequently, the information required in Packing Instruction 910 under “I” is insufficient to complete the Information to Pilot-in-Command form.

5. PROPOSAL TO RECTIFY DISCREPANCY (WP 27)

Working paper 27 proposes the amendment of packing instruction 910 as follows:

910	PACKING INSTRUCTION 910	910
...	<p>l) The gross mass on the dangerous goods transport document must be shown as:</p> <ol style="list-style-type: none"> <li>1) for one package, the actual gross mass of the package;</li> <li>2) for more than one package, either the actual gross mass of each package <b>or the total quantity and the quantity of the largest and smallest package. <del>as the average mass of the packages.</del></b> (For example, if there are 10 packages and the total gross mass of them is 100 kg, the dangerous goods transport document may show this as total quantity: 100 kg, quantity of the largest package: 13 kg, quantity of the smallest package: 4 kg. <b><del>"average gross mass per package 10 kg"</del></b>.)</li> </ol>	...

C Applying the proposal to scenario #1, in accordance with 7;4.1.1 f) the Information to the Pilot-In-Command form would now show:

- 1 X 1 kg G
- 1 X 2 kgs G
- 1 X 3 kgs G
- 1 X 4 kgs G
- 1 X 5 kgs G

or

5 Packages,  
Total quantity: 15 kgs G  
Quantity of the largest package: 5 kgs G  
Quantity of the smallest package: 1 kg G

**SCENARIO # 2 – APPLICATION OF PROPOSAL 3.2 TO OTHER DANGEROUS GOODS**

**6. SCENARIO**

C Five fibreboard boxes of UN1088 ACETAL

- o 1 box containing 1 L
- o 1 box containing 2 L
- o 1 box containing 3 L
- o 1 box containing 4 L
- o 1 box containing 5 L

C Total quantity 15 L

**7. ICAO TABLE 3-1**

Part 3 3-2-3

**Table 3-1. Dangerous Goods List**

Name	UN No	Class or division	Subsidiary risk	Labels	State variations	Special provisions	UN packing group	Passenger aircraft		Cargo aircraft	
								Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package
1	2	3	4	5	6	7	8	9	10	11	12
<b>A</b>											
Accumulators, electric, see <b>Batteries</b> , etc.											
<b>Acetal</b>	1088	3		Liquid flammable			II	305 Y302	5 L 1 L	307	601

**8. PROPOSAL FROM WORKING PAPER 27**

5; 4.1.5.1 Total quantity of dangerous goods

Except for empty uncleaned packagings, the total quantity of dangerous goods covered by the description (by volume or mass as appropriate) of each item of dangerous goods bearing a different proper shipping name, UN number or packing group must be included. **For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number, only the total quantity and an indication of the quantity of the largest and smallest package may be included.** For dangerous goods transported in salvage packagings, an estimate of the quantity of dangerous goods must be given. The number and kind (e.g. drum, box, etc.) of packagings must also be indicated. Abbreviations may be used to specify the unit of measurement for the total quantity.

C The proposal would permit any dangerous goods not associated with packing instruction 910, to describe the quantity of dangerous goods as indicated in scenario # 2 on the shipping document as follow:

5 fibreboard boxes  
Total quantity: 15 L  
Quantity of the largest package: 5 L  
Quantity of the smallest package: 1 L

- C This information could easily be transferred on the Information to the Pilot-In-Command form in order to use the second provision of 7;4.1.1 f).

### SCENARIO # 3 – Application of Proposal 3.3 to Information to Pilot-in-command

#### 9. SCENARIO

- C Five fibreboard boxes of UN1088 ACETAL
- o 1 box containing 1 L
  - o 1 box containing 2 L
  - o 1 box containing 3 L
  - o 1 box containing 4 L
  - o 1 box containing 5 L

- C Total quantity 15 L

- C Currently the Information to the Pilot-In-Command form would state:

5 Packages,  
Total quantity: 15 L  
Quantity of the largest package: 5 L  
Quantity of the smallest package: 1 L

#### 10. REQUIREMENTS OF ICAO 7;4.1.1 F)

- C The ICAO TI 7;4.1.1 f) states:

“the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive materials or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.3). **For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number, only the total quantity and an indication of the quantity of the largest and smallest package at each loading location need to be provided;**”

#### 11. CONCERN REGARDING THE CURRENT REQUIREMENTS

If the shipment is split and is loaded into various locations on the aircraft, the load planner will be unable to indicate on the Information to Pilot-in-command the largest and smallest quantity in each location.

## 12. PROPOSAL FROM WORKING PAPER 27

Amend Part 7;4.1.1 (f) - Information to Pilot-In-Command:

"...For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number, only the total quantity and an indication of the quantity of the largest and smallest package ~~at each loading location~~ need to be provided."

— END —