

DANGEROUS GOODS PANEL (DGP)

NINETEENTH MEETING

Montreal, 27 October to 7 November 2003

Agenda Item 2 Development of recommendations for amendments to the Technical : Instructions for incorporation in the 2005/2006 edition

LOADING OF MAGNETIZED MATERIALS

(Presented by J. Abouchaar)

1. BACKGROUND

1.1 Part 7, Paragraph 2.10 of the Technical Instructions state that magnetised materials must not be loaded in such a position that they will have a significant effect on the direct-reading magnetic compasses or on the master compass detector units.

1.2 The paragraph goes on to state that a "significant effect will be produced if the field strength reaches 0.418 a/m at the location of the aircraft compasses". It then goes on to state that "If the minimum stowage distance of a specific item in its packed form from the compass or detector units is not known and cannot be estimated, or its materials which are to be transported affect the aircraft's compasses, a special minimum stowage distance check must be made on the freight to be transported. Multiple packages may produce a cumulative effect".

1.3 This paper seek comments and clarification from the Panel and observers, on the following points:

- a) How are any of these requirements achieved or met during the acceptance or loading process?
- b) What system or tools are used to measure the field strengths of the package or total packages?
- c) How is this information or loading separation requirements passed to the Load Planner or Load Controller?

1.4 It is suggested that paragraph 2.10 of the Technical Instructions is not very helpful and ignore the fact that modern aircraft are not affected by magnetised material.

2. **PROPOSAL**

2.1 It is proposed to add the following sentence at the end of Part 7, paragraph 2.10:

These requirements do not apply to modern aircraft which are not affected by magnetised material carried on board.

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