



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/15)**

Montreal, 27 April to 1 May 2015

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 2017-2018 Edition

2.7: Part 7 — Operator's Responsibilities

INFORMATION TO THE PILOT-IN-COMMAND FOR CONSUMER COMMODITIES

(Presented by D. Brennan)

SUMMARY

This working paper proposes a revision to Part 7;4.1.1.1 f) of the Technical Instructions to clarify what information may be provided on the written information to the pilot-in-command for ID 8000 — Consumer commodities.

Action by the DGP-WG: The DGP is invited to revise Part 7.4.1.1.1 f) as shown in the appendix to this working paper.

1. INTRODUCTION

1.1 The information that is required to be provided on the written information to the pilot-in-command is set out in Part 7;4.1.1.1 of the Technical Instructions.

1.2 In describing just what information must be provided, an exception has been made in subparagraph f) for consumer commodities to allow for the average gross mass of the packages to be shown rather than the actual gross mass of each package. This exception though is limited to when consumer commodities are presented to the operator by the shipper in a unit load device.

1.3 Packing Instruction Y963, subparagraph l) however, allows the shipper to show on the dangerous goods transport document either the actual gross mass of each package or the average gross mass of all packages. This allowance applies to any consignment of consumer commodities and is not limited to when the shipper loads these packages into a unit load device.

1.4 It is therefore proposed to revise subparagraph f) of Part 7;4.1.1.1 to align the provision of information to the pilot-in-command to the information provided on the dangerous goods transport document.

2. **ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to revise Part 7;4.1.1.1 f) as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 4

PROVISION OF INFORMATION

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4.1 INFORMATION TO THE PILOT-IN-COMMAND

4.1.1 As early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power, the operator of an aircraft in which dangerous goods are to be carried must:

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- f) the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive material or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.4) or, when applicable, alternative written documentation. For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number or ID 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. ~~For unit load devices or other types of pallets containing consumer commodities accepted from a single shipper, the number of packages and the average gross mass need to be provided.~~ For consumer commodities, the information provided may be either the gross mass of each package or the average gross mass of the packages;

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