



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
MEETING OF THE WORKING GROUP OF THE WHOLE**

**Beijing, China, 25 October to 3 November 2006**

**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 2009/2010 Edition**

**Agenda Item 2.5: Part 5 — Shipper's Responsibilities**

**CARGO AIRCRAFT ONLY LABEL**

(Presented by D. Brennan)

**SUMMARY**

This paper proposes an amendment to the cargo aircraft only label (Figure 5-24) in Part 5 of the Technical Instructions.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 At the recent meeting of the Dangerous Goods Board (DGB) a member airline put forward a proposal to revise the design of the Cargo Aircraft Only (CAO) label. This proposal was put forward following a number of incidents where packages bearing the CAO label were loaded onto passenger aircraft.

1.2 The post-incident investigation identified that despite the employees having been trained, they had not recognized the CAO labels on the packages and had loaded the packages onto a passenger aircraft. The lack of recognition was put down to two factors:

- a) the employees in question only ever see the CAO label during recurrent training; and
- b) the lack of keywords on the CAO label that associates the label as being "Cargo Aircraft Only".

1.3 In the subsequent discussion a number of other airline representatives advised that they too had had incidents where packages bearing a CAO label had been loaded onto passenger aircraft.

1.4 The DGB endorsed the proposal to revise the design of the CAO label, although it was agreed that it may be more appropriate to consider a complete re-design of the label to make the intent of the CAO label unambiguous.

1.5 The design of the CAO label has been unchanged since the first edition of the Technical Instructions. This design was first published in the 17<sup>th</sup> edition of the IATA Restricted Articles Regulations, which became effective 1974.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise the design of the CAO label as shown in Figure 5-24 to become as shown below:



2.2 Alternatively the DGP-WG may like to consider whether the CAO label should be completely redesigned.

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