



WORKING PAPER

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

Memphis, 30 April to 4 May 2007

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 2.3: Part 3 — Dangerous Goods List and Limited Quantities Exceptions

SPECIAL PROVISION A144

(Presented by R. Timmins)

SUMMARY

Difficulties encountered when using SP A144 are discussed.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Four Smoke Hoods (PBE's) consigned on a passenger aircraft were packed in two UN Spec packages in accordance with Packing Instruction 523 in order to comply with Special Provision 144. The consignment was rejected in that Special Provision A144 permitted it to be carried on a passenger aircraft; however, although both the freight and dangerous goods transport document were annotated with a statement "Aircrew Protective Breathing Equipment (Smoke Hood) in accordance with Special Provision A144", the dangerous goods transport document, the dangerous goods information to the pilot in command, and the air waybill were marked as "Cargo Aircraft Only". This complied with the last paragraph of SP A144 which states "all other requirements applicable to chemical oxygen generators must apply except that the "cargo aircraft only" handling label must not be displayed.

1.2 Special Provision A144 states:

A144 Protective breathing equipment (PBE) containing a small chemical oxygen generator for use by aircrew members may be transported on passenger aircraft in accordance with Packing Instruction 523 subject to the following conditions:

- a) the PBE must be serviceable and contained in the manufacturer's original unopened inner packaging (i.e. vacuum sealed bag and protective container);

- b) the PBE may only be consigned by, or on behalf of, an operator in the event that a PBE(s) has been rendered unserviceable or has been used and there is a need to replace such items so as to restore the number of PBEs on an aircraft to that required by pertinent airworthiness requirements and operating regulations;
- c) a maximum of two PBE may be contained in a package;
- d) the statement “Aircrew protective breathing equipment (smoke hood) in accordance with Special Provision A144” must be:
 - (i) included on the dangerous goods transport document;
 - (ii) marked adjacent to the proper shipping name on the package.

All other requirements applicable to chemical oxygen generators must apply except that the “cargo aircraft only” handling label must not be displayed.

1.2.1 Table 3.1. Dangerous Goods List, of the Technical Instructions:

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
Oxygen generator, chemical† (including when contained in associated equipment, e.g. passenger service units (PSUs) protective breathing equipment (PBE), etc.)	3356	5.1		Oxidizer		A1 A111 A116 A144	II	FORBIDDEN		523	25 kg

1.3 The problem comes when the flight crew does not have access to a copy of the ICAO or the IATA DGR’s or a copy of the wording of Special Provision A144.

1.4 The take the safe option of rejecting the cargo as the transport document says CAO but the package doesn't have a CAO label.

1.5 The flight crew usually does not have the time to query the consignment due to short turn around times and no access to the ICAO/DGR’s hence a number of these consignments are being rejected at the cockpit.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to:

- a) discuss the requirements for having the dangerous goods transport document and the dangerous goods information to the pilot in command; and
- b) expand the details of A144 so as to alert freight agents and aircrews of the relief provided by the special provision.