



**WORKING PAPER**

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

**Auckland, New Zealand, 4 to 8 May 2009**

**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 2011/2012 Edition**

**Agenda Item 2.7: Part 7 — Operator's Responsibilities**

**MODIFICATION OF "CARGO" TO INCLUDE STORES**

(Presented by D. Brennan)

**SUMMARY**

This paper proposes that the term "cargo" within Part 7 of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) be expanded to include "stores".

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 At DGP-WG/08 a proposal was submitted to modify the definition of "cargo" in Part 1 of the Technical Instructions to include "mail" and "stores" (DGP-WG/08-WP/007). The basis for this proposal was that the term "cargo" specifically excludes "stores" and, in the context of the written information provided to the Pilot-in-Command (NOTOC) in Part 7, this means that it could be taken that any dangerous goods consigned as stores need not be shown on the NOTOC.

1.2 While there was support at DGP-WG/08 for the intent of the proposal, there was no support for the adoption of a separate definition for "cargo" in the Technical Instructions given that "cargo" was already defined in Annex 9 — *Facilitation*, and the proposed modification to the definition in the Technical Instructions would create two different definitions for the same term across two ICAO Standards.

1.3 It is therefore proposed that the provisions of Part 7 be revised to make specific reference to stores with respect to the NOTOC and also that "mail" and "stores" be included within the reporting provisions to ensure that dangerous goods incidents or accidents involving mail or stores are properly reported.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to:

a) revise 7;4.1.1 as follows:

### 4.1 INFORMATION TO THE PILOT-IN-COMMAND

4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo **and stores**.

*Note.— This includes information about dangerous goods loaded at a previous departure point and which are to be carried on the subsequent flight.*

...

b) revise 7;4.3 as follows:

### 4.3 INFORMATION TO BE PROVIDED BY THE PILOT-IN-COMMAND IN CASE OF IN-FLIGHT EMERGENCY

If an in-flight emergency occurs, the pilot-in-command must, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods carried as cargo **or stores** on board an aircraft. Wherever possible this information should include the proper shipping name and/or UN number, the class/division and, for Class 1, the compatibility group, any identified subsidiary risk(s), the quantity and the location on board the aircraft, or a telephone number where a copy of the information provided to the pilot-in-command can be obtained. When it is not considered possible to include all the information, those parts thought most relevant in the circumstances or a summary of the quantities and class or division of dangerous goods in each cargo compartment should be given.

c) revise 7;4.5 as follows:

### 4.5 REPORTING OF UNDECLARED OR MISDECLARED DANGEROUS GOODS

An operator must report any occasion when undeclared or misdeclared dangerous goods are discovered in cargo, **mail or stores**. Such a report must be made to the appropriate authorities of the State of the Operator and the State in which this occurred. An operator must also report any occasion when dangerous goods not permitted under 8;1.1.1 are discovered in passengers' baggage. Such a report must be made to the appropriate authority of the State in which this occurred.

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