



**WORKING PAPER**

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

**Abu Dhabi, United Arab Emirates, 7 to 11 November 2010**

**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 2013/2014 Edition**

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

**CONFIRMATION OF NO EVIDENCE OF ANY DAMAGE TO OR LEAKAGE FROM THE  
PACKAGES LOADED ON THE AIRCRAFT**

(Presented by M. Paquette)

**SUMMARY**

This paper proposes modification to Part 7;4.1.3 of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) to include an indication that an external inspection of a unit load device has been conducted.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 The present text in Part 7;4.1.3 of the Technical Instructions requires the information provided to the pilot-in-command to also include a signed confirmation, or some other indication, from the person responsible for loading the aircraft that there was no evidence of any damage to or leakage from the packages loaded on the aircraft.

1.2 Packages of dangerous goods are inspected for leaks and damage multiple times by the operator: during acceptance, prior to loading them on the aircraft or prior to loading them in a unit load device, etc.

1.3 There is no requirement in the Technical Instructions to re-inspect the packages once placed in the unit load device. However, the unit load device must be inspected for leaks or damage prior to its loading aboard the aircraft.

1.4 The text in Part 7;4.1.3 could lead one to believe that the person responsible for loading is required to re-inspect the packages contained in a unit load device immediately prior to its loading onto

the aircraft. To re-inspect the packages contained in a unit load device would be impractical, especially if the dangerous goods packages are not readily accessible and/or visible.

1.5 There seems to be a missing element in the written confirmation. The person loading the aircraft cannot attest personally that the packages within the unit load device are undamaged and not leaking but can do so for the unit load devices.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider revising Part 7;4.1.3 to include an indication that an external inspection of a unit load device has been conducted by the following:

### 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

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4.1.3 The information provided to the pilot-in-command must also include a signed confirmation, or some other indication, from the person responsible for loading the aircraft that there was no evidence of any damage to or leakage from the packages or unit load devices loaded on the aircraft.

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