



**WORKING PAPER**

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

Atlantic City, United States, 4 to 8 April 2011

**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 reintroduces a revised proposal for modifying the text in Part 7;4.1.3 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 At the DGP Working Group of the Whole Meeting in Abu Dhabi (DGP-WG/10, 7 to 11 November 2010), a proposal to include an indication in Part 7;4.1.3 that an external inspection of a unit load device has been conducted prior to being loaded on an aircraft was presented. A number of members supported the intent of the paper, but had some concern with the actual wording as it may imply that any damage to a unit load device is unacceptable. It is acknowledged that no criteria exists to qualify or quantify damage to the unit load device, therefore, the text was revised to specifically refer to leakage of the unit load device.

1.2 The present text in Part 7;4.1.3 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.

1.3 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.

1.4 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.

1.5 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.

1.6 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 the text of Part 7, Chapter 4, under paragraph 4.1.3 to include an indication that an external inspection of a unit load device has been conducted by the following:

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 any leakage from the unit load devices loaded on the aircraft.

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