



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 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel:**
5.2: Development of provisions for the carriage of dangerous goods on helicopters

CARRIAGE OF DANGEROUS GOODS BY HELICOPTERS

(Presented by J. McLaughlin)

SUMMARY

This paper discusses the carriage of dangerous goods on helicopters.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 The report from the last panel meeting (DGP/22-WP/100) noted that with respect to the carriage of dangerous goods by helicopters:

“It was suggested that anything related to routine helicopter operations should be addressed within the relevant parts of the Technical Instructions while anything considered to relate to specialized operations that may require specific approval or exemption by the States concerned should be addressed in the Supplement.”

1.2 Discussions at DGP/22 also recognized the need for continued work and consideration of dangerous goods issues unique to helicopter operations. Last fall, at DGP-WG/10, these discussions continued. DGP-WG/10-WP/27 offered specific amendments to the Technical Instructions on this issue.

1.3 As the report from DGP-WG/10 indicates (DGP-WG/11-WP/1, paragraph 3.5.6), the DGP agreed to forward work on this issue to the ICAO Operations Panel (OPSP) for their considering as part of their meeting in May.

1.4 The need for clarity and additional guidance when dangerous goods are transported by helicopter operations is supported. Such clarity and guidance will be beneficial for operators and States alike, and WG/10-WP/27 significantly contributes to this effort.

1.5 We also believe that external load operations are a type of “specialized operations” and as envisioned at DGP/22, warrant exemptions and approvals by States. WG/10-WP/27 also suggests a need for guidance on this issue to be placed into the Supplement to Technical Instructions.

2. ACTION BY THE DGP-WG

2.1 Recognizing the additional risks as well as the specialized and operator-specific needs associated with transporting dangerous goods in external loads, the working group is invited to consider:

- a) removing references proposed in DGP-WG/10-WP/27 relating to external load operations in the Technical Instructions.
- b) modifying the proposed amendment to Part 1.1 of the Instructions presented in DGP-WG/10-WP/27 to read as follows:

1.1 GENERAL APPLICABILITY

1.1.1 These *Technical Instructions for the Safe Transport of Dangerous Goods by Air*, referred to herein as the “Instructions”, prescribe the detailed requirements applicable to the international civil transport of dangerous goods by air, by both fixed wing aircraft and helicopters ~~(including both internal and external carriage)~~. Any addenda to this edition of the ICAO *Technical Instructions for the Safe Transport of Dangerous Goods by Air* issued by ICAO constitute part of these Instructions.

Note.— Dangerous goods transported by external load, should be authorized by exemption unless excepted in Part 1.1.1.4.

- c) including the material presented in DGP-WG/11-IP/5 into the Supplement to the Technical Instructions. States may wish to incorporate such provisions into their programme for review and approval of operators seeking to transport dangerous goods by external loads; and
- d) submitting DGP/10-WP/27, as revised, to OPSP for their review and comment. If agreed to by the working group, also submit DGP-WG/11-IP/5 as a working paper to the OPSP.

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