



**WORKING PAPER**

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

**Montréal, 15 to 19 April 2013**

**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 2015-2016 Edition**

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

**ERRORS IN LOADING DANGEROUS GOODS**

(Presented by Micheline Paquette)

**SUMMARY**

This working paper proposes adding a requirement to ensure that operators load dangerous goods in accordance with the load instructions (if applicable), and the information to pilot-in-command (when required).

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 As part of our System Management Safety (SMS) approach, we identify trends associated with the root causes of dangerous goods incidents and accidents, not the end results. During the analysis, the root causes of incidents or accidents are linked to a regulatory non-compliance to domestic regulations and the Technical Instructions.

1.2 Some issues were identified when analysing the following two dangerous goods occurrences:

- Dangerous goods not off loaded as planned and transported to another destination; and
- Dangerous goods loaded in the wrong aircraft.

1.3 In both these occurrences, dangerous goods were transported without the pilot-in-command being informed of their presence. The only possible link to a non-compliance to the Technical Instructions is a "failure to provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo" (reference Part 7;4.1). While this is an end result, there is no non-compliance associated with the root cause.

1.4 Based on the non-compliance identified, one may mistakenly associate the root cause to the flight crew or load planners. However, the root cause is that an error was done by the ground handlers.

1.5 We are therefore proposing to add new text indicating that the operator must load the aircraft in accordance with the loading instructions and the information to the pilot-in-command.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider the addition of the following text in Part 7;2 (Storage and Loading) under 2.4.1 and the subsequent sub-paragraphs are renumbered accordingly:

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**Part 7**

**OPERATOR’S RESPONSIBILITIES**

...

**Chapter 2**

**STORAGE AND LOADING**

...

**2.4 LOADING AND SECURING OF DANGEROUS GOODS**

**2.4.1 Loading of dangerous goods**

2.4.1.1 The operator must load dangerous goods in the aircraft in accordance with the load instructions (if applicable) and the information to pilot in command (when required).

Note. -- Table 7-9 provides a list of dangerous goods not required to appear in the information to the pilot-in-command.

**2.4.12 Loading of cargo aircraft**

2.4.12.1 Packages or overpacks of dangerous goods bearing the “Cargo aircraft only” label must be loaded for carriage by a cargo aircraft in accordance with one of the following provisions:

- a) in a Class C aircraft cargo compartment; or

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