



**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**

**2.1 : Part 1 — General**

**DEFINITION OF "LOADMASTER"**

(Presented by D. Brennan)

**SUMMARY**

This working paper proposes that there be consideration that a definition of the term "loadmaster" be added to Part 1;3.1.1 of the Technical Instructions.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 At DGP/23 changes were adopted to Tables 1-4 and 1-5 to include reference to loadmasters into key 10 being the group of flight crew and load planners, (DGP/23-WP/58 and DGP/23 report paragraph 2.2.4.2 refers).

1.2 Since the introduction of the 2013 – 2014 Edition of the Technical Instructions there have been a number of questions raised by regulatory authorities as to the level of dangerous goods training being provided to the person in charge of aircraft loading as this person is perceived as being the "loadmaster".

1.3 This is not the intention of the addition of loadmaster to key 10. A loadmaster is a person, in some jurisdictions, licenced, who forms part of the aircraft crew and who is tasked with overall responsibility for planning the distribution of the cargo on the aircraft and who will typically then oversee and supervise the aircraft loading of the cargo on the aircraft.

1.4 Loadmasters are widely used by the military as a specialist on cargo transport aircraft. In commercial operations loadmasters are generally used by charter operators, although some scheduled cargo operators may carry a loadmaster where they have a contract to wet-lease capacity to another

operator or only operate to airports on a less frequent basis. For example a route only serviced once a week, where it is more efficient to have a loadmaster than enter into a ground handling contract with an agency for that airport.

1.5 To remove the confusion that appears to exist in some quarters as to just what this loadmaster is, it is proposed to introduce a definition for the term loadmaster into Part 1;3.1 Definitions.

## 2. ACTION BY THE DGP-WG

1.1 The DGP-WG is invited to consider the introduction of a definition for the term “loadmaster” into Part 1;3.1 as shown in the appendix to this working paper.

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## APPENDIX

### PROPOSED AMENDMENT TO PART 1 OF THE TECHNICAL INSTRUCTIONS

#### Part 1

#### GENERAL

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#### Chapter 3

#### GENERAL INFORMATION

*Parts of this Chapter are affected by State Variation BE 1; see Table A-1*

##### 3.1 DEFINITIONS

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**Liquids.** Dangerous goods which at 50°C have a vapour pressure of not more than 300 kPa (3 bar), which are not completely gaseous at 20°C and at a pressure of 101.3 kPa, and which have a melting point or initial melting point of 20°C or less at a pressure of 101.3 kPa. A viscous substance for which a specific melting point cannot be determined must be subjected to the ASTM D 4359-90 test; or to the test for determining fluidity (penetrometer test) prescribed in section 2.3.4 of Annex A of the *European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)* (United Nations publication: ECE/TRANS/202).

**Loadmaster.** A non-operating member of the crew of an aircraft who is responsible for the load planning and supervision of loading of cargo on the aircraft.

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