DGP/22-IP/11
14/10/09

DANGEROUS GOODS PANEL (DGP)

TWENTY-SECOND MEETING

Montréal, 5 to 16 October 2009

Agenda Item 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel:
Agenda Item 5.5: Carriage of dangerous goods on helicopters

CARRIAGE OF HAZARDOUS MATERIALS BY HELICOPTER

(Presented by R. Richard)

SUMMARY

This paper provides comments to DGP/22-WP/57 and offers some questions to the panel on helicopters carrying dangerous goods via sling load.

REFERENCES

DGP/22-WP/57

1. INTRODUCTION

1.1 Transporting dangerous goods via sling load operations in helicopters presents a unique situation for national authorities. Due to the nature of sling load operations, questions have arose in regards to how these dangerous goods are regulated. The dangerous goods being transported via this method are often not packaged, stored or shipped according to regulations.

1.1.1 It is recommended that sling load operations be considered outside the scope of routine helicopter operations due to the unique nature and circumstances of these flights/loads. It is also suggested that helicopter operations be specifically addressed in their own section of the Technical Instructions.

1.1.2 In response to Section 1, Proposed Action 1 of DGP/22-WP/57, it is suggested that the word “suspending” change to “suspended from” for clarification of carriage of dangerous goods.”

1.1.3 In response to Section 1 Proposed Action 2, it is questioned if weather protection would still be required even if the flight is operating under clear weather conditions. For example it is common

among airline operator regulations that under Instrument Flight Rules (IFR), rotorcraft external –load operations can only occur if specifically approved by the Administrator and may, under no circumstances carry passengers under IFR. For example in the United States, this is stated under FAR 133.33(f).

1.1.4 It has been brought to the attention of the FAA that within the US, most long line operations (primarily in the mountainous areas) are conducted with cables 100-150 feet long, so even with a trailing angle of underslung loads, separation requirements for radioactive materials and magnetized materials should not be a factor.

1.1.5 In response to Section 3, passengers aboard a sling load operation should not be allowed unless permission was granted, through an exemption, by the State in which the operation will be conducted in. Certain operation regulations may already provide exceptions for certain personnel to be allowed (i.e. flight crew members, flight crew trainee, a person who performs an essential function with the external load operations or is needed to accomplish the work activity directly associated with that operation), these should be taken into consideration.

1.1.6 In response to Section 4, Proposed Action 1, passenger aircraft provisions are adequately addressed in Part 8 of the Technical Instructions, so there is no need to restrict the hold locations on the aircraft.

1.1.7 Jettisoning underslug is a critical issue and should be discussed; specifically detailed guidance on why, when and how, should be addressed.

1.1.8 The United States, believes that States should regulate, through special permits, air portable fuel containers and intermediate bulk containers that are being transported via swing loads.

1.1.9 Normally unmanned installations (NUI) should be regulated on case by case basis by the individual states through their exemption process. NOTOC information is crucial to a flight; however, it can be delivered to the pilot in various forms, not just through a written document.

1.1.10 Lastly, requirements for persons performing dual functions should be clarified so that there are no questions as to what functions they will be doing in regards to the sling load operation.

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