



DANGEROUS GOODS PANEL (DGP)

TWENTIETH MEETING

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 2007-2008 Edition

WORKING GROUP — DANGEROUS GOODS PLACED ON BOARD TO PROVIDE DURING FLIGHT MEDICAL AID TO A PATIENT

(Presented by J. Code)

1. INTRODUCTION

1.1 DGP/20-WP/17 proposes a working group be convened during DGP/20 to examine the provisions concerning the transport of dangerous goods carried on board an aircraft to provide medical aid during flight, specifically, how the goods are to be treated before or after carrying the patient.

1.2 Canada has regulations in place to govern such movement and a copy of these regulations is attached for the consideration of the Working Group.

ATTACHMENT

12.14 Medical Aid

Section 1.1.3 of Chapter 1, Scope and applicability, of Part 1, General, of the ICAO Technical Instructions states that the Instructions do not apply to dangerous goods carried on board an aircraft when the dangerous goods are to provide, during flight, medical aid to a patient. This section is intended to cover the transport of dangerous goods before or after a person requiring the dangerous goods for medical aid during flight is on board the aircraft

SOR/2002-306

(1) A person may handle, offer for transport or transport by aircraft within Canada dangerous goods, other than Class 2, Gases, if

- (a) the dangerous goods will be used or part of the dangerous goods have been used for a person who will require or who has required medical aid during flight;
- (b) the transport of the dangerous goods is not forbidden by Schedule 1 or Schedule 3 of these Regulations or the ICAO Technical Instructions;
- (c) before the dangerous goods are loaded, the person who offers them for transport receives the agreement of the air carrier to transport the dangerous goods on board the aircraft;
- (d) the air carrier
 - (i) directly supervises the loading and securing of the dangerous goods on board the aircraft so that they do not move during transport,
 - (ii) complies with section 3.1, Inspection for damage or leakage, of Chapter 3, Inspection and decontamination, of Part 7, Operator's Responsibilities, of the ICAO Technical Instructions, and **SOR/2002-306**
 - (iii) provides to the pilot-in-command, in writing, the shipping name, the UN number and the class of the dangerous goods and their location on board the aircraft;
- (e) **repealed SOR/2002-306**
- (f) in the event of a change of aircraft or flight crew, the pilot-in-command communicates the information required by subparagraph (d)(iii) to the next pilot-in-command;
- (g) the air carrier's employees are trained, or work under the direct supervision of a person who is trained, in accordance with Part 6, Training, of these Regulations and Chapter 4, Training, of Part 1, General, of the ICAO Technical Instructions; and **SOR/2002-306**
- (h) the air carrier complies with Part 8, Accidental Release and Imminent Accidental Release Report Requirements, of these Regulations.

(2) The air carrier and the person who offers the dangerous goods for transport must ensure that

- (a) the dangerous goods are contained in a means of containment that is designed, constructed, filled, closed, secured and maintained so that under normal conditions of

transport, including handling, there will be no accidental release of dangerous goods that could endanger public safety; and

- **(b)** the means of containment has displayed on it the package markings and labels required by Chapter 2, Package markings, and Chapter 3, Labelling, of Part 5, Shipper's Responsibilities, of the ICAO Technical Instructions.

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(3) A person may handle, offer for transport or transport by aircraft within Canada UN1072, OXYGEN, COMPRESSED, if

- **(a)** the air carrier and the person who offers the dangerous goods for transport comply with the requirements of subsection (1) and paragraph (2)(b);
- **(b)** the dangerous goods are in a cylinder that is in compliance with section 5.10 of Part 5, Means of Containment, of these Regulations;
- **(c)** each cylinder contains a quantity of UN1072, OXYGEN, COMPRESSED, that is less than or equal to 850 L or 30 ft³;
- **(d)** the number of cylinders containing UN1072, OXYGEN, COMPRESSED, does not exceed 6 owned by the air carrier and one additional cylinder for each passenger who needs the oxygen at destination;
- **(e)** the pilot-in-command is advised of the number of cylinders loaded on board the aircraft; and
- **(f)** the cylinders are transported in the cabin of the aircraft and
 - **(i)** are secured in accordance with the Aircraft Certification or Certificate of Airworthiness requirements of the "Canadian Aviation Regulations"; and
 - **(ii)** are in an overpack or outer means of containment that is in compliance with special provision A52 in section 172.102 of 49 CFR.

12.15 Air Ambulance

A person may handle or transport dangerous goods within Canada by an air ambulance dedicated to and configured for the transport of patients, of persons who are accompanying or who have accompanied a patient or of medical personnel if

- **(a)** the transport of the dangerous goods is not forbidden by Schedule 1 or Schedule 3 of these Regulations or the ICAO Technical Instructions;
- **(b)** the dangerous goods are contained in a means of containment that
 - **(i)** has displayed on it the package markings and labels required by Chapter 2, Package Markings, and Chapter 3, Labelling, of Part 5, Shipper's Responsibilities, of the ICAO Technical Instructions,

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- **(ii)** for a cylinder, is in compliance with section 5.10 of Part 5, Means of Containment, of these Regulations, and
- **(iii)** is secured to prevent movement during transport;
- **(c)** the air carrier's employees are trained, or work under the direct supervision of a person who is trained, in accordance with Part 6, Training, of these Regulations and

Chapter 4, Training, of Part 1, General, of the ICAO Technical Instructions; **SOR/2002-306**

- **(d)** the pilot-in-command complies with section 4.3, Information by pilot-in-command in case of in-flight emergency, of Chapter 4, Provision of information, of Part 7, Operator's Responsibilities, of the ICAO Technical Instructions; **SOR/2002-306**
- **(e)** a document that includes the shipping name, the UN number and the class of the dangerous goods that are likely to be transported on board the air ambulance at any one time is kept in the cockpit with the pilot-in-command in a plastic see-through or laminated cover; and

(f) the air carrier complies with Part 8, Accidental Release and Imminent Accidental Release Report Requirements, of these Regulations.

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