



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-SEVENTH MEETING**

**Montréal, 16 to 20 September 2019**

**Agenda Item 2: Managing air-specific safety risks and identifying anomalies**

**2.3: Develop proposals, if necessary, for amendments to the *Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284SU)* for incorporation in the 2021-2022 Edition**

**AMENDMENTS TO SPECIAL PROVISION A324**

(Presented by Aidong Song)

**SUMMARY**

This paper proposes to make some amendments to Special Provision A324.

**Action by the DGP:** The DGP is invited to consider the amendment proposed in the appendix to this working paper.

**1. INTRODUCTION**

1.1 In the 2019-2020 Edition of the Supplement to the Technical Instructions, Special Provision A324 specifies the conditions which must be applied when a symbolic flame is transported as carry-on baggage, and it is as follows:

“A324 For the purpose of transporting a symbolic flame, the appropriate authority of the States of Origin and of the Operator may approve the carriage of lamps fuelled by UN 1223 — **Kerosene**, or UN 3295 — **Hydrocarbons, liquid, n.o.s.**, carried by a passenger as carry-on baggage only. Lamps must be of a “Davy” type or similar apparatus. In addition, the following conditions apply as a minimum:

a) no more than four lamps may be carried on board the aircraft;

• • •

h) Part 7;4.1.1.1 b), c), e), 4.3, 4.4 and 4.8 of the Technical Instructions must apply.”

1.2 Part 7;4.1.1.1 b), c) and e) of the Technical Instructions mentioned in h) of Special Provision A324 are about the information provided to the pilot-in-command, and they are as follows:

“4.1.1.1 Except as otherwise provided, the information required by 4.1.1 must include the following:

- a) the date of the flight;
  - b) the air waybill number (when issued);
  - c) the proper shipping name (the technical name(s) shown on the dangerous goods transport document is not required) and UN Number or ID number as listed in these Instructions. When chemical oxygen generators contained in protective breathing equipment (PBE) are being transported under Special Provision A144, the proper shipping name of “oxygen generator, chemical” must be supplemented with the statement “Aircraft protective breathing equipment (smoke hood) in accordance with Special Provision A144”.
  - d) the class or division, and subsidiary hazard(s) corresponding to the subsidiary hazard label(s) applied, by numerals, and in the case of Class 1, the compatibility group;
  - e) the packing group shown on the dangerous goods transport document;
- ...”

1.3 Part 7;4.8 of the Technical Instructions mentioned in h) of Special Provision A324 is about the information provided to shippers/agents at the cargo acceptance points, and it is as follows:

**“4.8 CARGO ACCEPTANCE AREAS — PROVISION OF INFORMATION**

An operator or the operator’s handling agent must ensure that notices giving information about the transport of dangerous goods are sufficient in number, prominently displayed and provided at a visible location(s) at the cargo acceptance points to alert shippers/agents about any dangerous goods that may be contained in their cargo consignment(s). These notices must include visual examples of dangerous goods, including batteries.”

1.4 Part 7;4.1.1.1 b), e) and 4.8 of the Technical Instructions all have something to do with dangerous goods transported as cargo, but Special Provision A324 is about the symbolic flame transported as carry-on baggage. There are contradictions here.

1.5 Since the 2019-2020 Edition of the Technical Instructions has added a new requirement to provide the date of the flight to the pilot-in-command in 7;4.1.1.1 a), and the 2013-2014 Edition of the Technical Instructions had added a new paragraph on Reporting of Dangerous Goods Occurrences in Part 7;4.6, the subsequent text in Part 7;4.1.1.1 a) and the subsequent paragraphs in Part 7;4.6 have been renumbered accordingly, and so the relevant references in Special Provision A324 must be changed accordingly from Part 7;4.1.1.1 b),c), e) and 4.8 to Part 7;4.1.1.1 c), d) , f) and 4.9 of the Technical Instructions.

## 2. ACTION BY THE DGP

2.1 The DGP is invited to consider revising Special Provision A324 as shown in the appendix to this working paper.

-----

APPENDIX

PROPOSED AMENDMENT TO PART S-3 OF THE SUPPLEMENT TO THE TECHNICAL  
INSTRUCTIONS

Part S-3

DANGEROUS GOODS LIST,  
SPECIAL PROVISIONS AND QUANTITY LIMITATIONS

(ADDITIONAL INFORMATION  
FOR PART 3 OF THE  
TECHNICAL INSTRUCTIONS)

...

Chapter 6

SPECIAL PROVISIONS

...

A324

For the purpose of transporting a symbolic flame, the appropriate authority of the States of Origin and of the Operator may approve the carriage of lamps fuelled by UN 1223 — **Kerosene**, or UN 3295 — **Hydrocarbons, liquid, n.o.s.**, carried by a passenger as carry-on baggage only. Lamps must be of a "Davy" type or similar apparatus. In addition, the following conditions apply as a minimum:

- a) no more than four lamps may be carried on board the aircraft;
- g) the crew members of the aircraft must be given a verbal briefing about the carriage of the lamps and the pilot-in-command must be provided with a copy of the approval; and
- h) Part 7;4.1.1.1 ~~b)-c)~~, ~~d)~~, ~~e)-f)~~ 4.3, 4.4 and ~~4-8~~4.9 of the Technical Instructions must apply.

...

— END —