

DANGEROUS GOODS PANEL

Dubai, 31 March to 4 April 2003

**Agenda Item 2 Development of recommendations for amendments to the Technical
: Instructions for incorporation in the 2005/2006 edition**

INDICATION IN OPERATIONS MANUAL OF MAXIMUM QUANTITY OF DRY ICE PER CARGO COMPARTMENT

(Presented by J. Code)

1. INTRODUCTION

1.1 There is presently a provision in the ICAO TI's requiring an air operator to inform their employees through an operation manual and other appropriate manual of the maximum total sum of transport indexes of radioactive material permitted in each compartment.

7; 4.2 INFORMATION TO EMPLOYEES

An operator must provide such information in the operations manual and/or other appropriate manuals as will enable flight crews and other employees to carry out their responsibilities with regard to the transport of dangerous goods. This information must include instructions as to the action to be taken in the event of emergencies involving dangerous goods, and details of the location and numbering system of cargo compartments together with the maximum total sum of transport indexes of radioactive material permitted in each compartment. Where applicable, this information must also be provided to ground handling agents.

1.2 This requirement is based on the fact that a radioactive package meeting all the requirements of the ICAO TI's, may nevertheless release some radioactivity during the course of transport and unless appropriately loaded the cumulative effect may pose a hazard to passengers and crew.

1.3 The venting of dry ice may also pose a hazard to passengers and crew as demonstrated in an incident involving a cargo aircraft loaded with a large quantity of dry ice. This incident occurred during the day April 29, 1998 when a Douglas DC-8-51 cargo aircraft was taxiing for takeoff from the airport in Brownsville, Texas. On experiencing shortness of breath all four crewmembers donned oxygen masks and the Captain taxied the aircraft back to the ramp. Carbon dioxide released into the aircraft atmosphere from cargo containing dry ice was identified as the probable cause of the crews' symptoms.

2. PROPOSAL

2.1 Amend Part 7;4.2 by adding a requirement that the maximum quantity of dry ice permitted in each compartment be available to an air operator's employees in their operations manual and other appropriate manuals

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