



**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/16)**

Montreal, 17 to 21 October 2016

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 2019-2020 Edition

2.7: Part 7 — Operator's Responsibilities

LOADING OF CARGO AIRCRAFT

(Presented by B. Carrara)

REVISED

SUMMARY

This working paper discusses a potential deficiency in Part 7;2.4.1.1 with respect to the current provisions for loading cargo aircraft.

Action by the DGP-WG: The DGP is invited to consider whether an amendment to Part 7;2.4.1.1 is necessary in order to reflect the current provisions for loading cargo aircraft.

1. INTRODUCTION

1.1 Part 7;2.4.1 establishes loading provisions for the carriage of dangerous goods by a cargo aircraft.

2.4 LOADING AND SECURING OF DANGEROUS GOODS

2.4.1 Loading of cargo aircraft

2.4.1.1 Packages or overpacks of dangerous goods bearing the "Cargo aircraft only" label must be loaded for carriage by a cargo aircraft in accordance with one of the following provisions:

- a) in a Class C aircraft cargo compartment; or
- b) in a unit load device equipped with a fire detection/suppression system equivalent to that required by the certification requirements of a Class C aircraft cargo compartment as determined by the appropriate national authority (a ULD that is determined by the appropriate national authority to meet the Class C aircraft cargo compartment standards must include "Class C

compartment” on the ULD tag); or

- c) in such a manner that in the event of an emergency involving such packages or overpacks, a crew member or other authorized person can access those packages or overpacks, and can handle and, where size and mass permit, separate such packages or overpacks from other cargo; or
- d) external carriage by a helicopter; or
- e) with the approval of the State of the Operator, for helicopter operations, in the cabin (see Part S-7;2.4 of the Supplement).

1.2 Nevertheless, Part 7;2.4.1.1 determines the application of those provisions only to packages or overpacks of dangerous goods bearing the “Cargo aircraft only” label independently of whether they are in quantities permitted for passenger aircraft or cargo aircraft only.

1.3 In Table 3-1, some dangerous goods have the same limits applicable to passenger aircraft and cargo aircraft (see the table below).

Dangerous goods with the same limits for passenger aircrafts and cargo aircrafts.

Name	UN No.	UN packing group	Passenger aircraft	Cargo aircraft
			Max. net quantity per package	Max. net quantity per package
1	2	8	11	13
Picric acid, wetted with not less than 10% water, by mass	3364	I	0.5 kg	0.5 kg
Trinitrobenzoic acid, wetted with not less than 30% water, by mass	1355	I	0.5 kg	0.5 kg
Trinitrobenzoic acid, wetted with not less than 10% water, by mass	3368	I	0.5 kg	0.5 kg
Carbon, activated	1362	III	0.5 kg	0.5 kg
Picryl chloride, wetted with not less than 10% water, by mass	3365	I	0.5 kg	0.5 kg
Sodium dinitro-o-cresolate, wetted with not less than 10% water, by mass	3369	I	0.5 kg	0.5 kg
Gallium †	2803	III	20 kg	20 kg
1-Hydroxybenzotriazole monohydrate	3474	I	0.5 kg	0.5 kg
Mercury	2809	III	35 kg	35 kg
Urea nitrate, wetted with not less than 10% water, by mass	3370	I	0.5 kg	0.5 kg
Ammonium picrate, wetted with not less than 10% water, by mass	1310	I	0.5 kg	0.5 kg
Polyester resin kit, liquid base material †	3269	II	5 kg	5 kg
		III	10 kg	10 kg
TNT, wetted with not less than 30% water, by mass	1356	I	0.5 kg	0.5 kg
TNT, wetted with not less than 10% water, by mass	3366	I	0.5 kg	0.5 kg
Trinitrobenzene, wetted with not less than 30% water, by mass	1354	I	0.5 kg	0.5 kg
Trinitrobenzene, wetted with not less than 10% water, by mass	3367	I	0.5 kg	0.5 kg
Trinitrochlorobenzene, wetted with not less than 10% water, by Mass	3365	I	0.5 kg	0.5 kg
Trinitrophenol, wetted with not less than 10% water, by mass	3364	I	0.5 kg	0.5 kg
Trinitrotoluene, wetted with not less than 30% water, by mass	1356	I	0.5 kg	0.5 kg
Trinitrotoluene, wetted with not less than 10% water, by mass	3366	I	0.5 kg	0.5 kg

1.4 The applicability of Part 7;2.4.1.1 implies that, for those dangerous goods shown in the table above, the loading provisions in cargo aircraft would be optional, since the “Cargo aircraft only” label is not mandatory.

1.5 The same is valid for carriage of any dangerous goods in quantities allowed for passenger aircraft on a cargo aircraft. In those cases, the only applicable restriction would be not to load on the flight deck. Even for consignments of dangerous goods that pose a fire risk (Classes 1, 3, 4, 5 and Division 2.1), there are no loading requirements applicable to the carriage of dangerous goods on cargo aircraft if they are shipped in quantities permitted on passenger aircraft.

1.6 We believe the text in Part 7;2.4.1.1 should be re-written, as shown below, by deleting reference to the cargo aircraft only label. In this case, the loading requirements would be applicable not

only to those dangerous goods bearing a cargo aircraft only label but to all dangerous goods loaded on a cargo aircraft.

2.4.1.1 Packages or overpacks of dangerous goods ~~bearing the "Cargo aircraft only" label~~ must be loaded for carriage by a cargo aircraft in accordance with one of the following provisions:

1.7 Therefore, this paper proposes discussion on the requirement of paragraph Part 7;2.4.1.1.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss the provisions of Part 7;2.4.1.1.

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