



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/17)**

**Montreal, 24 to 28 April 2017**

**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**

**CLARIFICATION OF THE USE OF HOLD VS. COMPARTMENT**

(Presented by D. Brennan)

**SUMMARY**

This working paper proposes that the word “hold” as used in the Technical Instructions be replaced by the word “compartment” to align to the standard usage as per the classification of aircraft cargo compartments in the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)*.

**Action by the DGP-WG:** The DGP-WG is invited to revise Part 7 as shown in the appendix to this working paper.

**1. INTRODUCTION**

1.1 There have been a number of discussions at the DGP over the years over the use of “hold” vs. “compartment” to describe the areas in an aircraft used for the carriage of baggage, mail and cargo. Notwithstanding that there are different definitions for the terms in use, particularly around the detail of aircraft for weight and balance and load distribution purposes, the term “compartment” is the one most used in the Technical Instructions to describe the space in an aircraft confined by ceiling, floor, walls and bulkhead used for carrying load.

1.2 However the term “hold” is still used in a number of places in Part 7 and to avoid any confusion it is proposed to delete “hold” and replace it with “compartment” to avoid any confusion or misunderstanding of what is meant.

2. **ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to revise Part 7 as shown in the appendix to this working paper.

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## APPENDIX

### PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

## Part 7

### OPERATOR'S RESPONSIBILITIES

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#### Chapter 2

### STORAGE AND LOADING

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#### 2.4 LOADING AND SECURING OF DANGEROUS GOODS

##### 2.4.1 Loading of cargo aircraft

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2.4.1.2 The requirements of 2.4.1.1 do not apply to:

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e) miscellaneous dangerous goods (Class 9).

*Note — When transporting goods in a non-pressurized cargo ~~hold~~ compartment, there will be a large pressure differential up to 75 kPa at cruise altitudes. Packages that are filled at a normal atmospheric pressure may not be capable of withstanding this pressure differential. Confirmation of the suitability of the packagings from the shipper should be obtained.*

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#### 2.12 LOADING OF UN 2211, POLYMERIC BEADS, EXPANDABLE OR UN 3314, PLASTICS MOULDING COMPOUND

A total of not more than 100 kg net mass of expandable polymeric beads (or granules), or plastic moulding materials, referenced to Packing Instruction 957, may be carried in any inaccessible ~~hold~~ compartment on any aircraft.

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#### Chapter 4

### PROVISION OF INFORMATION

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#### 4.1 INFORMATION TO THE PILOT-IN-COMMAND

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4.1.2 For UN 1845 — **Carbon dioxide, solid** (dry ice), the information required by 4.1.1 may be replaced by the UN number, proper shipping name, class, total quantity in each ~~hold~~ compartment on the aircraft and the aerodrome at which the package(s) is to be unloaded.

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