



International Civil Aviation Organization

DGP-WG/17-WP/17  
22/3/17

**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**

**DRAFT AMENDMENTS TO THE TECHNICAL INSTRUCTIONS TO ALIGN WITH THE UN  
RECOMMENDATIONS — PART 7**

(Presented by the Secretary)

**SUMMARY**

This working paper contains draft amendments to Part 7 of the Technical Instructions to reflect the decisions taken by the UN Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals at its eighth session (Geneva, 9 December 2016). It also reflects amendments agreed by DGP-WG16 (Montréal, 17 to 21 October 2017).

**Action by the DGP-WG:** The DGP-WG is invited to agree to the draft amendments in this working paper.

## Part 7

### OPERATOR'S RESPONSIBILITIES

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#### Chapter 2

#### STORAGE AND LOADING

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##### 2.2 INCOMPATIBLE DANGEROUS GOODS

###### 2.2.1 Segregation

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UN Model Regulations, 7.1.2.3 c) (see ST/SG/AC.10/44/Add.1)

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Packages containing dangerous goods which might react dangerously one with another must not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage. As a minimum, the segregation scheme shown in Table 7-1 must be followed in order to maintain acceptable segregation between packages containing dangerous goods having different hazards. The scheme applies irrespective of whether the hazard is the primary or subsidiary ~~risk~~ **hazard**.

###### 2.2.2 Separation of explosive substances and articles

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DGP-WG/16-WP/54 (see paragraph 3.2.7.7):

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~~2.2.2.4 Except as provided for in 2.2.2.5, explosives of different compatibility groups may be stowed together whether or not they belong to the same division.~~

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DGP-WG/16-WP/54 (see paragraph 3.2.7.6) (para numbering changed consequential to deletion of 2.2.2.4 above:

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~~2.2.5~~ **2.2.4** For explosives of different division numbers and compatibility groups, the ~~segregation~~ **separation** scheme shown in Table 7-2 must be followed in order to maintain acceptable distances between such packages.

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##### 2.4 LOADING AND SECURING OF DANGEROUS GOODS

###### 2.4.1 Loading of cargo aircraft

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DGP-WG/16-WP/54 (see paragraph 3.2.7.4):

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2.4.1.2 The requirements of 2.4.1.1 **a), b or c)** do not apply to:

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Alignment with the UN agreement that the word “risk” was inappropriately used in many paragraphs of the Model Regulations and should be replaced by the word “hazard” (see ST/SG/AC.10/C.3/98).

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- a) flammable liquids (Class 3), Packing Group III, other than those with a subsidiary ~~risk~~ **hazard** of Class 8;
- b) toxic substances (Division 6.1) with no subsidiary ~~risk~~ **hazard** other than Class 3;
- c) infectious substances (Division 6.2);
- d) radioactive material (Class 7);

- e) miscellaneous dangerous goods (Class 9).

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**2.9 SPECIAL PROVISIONS APPLICABLE TO THE CARRIAGE OF RADIOACTIVE MATERIAL**

**2.9.1 Limitation of exposure of persons to radiation**

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**2.9.3 Stowage during transport and storage in transit**

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2.9.3.3 Loading of freight containers and accumulation of packages, overpacks and freight containers must be controlled as follows:

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DGP-WG/16-WP/54 (see paragraph 3.2.7.6):

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- b) Where a consignment is transported under exclusive use, there is no limit on the sum of the transport indexes aboard a single aircraft, but the requirement on minimum ~~segregation~~-separation distances established in 2.9.6 applies;

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UN Model Regulations, 7.1.5 and 7.1.6 (see ST/SG/AC.10/44/Add.1)

The UN Model Regulations have extensive provisions on temperature control with respect to transport operations in 7.1.5. the Technical Instructions contain only the following provisions (amendments proposed are in alignment with changes to the Model Regulations). DGP-WG/17 is invited to consider whether some of the provisions in the UN Model Regulations should be included in the Supplement as guidance when issuing exemptions.

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**2.13 HANDLING OF SELF-REACTIVE SUBSTANCES AND ORGANIC PEROXIDES AND SUBSTANCES STABILIZED BY TEMPERATURE CONTROL (OTHER THAN SELF-REACTIVE SUBSTANCES AND ORGANIC PEROXIDES)**

During the course of transport, packages or unit load devices containing self-reactive substances of Division 4.1-~~or~~, organic peroxides of Division 5.2 and polymerizing substances must be shaded from direct sunlight, stored away from all sources of heat in a well-ventilated area.

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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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DGP-WG/16-WP/54 (see paragraph 3.2.7.2):

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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;

| ~~a~~b) the air waybill number (when issued);

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Alignment with the UN agreement that the word “risk” was inappropriately used in many paragraphs of the Model Regulations and should be replaced by the word “hazard” (see ST/SG/AC.10/C.3/98).

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- | ~~b~~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 “Aircrew protective breathing equipment (smoke hood) in accordance with Special Provision A144”.
- | ~~e~~d) the class or division, and subsidiary-~~risk~~ hazard(s) corresponding to the subsidiary-~~risk~~ hazard label(s) applied, by numerals, and in the case of Class 1, the compatibility group;
- | ~~e~~e) the packing group shown on the dangerous goods transport document;
- | ~~e~~f) the number of packages and their exact loading location. For radioactive material see g) below;
- ≠| ~~f~~g) the net quantity, or gross mass if applicable, of each package, except that this does not apply to radioactive material or other dangerous goods where the net quantity or gross mass is not required on the dangerous goods transport document (see 5;4.1.4) or, when applicable, alternative written documentation. For a consignment consisting of multiple packages containing dangerous goods bearing the same proper shipping name and UN number or ID number, only the total quantity and an indication of the quantity of the largest and smallest package at each loading location need to be provided. For consumer commodities, the information provided may be either the gross mass of each package or the average gross mass of the packages as shown on the dangerous goods transport document;
- | ~~g~~h) for radioactive material the number of packages, overpacks or freight containers, their category, their transport index (if applicable) and their exact loading location;
- | ~~h~~i) whether the package must be carried on cargo aircraft only;
- | ~~i~~j) the aerodrome at which the package(s) is to be unloaded;
- | ~~j~~k) where applicable, an indication that the dangerous goods are being carried under a State exemption; and
- | ~~k~~l) the telephone number where a copy of the information provided to the pilot-in-command can be obtained during the flight if the operator allows the pilot-in-command to provide a telephone number instead of the details about the dangerous goods on board the aircraft, as specified in 4.3.

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#### 4.3 INFORMATION TO BE PROVIDED BY THE PILOT-IN-COMMAND IN CASE OF IN-FLIGHT EMERGENCY

If an in-flight emergency occurs, the pilot-in-command must, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods carried as cargo on board an aircraft. Wherever possible this information should include the proper shipping name and/or UN number, the class/division and, for Class 1, the compatibility group, any identified subsidiary-~~risk~~ hazard(s), the quantity and the location on board the aircraft, or a telephone number where a copy of the information provided to the pilot-in-command can be obtained. When it is not considered possible to include all the information, those parts thought most relevant in the circumstances or a summary of the quantities and class or division of dangerous goods in each cargo compartment should be given.

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