

DANGEROUS GOODS PANEL

Frankfurt, 16 to 20 September 2002

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

TRANSPORT OF DANGEROUS GOODS ON PASSENGER AIRCRAFT WITHOUT CLASS B OR C MAIN DECK CARGO COMPARTMENTS

(Presented by G. A. Leach)

1. INTRODUCTION

1.1 At DGP 18, new provisions were added to the Supplement to permit certain categories of dangerous goods to be carried in a main deck cargo compartment which does not meet the certification requirements for a class B or C cargo compartment. The provisions were added following a paper based on the experience in the United Kingdom, where exemptions had been on issue to operators to permit this practice for many years without problem. The initial proposal was to add a special provision to specific items in Table 3-1. This special provision referred to new text in the Supplement which specified the conditions under which the items could be carried. However, although the intent of the paper was accepted, the method by which it would be incorporated into the Technical Instructions was not; instead of quoting a special provision against each appropriate entry, the decision was taken to adopt a far more simplified approach by allowing certain classes, with certain provisos. By not following the principles of the original proposal, the text in the Supplement has inadvertently included a number of substances which, it is suggested, are not suitable for inclusion.

1.1.2 The exemptions on issue in the United Kingdom are the result of work developed some 20 years ago, when discussions took place with representatives from Belgium, France, Germany and the Netherlands in order to establish criteria to produce a list of substances which could be loaded in a main deck cargo compartment not meeting the requirements of class B or C without presenting any undue hazard to passengers. Belgium and the United Kingdom also exchanged correspondence on certain individual entries, in particular those substances that were deemed to have properties that should ensure their exclusion from the list. The following substances are examples of those which have not

been allowed for carriage under the UK exemption but which are now permitted in the light of the Panel decision:-

NAME	UN NUMBER	CLASS	PACKING GROUP	REASON FOR EXCLUSION
Dichloromethane	1593	6.1	III	Volatile liquid, ether like odour, narcotic.
Chloroform	1888	6.1	III	Volatile liquid, anaesthetic properties; previously a Packing Group II substance.

NAME	UN NUMBER	CLASS	PACKING GROUP	REASON FOR EXCLUSION
Benzaldehyde	1990	9	III	In December 1992, after a number of incidents, a submission was made by the Panel to the UN for UN1990 to be reinstated as a class 9 substance, following its earlier removal from the UN Orange Book when it was a class 3 packing group III substance. It is a narcotic.
Ammonia solution	2672	8	III	Vapours are extremely irritating.
1,1,1-Trichloroethane	2831	6.1	III	Volatile liquid, anaesthetic properties; similar to Chloroform.

1.1.3 By allowing all substances in division 6.1, those with an inhalation toxicity are permitted; the same applies to allowing all substances in Class 9 when for example, UN3334 and UN3335 (Aviation regulated liquid/ solid), which are dangerous goods due to their narcotic, noxious or other properties being able to prevent crew members correctly performing their assigned duties, would now be permitted. Over the years the list of permitted items has been developed with these criteria and exclusions in mind.

1.1.4 Conversely, UN 1072 *Oxygen, compressed* (Division 2.2, Subsidiary Risk Division 5.1) has historically been considered to be an exception as it is commonly carried and does not represent a great risk. However, under the new wording of the Supplement, this would no longer be permitted.

2. PROPOSAL

2.1 Although no formal proposal is made at this time, it is suggested that with hindsight, the action taken at DGP18 has inadvertently caused potential problems and needs to be reviewed.

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