

INFORMATION TO CREWMEMBERS

All aspects of the dangerous goods program are based on the United Nations guidelines as adopted by ICAO and IATA. The United States Government has placed additional restrictions on these guidelines and are incorporated herein.

1. General Rules for Transport of Dangerous Goods

A. Hazard Label Identification- A number appearing at the bottom of each label identifies the UN Hazard Class/Division. The following Table identifies the hazard and appropriate UN Hazard Class/Division Number. All hazard labels are to reflect the Class/Division number in the bottom corner.

UN CLASS	HAZARD	UN CLASS	HAZARD
1	Explosives	5.2	Organic Peroxide
2	Gases (Flammable Non-flammable, Toxic)	6	Toxic Substance; Infectious Substance
3	Flammable Liquid	7	Radioactive Materials
4	Flammable Solids Spontaneous Combustible Dangerous When Wet	8	Corrosive
5.1	Oxidizing Substances	9	Miscellaneous Dangerous Goods

B. Separation of Non-Compatible Dangerous Goods--The minimum distance between non-compatible Dangerous Goods is 4 feet or placed in separate closed ULD's.

SEGREGATION TABLE								
Hazard Label	Class 1	Class 2	Class 3	Div. 4.2	Div. 4.3	Div. 5.1	Div. 5.2	Class 8
Class 1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2
Class 2	Note 2	-	-	-	-	-	-	-
Class 3	Note 2	-	-	-	-	X	-	-
Div. 4.2	Note 2	-	-	-	-	X	-	-
Div. 4.3	Note 2	-	-	-	-	-	-	X
Div. 5.1	Note 2	-	X	X	-	-	-	-
Div. 5.2	Note 2	-	-	-	-	-	-	-
Class 8	Note 2	-	-	-	X	-	-	-

Instructions for using the Segregation Table are as follows:

- Hazard labels, classes or divisions not shown in the table are not subject to segregation requirements.
- A dash at the intersection of a row and column indicate that no restrictions apply.
- An "X" at the intersection of a row and a column in the Table means that packages containing the indicated classes of dangerous goods may not be stowed next to or in contact with each other, or in a position which would allow interaction in the event of leakage of the contents.
- Note 1:** "Note 1" at the intersection of a row and column means the following:
 - Only Division 1.4, Compatibility Group S, explosives are permitted to be transported aboard a passenger aircraft. Only certain Division 1.3, Compatibility Groups C and G, and Division 1.4, Compatibility Groups B, C, D, E, G and S, explosives may be transported aboard a cargo aircraft.
 - Division 1.4 explosives in Compatibility Group S may be stowed with Division 1.3 and 1.4 explosives in compatibility groups as permitted aboard aircraft under paragraph (B)(4)(i) above.
 - Except as otherwise provided in this Note, explosives of different compatibility groups may be stowed together whether or not they belong to the same division.
 - Division 1.4B and Division 1.3 explosives may not be stowed together. Division 1.4B explosives must be loaded into separate unit load devices and, when stowed aboard the aircraft, the unit load devices must be separated by other cargo with a minimum separation of 2 m (6.5 feet). When not loaded in unit load devices, Division 1.4B and Division 1.3 explosives must be loaded into different, non-adjacent loading positions and separated by other cargo with a minimum separation of 2 m (6.5 feet).
- Note 2:** "Note 2" at the intersection of a row and column means that other than explosives of Division 1.4, Compatibility Group S, explosives may not be stowed together with that class.
 - Packages containing hazardous materials with multiple hazards in the class or divisions, which require segregation in accordance with the Segregation Table, need not be segregated from other packages bearing the same UN number.
 - A package labeled "BLASTING AGENT" may not be stowed next to or in a position that will allow contact with a package of special fireworks or railway torpedoes.

- Notice to Pilot-in-Command Forms** shall be available to the crew as soon as possible prior to departure at origin and transload stations.
- A DBSCHENKER Dangerous Good Specialist** should be available to the crew if additional information is required.
- ICAO Redbook Drill Codes and NAFTA Emergency Response Guidebook Guide Numbers** have been assigned to each dangerous goods shown on this form.

2. General Loading Requirements

Dangerous good packages, which cannot be adequately secured, shall not be placed in the belly or main deck of the aircraft.

- Cargo Aircraft Only labeled Dangerous Goods** shall be located in positions accessible to the flight crew (i.e. P1 or first accessible position aft of the cabin).
- Two (2) Dangerous Goods ULD Tags** shall be affixed to the top right diagonal corners of the forward and aft ends of the ULD (as it faces the aircraft) at eye level. Each tag identifies primary and subsidiary hazard classification, and if applicable, Cargo Aircraft Only labeled packages loaded on that ULD.

Note: An 18-inch aisle along the left side of each loaded pallet containing Cargo Aircraft Only dangerous goods shall be maintained for flight crew access.

3. Loading Exceptions

- The following labeled Cargo Aircraft Only Labeled Dangerous Goods are not required to be accessible to the crew:
 - Flammable Liquid (Class 3) Packing Group III, without a subrisk
 - Poison (Div 6.1), except those which are also labeled Flammable, and Infectious Substance (Div 6.2)
 - Radioactive Material (Class 7)
 - Miscellaneous Dangerous Goods (Class 9)

4. Special Loading Requirements

A. Dry Ice

With specific and special written arrangements with the Carrier you may carry the quantities of dry ice listed below provided venting procedures are followed (see carrier specific venting procedures).

B-767-SF	Main Deck - 4,800 kg (10,584 lbs)	B-757-200	Main Deck - 1,940 kg. (4,268 lbs)
	Fwd Belly - 200 kg (441 lbs)		Fwd Belly - 200 kg (441 lbs)
	Middle Belly - 200 kg (441 lbs)		Aft Belly - 200 kg (441 lbs)
B-747	Main Deck - 4,545.5 kg (10,000 lbs)	B-727-200	Main Deck - 1,940 kg. (4,268 lbs)
	Forward Belly - 454.5 kg (1,000 lbs)		Fwd Belly - 200 kg (441 lbs)
	Aft Belly - 454.5 kg (1,000 lbs)		Aft Belly - 22.7 kg (50 lbs)
	Aircraft Total Not to Exceed 4,545.5 kg (10,000 lbs)		

DC-8-62F/72F (without passengers carried)		DC-8-63F		DC-8-71F/73F	
MAIN Deck	1,695 kg (3,737 lbs)	Main Deck	2,533.6 kg (5,574 lbs)	Main Deck	1,695 kg (3,737 lbs)
Combined Belly A/B	200 kg (441 lbs)	Combined Belly A/B	533.6 kg (1,174 lbs)	Belly A	200 kg (441 lbs)
Combined Belly C/D	200 kg (441 lbs)	Combined Belly C/D	533.6 kg (1,174 lbs)	Belly B	200 kg (441 lbs)
				Belly C	200 kg (441 lbs)
				Belly D	200 kg (441 lbs)

- When the quantity of dry ice exceeds 200 kg (441 lbs) in a compartment, venting procedures must be followed (See Air Carrier Manual).
- Dry ice or cryogenic liquid must not be carried in a belly compartment containing live animals.
- Dry ice or cryogenic liquid carried in the main deck cargo compartment should be separated from live animals by at least 1 position. Dry ice should be loaded lower (vertically) than the live animals.
- For all of the above aircraft, loading of Dry Ice with live animals in the same Main Deck cargo compartment is permitted with the live animals at least 12 inches off of cargo floor and a minimum of a 1 position separation, but not loaded in the same belly compartment.

B. Permissible Locations for Magnetized Materials:

B-767-SF	All
B-757-200 (15 Pos)	P8 - P14
B-747	P5 thru P15 & P18 to AFT
B-727-200 (12 Pos)	P8 thru P11
B-727-100 (9 Pos)	P7 & P8
B-727-100 (8 Pos)	P7 Only
DC-8-62/72	P2 thru P10 & Belly B & C
DC-8-63/71/73	P2 thru P14 & Belly B & C
DC-10	P3 thru P13

C. Poisons - (Primary or Subsidiary Risk) and Infectious Substances - shall not be carried in the same compartment with Postal Mail, Live Animals, Dry Ice, or materials that are known to be foodstuff for consumption by human or animals unless loaded in separate ULDs, which are separated by at least one pallet position in all directions. Flight crew cockpit door is required to be closed on any aircraft without a smoke curtain or bulkhead door, to insure separation of compartments.

D. Radioactive Materials-Transport Index & Criticality Safety Index - No single package may exceed the transport index (TI) indicated for the label category and aircraft type listed below:

TRANSPORT INDEX PER PACKAGE		
Label Category	Passenger Carrying Aircraft	Cargo-Only Aircraft
Yellow II	1.0 TI	1.0 TI
Yellow III	(USG-10) 3.0 TI	10.0 TI

The total transport index (TI) for all radioactive materials carried aboard the aircraft must not exceed the total TI listed below for each type of aircraft. These total TI limits are only permitted when separation distances are maintained.

TOTAL TRANSPORT INDEX PER AIRCRAFT TYPE	
Label Category	Cargo-Only Aircraft
Yellow II & III	200.0 TI
Fissile Material	50.0 TI

Note 1: In addition to any other requirement, packages of radioactive material labeled Yellow II or Yellow III must not be carried on a passenger-carrying aircraft unless the radioactive material is intended for use in, or incident to, research or medical diagnosis or treatment as indicated by the shipper's declaration. (USG-10)

Note 2: For Fissile Material, the maximum criticality safety index (CSI) for all of the radioactive material packages, overpacks, or consignments must not exceed 50 CSI on non-exclusive flights.

Mexico and Canada

Only Accepts/Receives Radioactive Material, excepted packages.

E. Expandable Polymeric Beads- A total of not more than 100 kg (220 lbs) net weight of expandable polymeric beads (or granules) or plastic molding materials, referenced to Packing Instruction 908 in the IATA DGR, may be carried in any inaccessible compartment. This limit does not apply when they are made accessible on the main deck.

F. Non-Medical Use Cylinder of Compressed Oxygen- Cylinders of compressed oxygen, when properly labeled OXIDIZER or OXYGEN, are subject to further limits and restrictions beyond the 25 kg / 75 kg Rule. The maximum number of cylinders that may be carried in an aircraft and proper stowage is as follows:

DC-8-63F/71F/72F/73F & B-727/767SF: A maximum of 6 cylinders may be carried in the aircraft in belly cargo compartments and inaccessible main deck cargo compartment positions plus a maximum of 6 cylinders in accessible main deck cargo compartment positions.

G. HAZMAT LABELED OXIDIZER- Except as provided for cylinders of compressed oxygen, HAZMAT requiring a primary or subsidiary OXIDIZER label, even when they do not require a CARGO AIRCRAFT ONLY label, must be loaded on the aircraft as follows:

DC-8-71F & 73F & B-727/767SF: This HAZMAT must only be loaded in accessible main deck cargo compartment positions.

