

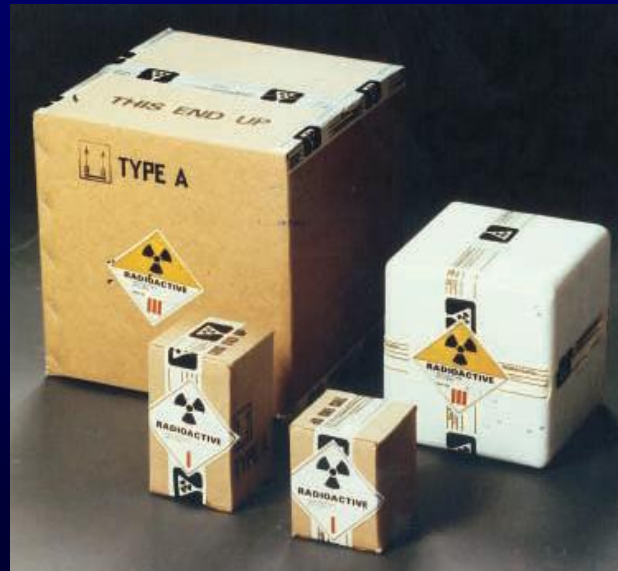
DENIAL OF SHIPMENT

Presentation by:

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Manager, Dangerous Goods Office

Civil Aviation Authority



Importance Of Medical Shipments



Technetium-99m/ Molybdenum-99 (6 hours)

Diagnosing heart conditions; bone, brain disorders.

Iodine-123: (13.2 hours)

Detecting thyroid, brain disorders, heart function

Yttrium-90: (64.1 hours)

Cancer treatment



Thallium-201: (3.0 days)

Detecting clogged arteries

Carried on all types of aircraft



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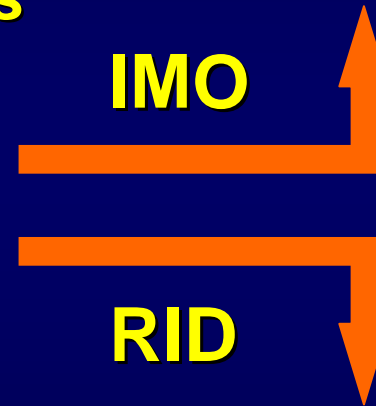
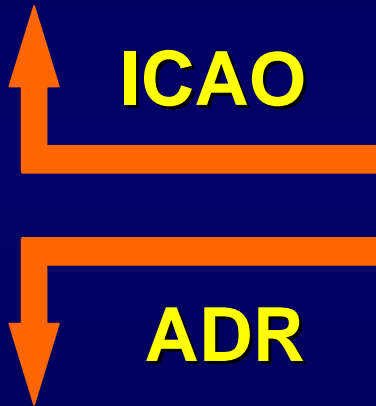
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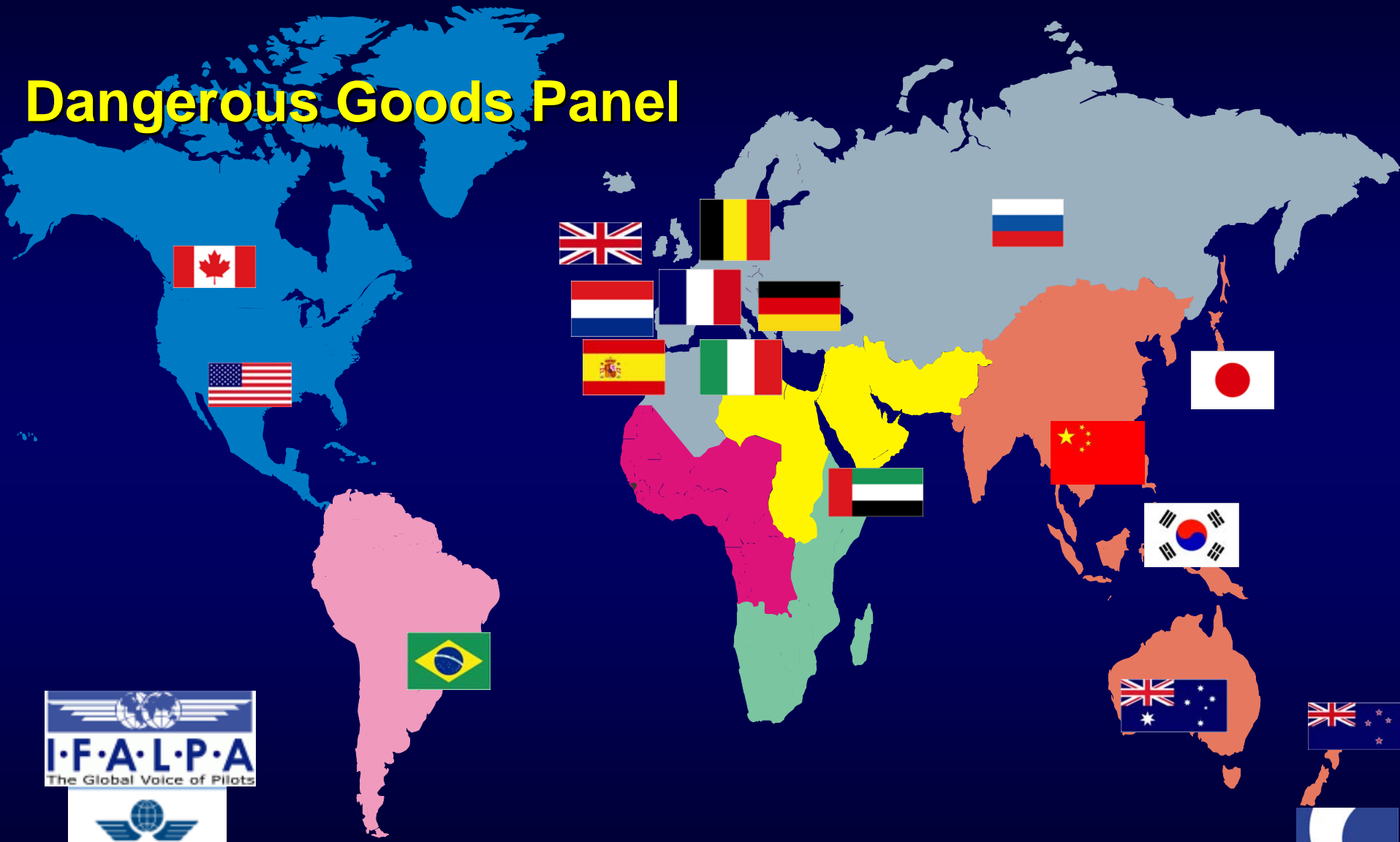
**UN
Recommendations**



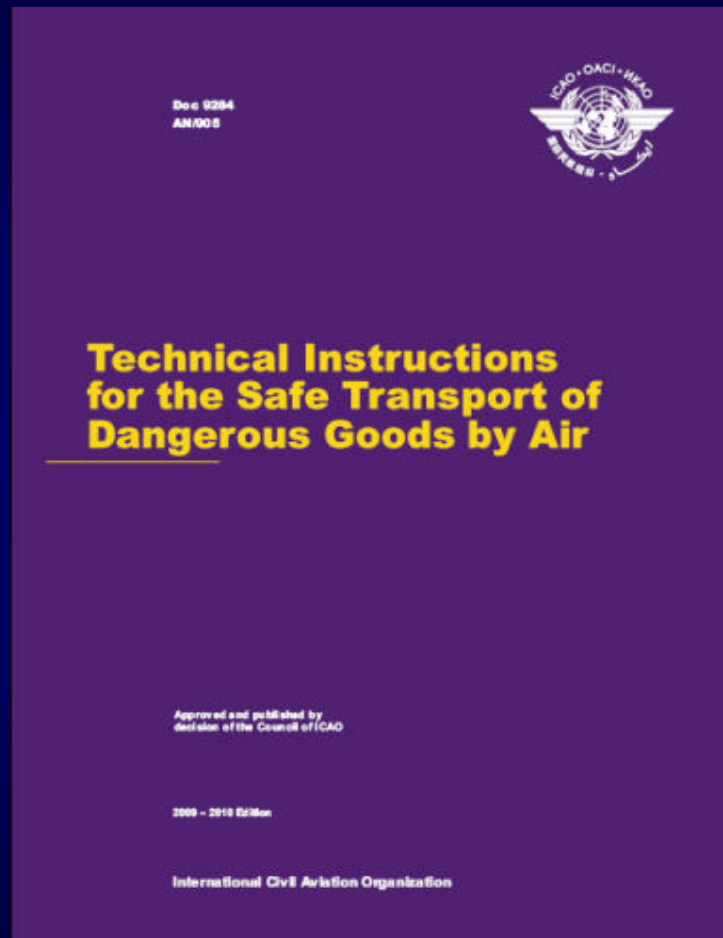
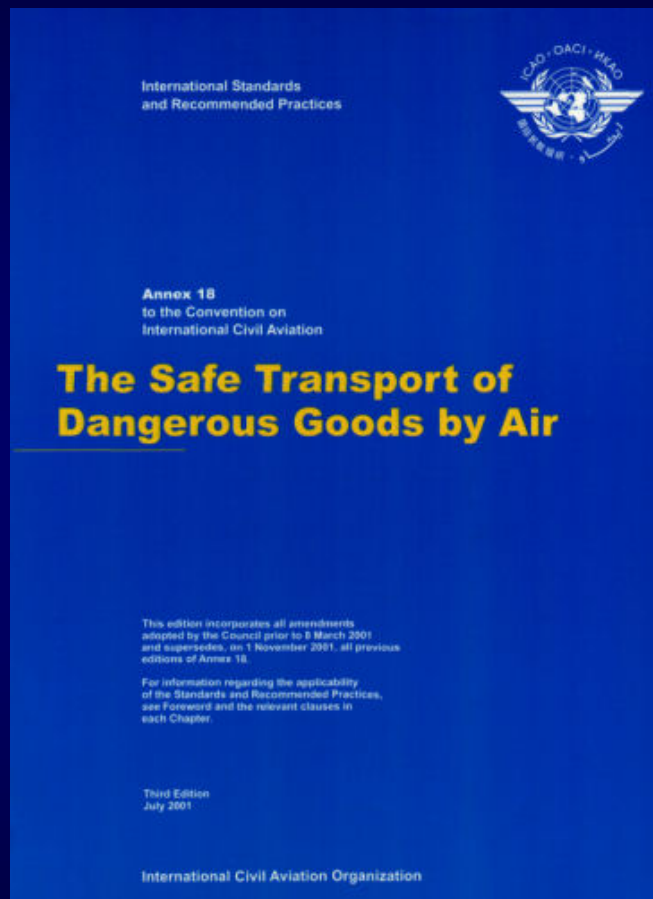
**IAEA
Regulations**



Dangerous Goods Panel



LAW AND SOURCE DOCUMENTS



FIELD DOCUMENTS

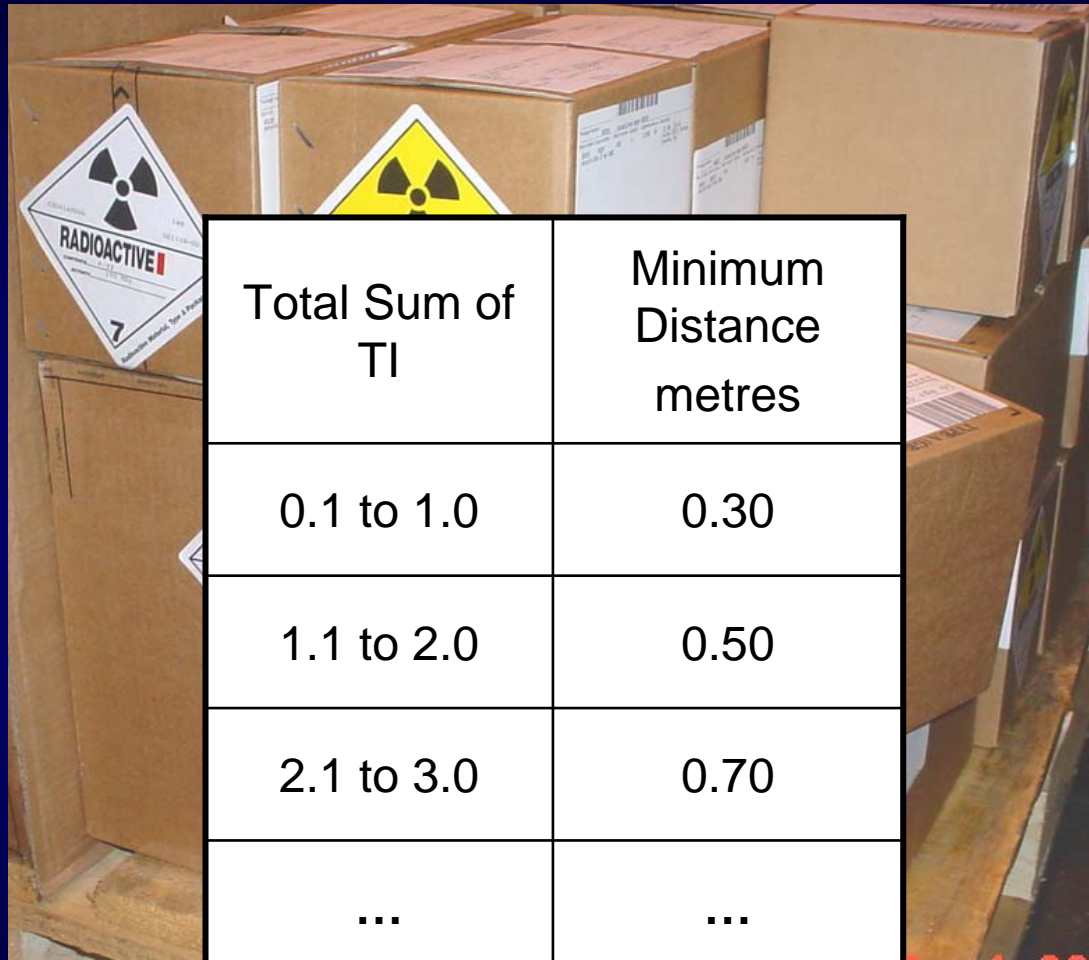


TYPES OF DENIAL

- **Company policy**
- **Failing an acceptance check**
- **Flight crew interpretation**



COMPANY POLICY



Total Sum of TI	Minimum Distance metres
0.1 to 1.0	0.30
1.1 to 2.0	0.50
2.1 to 3.0	0.70
...	...
290.1 to 300	10.80

COMPANY POLICY



Non-transport issues



ACCEPTANCE CHECK



NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification

Proper Shipping Name	Class or Division	UN or ID No.	Pack- ing Group	Subsi- diary Risk	
Radiative material, Type A package	7	UN 2915			

es of this Declaration must	<p>WARNING</p> <p>Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an IATA cargo agent.</p>
Airport of Departure <p style="text-align: center;">STANSTED</p>	
OTTAWA	Shipment type <i>(delete non applicable)</i> <div style="border: 1px solid black; padding: 2px;"> RADIOACTIVE XXXXXXNON-RADIOACTIVEXXXX </div>
<p>OF DANGEROUS GOODS</p> <p>ss or Division, UN Number or Identification Number, Packing Group (if required), and all</p>	



This should help.....

“Minor discrepanciesif they do not compromise safety..... should not be considered as reason for rejecting a consignment.”

“.....it is recommended that States should not penalize operators and handling agents who accept dangerous goods despite minor discrepancies being noted.”

FLIGHT CREW INTERPRETATION



IN CONCLUSION

1. The “denial” issue comes in different forms in air transport;
2. The “denial” issue must not be thought of as being solely an air transport, or even a transport, issue;
3. Acceptance staff should be encouraged not to reject for minor errors;
4. 3. can only succeed if aviation regulators apply a reasonable attitude to enforcement;
5. Flight crew training should cover the importance of the transport of radioactive material by air