

FLIGHT QUALITY, SAFETY AND SECURITY BUREAU

Special DGR Safety Bulletin

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Events related to the transport of dangerous goods

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Dear Ladies and Gentlemen,

Observing the recent incidents with dangerous goods occurring in the LOT fleet, we decided to share some observations and information. For this purpose, this bulletin summarizing the first quarter of 2024 has been created.

To avoid fatal consequences, packages containing dangerous goods must be protected from damage, interaction, spontaneous change of position or movement:

- in storage,
- during transport from/to the aircraft,
- during unloading/loading from/to aircraft and ULD,
- in the aircraft.

Inspect hazardous materials shipments for markings, damage, and possible leaks prior to loading into aircraft.

If loads are handled improperly, the packages, and thus the contents, can be damaged.

Shipments with hazardous materials must be secured in a manner that prevents uncontrolled movement.

When securing the shipment with ropes, remember not to use too much force, which could result in damage to the packaging.

On airplanes, shipments of hazardous materials should be placed only in locations and in the manner permitted by DGR and carrier regulations.

In case of rain or inclement weather, the shipment should be properly secured on the cart.

Thank you for all the reports submitted and I encourage you to add the following information to your protocols:

- **Basic risk**
- **Subsidiary Risk**
- **Total Number of Packages and inner Packages**
- **Type of Outer Packaging and inner Packaging**
- **Quantity per inner Pack**
- **Packing Group**

In addition, I would like to remind you that the report should be emailed to **flight.safety@lot.pl** and **dgor@lot.pl** within the **next 72 hours after the event**. Please also send the AWB, NOTOC and checklist as an attachment to each report. In case of irregularities detected during unloading, please **send photos from the luggage hold**.

If the fire department or other chemical rescue personnel are called, request that a copy of the confirmation be attached.

Below is a brief description of hazardous materials incidents.

1. 080-37538756



During the unloading of the aircraft, a damaged DGR(RFL) shipment was noticed with access to the contents.

No leaks or other signs of material damage inside the package.

No photos from the luggage hold.

Reminder to identify damage before unloading.

2. 080-08957115



During the unloading of the cruise, torn, ripped and wet parcels of hazardous material were noticed. The shipments were isolated and secured with red tape. As the consignment was unpacked, wetness was visible on the cartons.

Pay more attention to securing the goods against inclement weather. More carefully protect shipments from precipitation for the period of transport to the plane for its loading. Pay attention to whether the trailer or conveyor belt is contaminated.

3. 080-37296965



One damaged cardboard box of ammunition was located during the unloading of the aircraft.

No photos from the luggage hold.
Reminder to identify damage before unloading.

4. 080-37144321

No documents : AWB and DGD attached to the voyage / package.

The cause of the incident was an unintentional mistake by the ground staff in not attaching the required documentation.

Please check your shipments carefully with the necessary documentation.

5. 080-37530404



During unloading of the voyage, 3 cartons of ammunition (class 1.4S) were reported opened. The contents of the packages were not found to be missing.

No photos from the luggage hold.
Reminder to identify damage before unloading.

6. 080-37393602



Report of a damaged shipment of DGR(dry ice)Class 9 from a departure.

The damaged carton was on a pallet and when lifted it was found to have a damaged bottom(slightly soggy and broken).

Shipment withdrawn from flight taken to warehouse.

You should carefully inspect the shipment before loading and, in more critical cases, stop loading and set the package aside to replace the outer packaging or thoroughly secure it.

Safety barrier in place, damaged consignment withdrawn from flight.

7. 080-37463554



While unloading a flight in the import area, freight handlers noticed a torn carton of radioactive material on a trailer. They immediately informed the receiving department, the border guard and the shift manager. After visual inspection, it was found that the outer packaging was damaged, with no access to the contents. In addition, the border guard officer measured the radiation, which emitted practically no radiation at all. In addition, no paper documents had arrived, there were only electronic documents. The consignment was secured and stored in a cold room with a temperature range of 2 - 8 degrees Celsius. According to the markings on the parcels, and to the information contained in the flight dispatch.

No photos from the luggage hold.
Reminder to identify damage before unloading.

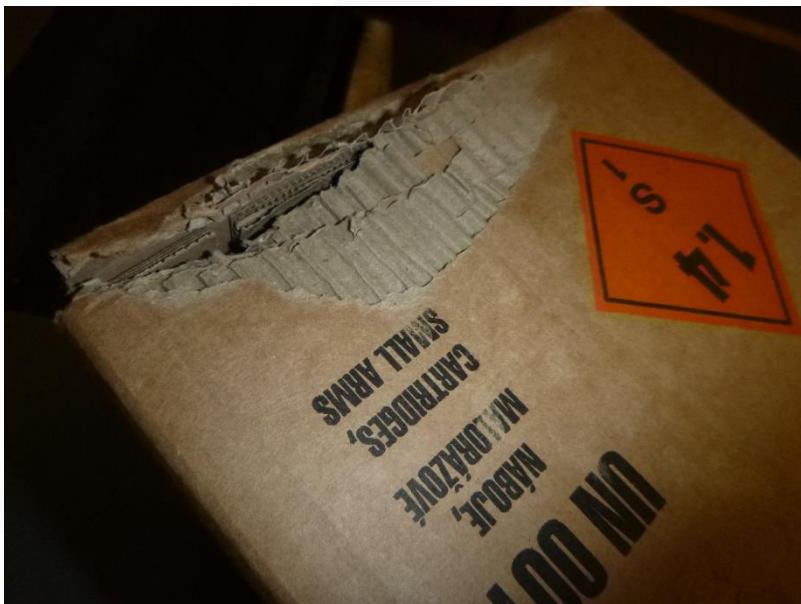
8. 080-37460485

DGD is UN211 with the proper shipping name "TOXIC SOLID, ORGANIC, N.O.S" and belongs to class 6. However, the dangerous goods label on the cargo packaging indicates class 8.

Please check your shipments carefully with the necessary documentation.

Check the outer packaging carefully to remove unwanted markings and/or labels.

9. 080-37528223



During segregation of inbound cargo from a flight, a damaged carton of ammunition was found. No report of damage during unloading. The goods were stacked from the conveyor to the trailer by the hauler and the foreman. Both claim not to have seen the damage.

Check if shipments are properly secured on the trailer and transport them with care.

10. 080-37323322



Cargo placed on a pallet on a trailer wrapped in stretch film.

The damage was only discovered before loading onto the conveyor by gently lifting the carton.

The cardboard packaging had a soaked bottom and was broken with access to the contents.

Loading was refused on the grounds of flight safety. Cargo was not loaded onto the aircraft.

You should carefully inspect the shipment before loading and, in more critical cases, stop loading and set the package aside to replace the outer packaging or thoroughly secure it.

Safety barrier in place, damaged consignment withdrawn from flight.

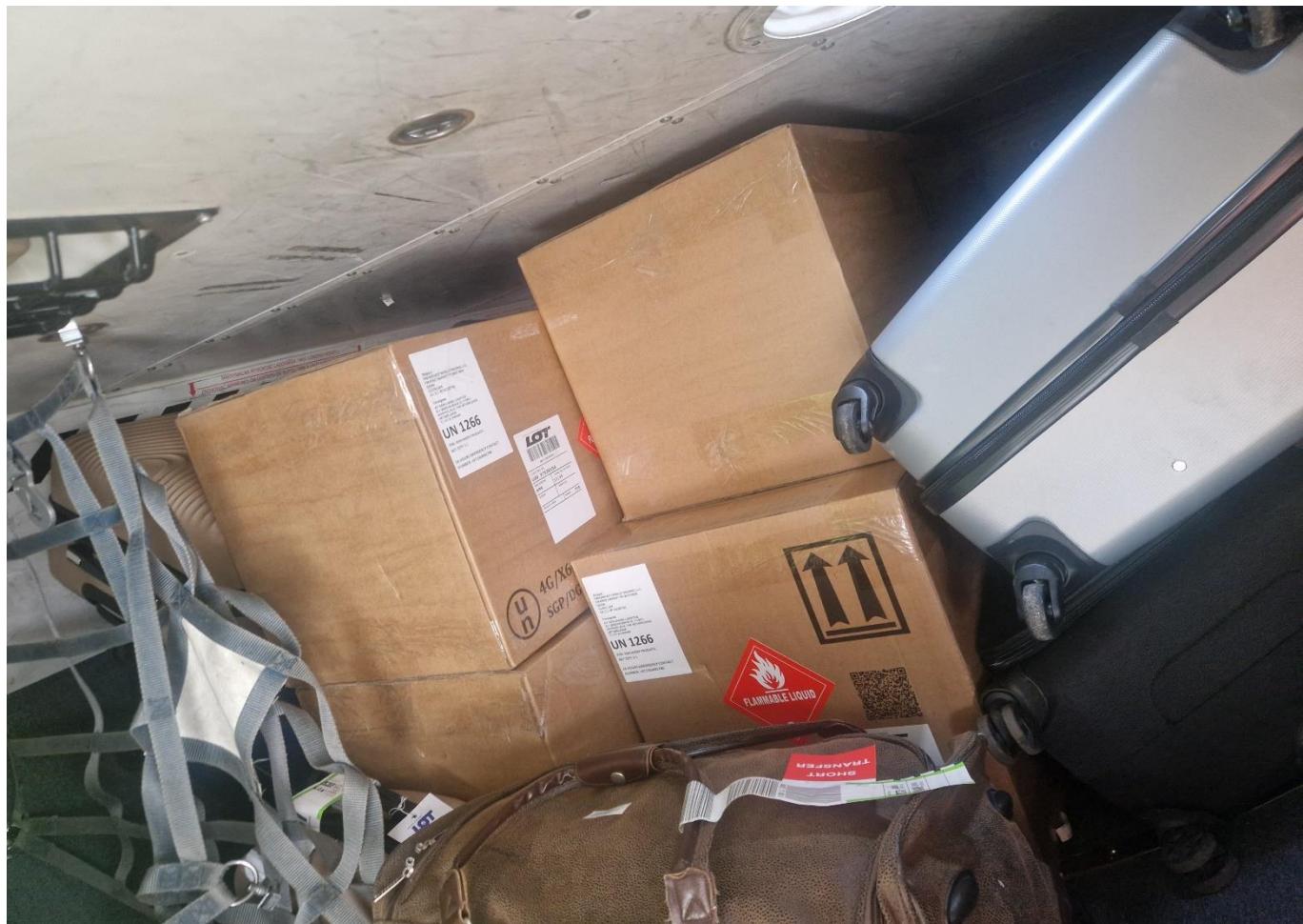
11. 250-40619246 / 080-36954013

Consignment incorrectly marked as AWB 080-36954013. This AWB indicated 2pcs 9kg which was less weight than on the DGD. However, the consignment is actually numbered 250-40619246 2pcs 32.25kg. DGD and checklist also incorrectly signed AWB number 080-36954013 and different destinations (checklist only).

Provided DGD with said AWB documentation did not have an AWB written on it and as standard practice allowed by IATA DGR the AWB was added to the DGD.

The details from the DGD provided with an AWB had copy (080-36954013) where matching completely with the details marked on the packages which as well were labelled with 080-36954013 therefore, shipment passed DG Acceptance check.

Please check your shipments carefully with the necessary documentation.



DG cargo was too high loaded over the trim line in compartments 1, 2 and 3. DG was not tied down. It was reported immediately upon opening doors on arrival aircraft.

Hazardous materials were found to be encumbered by filling the boot above 75% (according to Loadsheets), which is acceptable as a form of securing shipments according to the Ground Handling Manual.

According to the photo documentation, the loading limit was exceeded. It was determined that the exceedance did not affect the operation of the SP firefighting systems in this case.

Do not exceed the height limit of the luggage compartment. If the hatch is not at least 75% full, bundling of parcels is required.



13. 080-08971174



During the unloading of the flight in the import area, an operator noticed an open carton of hazardous materials on a PMC air pallet. After noticing the incongruity, he informed the receiving employee and the shift manager. The consignment was secured and no other damage was found.

Be more careful when unpacking or building pallets.

14. 080-37307373



Report of 2 cargo cartons found. Cartons with no visible damage, lost during transport from warehouse to stands.

Check if shipments are properly secured on the trailer and transport them with care.

15. Pax baggage



Information from coordinator about baggage - cardboard box with DGR class 9 markings. Large carton probably with electric bike, checked baggage.

No documentation, no information on carriage of dangerous goods by pax. Baggage and pax withdrawn from flight.

Employee's involved in the event were interviewed regarding the incident details to conduct a thorough investigation related to the oversight involved in this incident.

The Dangerous Good Labels were placed directly next to the bag tags that were stuck onto the Electric Bike Box. It should have been identified prior to loading/check-in process being conducted.

Check the outer packaging carefully to remove unwanted markings and/or labels.

16. 080-33663162



Notification from coordinator of wet cargo class 9 on departure.

Cargo delivered on a closed trailer, on planks, secured with a rope so it would not move. The package was under a bolt in the roof where rainwater dripped onto the consignment.

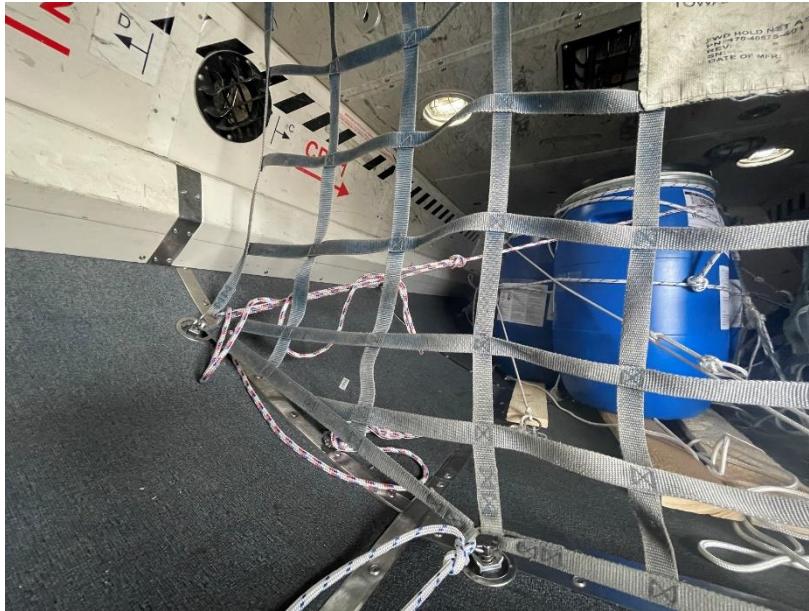
Check if shipments are properly secured on the trailer and transport them with care.

More carefully protect shipments from precipitation for the period of transport to the plane for its loading. Pay attention to whether the trailer or conveyor belt is contaminated.

You should carefully inspect the shipment before loading and, in more critical cases, stop loading and set the package aside to replace the outer packaging or thoroughly secure it.

Safety barrier in place, damaged consignment withdrawn from flight.

17. 080-37216126



On arrival, cargo (hazardous materials) was found to be incorrectly secured in luggage boxes 1 and 2. The cargo was not damaged.

Safely transported to cargo warehouse.

Pay more attention when tying up shipments in the cargo hold.

18. 080-37532110

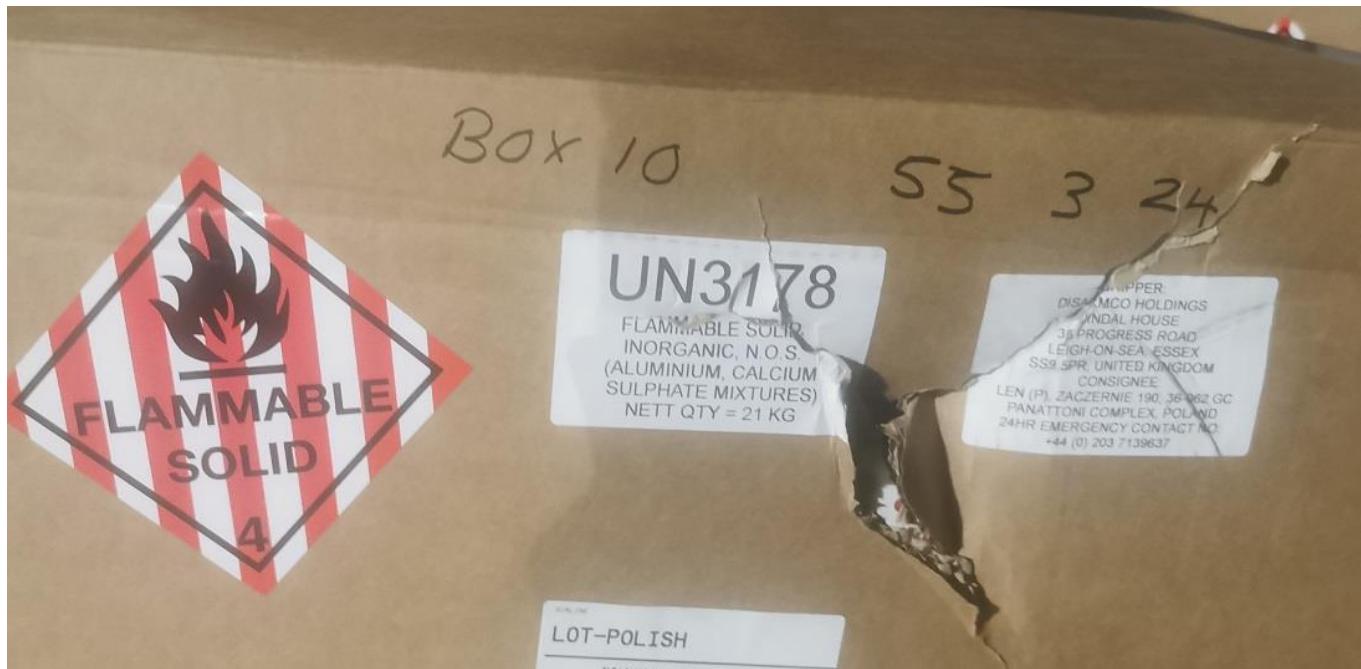


After removing one of the consignments, the cargo hauler reported damage to the packaging and access to the contents. There was ammunition inside.

The incident may have occurred while moving another parcel on top of the one damaged. This may have caused the tape to tear off.

Be more careful when loading or unloading shipments.

19. 080-33677136



Damaged consignment after unloading luggage storage. No access to contents.

No photos from the luggage hold. Reminder to identify damage before unloading.
Be more careful when loading or unloading shipments.

20. 080-37086000



While unloading the luggage compartment number two, the cargo hauler noticed damage to a cardboard box containing pyrotechnic material, designation 1.4 S. Some undefined content (powder, granules) was leaking from the box.

During unloading, a Ramp employee did not observe any granules or other foreign objects in the luggage compartment that could have spilled out of the box.

No photographs from the luggage hold. No spilled powder in the luggage hold. No cleaning ordered, not required.

Be more careful when loading or unloading shipments.

21. Pax baggage

The passenger reported to CKIN for check-in for the flight. He had 3 pieces of baggage: one standard bag - 23KG, sent to the sorting area with a tape; another 11KG - tagged, which due to its non-standard dimensions, was diverted to CKIN 19 (gab size) and the third - a box with a wireless speaker (17KG). Due to lack of battery specifications - not accepted for flight - consultation with DGR expert. The passenger was informed that such baggage could only be carried on a cargo aircraft and would not be accepted on the flight. The passenger's baggage was marked with an SBY tag. Before boarding, the gate attendant noticed that the baggage that PAX was supposed to send to CKIN 19 was with him. The coordinator also asked for confirmation of the SBY luggage (2 pieces under the aircraft). After obtaining a detailed description of the baggage, it turned out that one of the SBY baggage was a cardboard box with a loudspeaker, which was not allowed to fly. The passenger re-stickered the tag from the security baggage to the carton with the loudspeaker before the baggage was checked in at the oversize counter. Final withdrawn from aircraft.

The safety barrier has worked.

22. 080-37466553



Improperly secured carton in transit containing a substance that had turned out to be corrosive (corrosive liquid), shipment was lying on its side despite arrows, secured with a rope by another parcel. No visible leaks or other damage.

Pay more attention when tying up shipments in the cargo hold.

23. 080-35504066



During the unloading of the aircraft, a ramp employee noticed damage to a carton containing DGR- DRY ICE.

Damage noticed after the package was removed from the AC.

Pay more attention to shipments and the time at which the incident may have occurred.

24. 080-37532611



Report from ramp of torn carton of ammunition on arrival, torn outer packaging visible ammunition packets inside, no access to ammunition. The outer packaging was torn during unloading when the package was moved. Package protected by foil after inspection.

Carefully check shipments with the list of those booked for the flight. Ensure during loading that they are the correct packages for the cruise.

Please pay more attention to shipments when unloading freight.

25. Pax

After boarding one passenger came back from his patch to the aircraft and gave back to handling agent pepper spray and went back to the aircraft.

Thank you for all the reports submitted and I encourage you to add the following information to your protocols:

- **Basic risk**
- **Subsidiary Risk**
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If the fire department or other chemical rescue personnel are called, request that a copy of the completion confirmation be attached.

We would like to draw your special attention to loading, accepting and transporting on the apron in unfavourable conditions such as rain. Thank you very much.