



**NOTIFICATION TO PILOT-IN-COMMAND
FORM HMM 001**

STATION: _____ FLIGHT DATE: _____ FLIGHT NO: _____ TAIL NO: _____ PAGE: _____ OF _____

AIRPORT OF UNLOADING	RED BOOK DRILL CODE	UN/ID/NA NUMBER	PROPER SHIPPING NAME & IF APPLICABLE, TECHNICAL & CHEMICAL GROUP NAMES, EXEMPTION NUMBER, APPROVAL NUMBER, AUTHORIZATION NUMBER, & EMERGENCY RESPONSE TELEPHONE NUMBER	CLASS OR DIVISION (For Class 1, Compatibility Group)	SUB RISK (If Applicable)	UN PACKING GROUP (If Applicable)	QTY BY MASS, VOLUME, OR ACTIVITY PER PACKAGE (As Applicable)	NO. & TYPE OF PACKAGES, OVERPACKS, OR FREIGHT CONTAINERS	AIR WAYBILL NUMBER (If Provided)	CLASS 7 ONLY		ULD NUMBER (If Applicable)	POSITION ON AIRCRAFT
										LABEL CATEGORY	TRANS INDEX			IF CAO
											✓		

Note to Pilot-In-Command: Contact the Director of Safety in the event of incident involving dangerous goods/hazardous materials.

SPECIAL INSTRUCTIONS TO PILOT-IN-COMMAND

CERTIFICATION
I certify the above dangerous goods/hazardous materials have been loaded in accordance with HAZMAT regulations and the ATI HAZMAT Manual. I further certify there is no evidence that any damaged or leaking packages containing dangerous goods/hazardous materials have been loaded on the aircraft.

Emergency Information concerning the above dangerous goods/hazardous materials may be obtained from:
CHEMTREC 1-800-424-9300
Department of Energy 1-202-586-8100 (For Radioactive Material)
Nuclear Regulatory Commission 1-301-816-5100 (For Radioactive Material)
Center for Disease Control 1-800-232-0124
Spill Center 1-800-456-9038

I am aware of the nature of dangerous goods/hazardous materials shown above and have noted their location on the aircraft.

_____ **Pilot-In-Command - (Signature)** _____ **Pilot-In-Command - (Signature)**

_____ **Authorized Person - (Signature)** _____ **Authorized Person - (Print)**

•White – Pilot-In-Command Copy •Yellow – Extra Copy •Pink – Station Copy

INFORMATION TO PILOT-IN-COMMAND & LOADING PERSONNEL

GENERAL INFORMATION

HAZMAT loaded in a belly cargo compartment is always inaccessible. HAZMAT loaded in the main deck cargo compartment is inaccessible unless made accessible with an access aisle leading from the 9G Bulkhead/Barrier Net to the HAZMAT. Furthermore, for HAZMAT to be accessible, it must be loaded in such a manner that a flight crewmember or other authorized person can see, handle, and, when size and weight permit, separate such HAZMAT from other cargo during flight.

SEGREGATION OF NON-COMPATIBLE HAZMAT

Non-compatible HAZMAT must be segregated in accordance with the Table below. Minimum distance between non-compatible HAZMAT is 4-feet.

SEGREGATION TABLE								
HAZARD LABEL	Class or Division							
	1	2	3	4.2	4.3	5.1	5.2	8
1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2
2	Note 2	.....	.....	.....	.....	.....	.....	.....
3	Note 2	.....	.....	.....	.....	X	.....	.....
4.2	Note 2	.....	.....	.....	.....	X	.....	.....
4.3	Note 2	.....	.....	.....	.....	.....	.....	X
5.1	Note 2	.....	X	X	.....	.....	.....	.....
5.2	Note 2	.....	.....	.....	.....	.....	.....	.....
8	Note 2	.....	.....	.....	X	.....	.....	.....

- A. A dotted line "....." at the intersection of a row and column means these hazardous materials may be stowed together.
- B. The letter "X" at the intersection of a row and column means these hazardous materials must not be stowed together.
- C. Packages containing hazardous materials with multiple hazards in the class or division, which require segregation in accordance with the Segregation Table above, need not be segregated from other packages bearing the same UN number.
- D. "Note 1" at the intersection of a row and column means the following:
 1. For explosives in compatibility groups A through K and N:
 - a. Packages bearing the same compatibility group letter and the same division number may be stowed together.
 - b. Explosives of the same compatibility group, but different divisions may be stowed together provided the whole shipment is treated as belonging to the division having the smaller number. However, when explosives of Division 1.5D are stowed together with explosives of Division 1.2D, the whole shipment must be treated as Division 1.1D.
 - c. Packages bearing different compatibility group letters must not be stowed together whether or not they belong to the same division, except as provided in Paragraph D.2 and D.3 below.
 2. Explosives in Compatibility Group L must not be stowed with explosives in other compatibility groups. They may only be stowed with the same type of explosives in Compatibility Group L.
 3. Explosives of Division 1.4S, may be stowed with explosives of all compatibility groups except for Compatibility Groups A and L.
 4. Other than explosives of Division 1.4S (See D.2 above), and Compatibility Group C, D and E that may be stowed together, explosives that do not belong in the same compatibility group must not be stowed together.
 - a. Any combination of substances in Compatibility Groups C and D must be assigned to the most appropriate compatibility group shown in the Hazardous Materials Table located in 49 CFR 172.101 or the List of dangerous Goods located in IATA 4.2.
 - b. Explosives in Compatibility Group N may be stowed together with explosives in Compatibility Groups C, D, or E when the combination is assigned Compatibility Group D.
 5. A package labeled "1.5D" must not be stowed together with "UN0335 Fireworks of Division 1.1G" or "UN0192 Signals, railway track, explosive of Division 1.1G" or "UN0193 Signals, railway track, explosive of Division 1.4S".
- E. "Note 2" at the intersection of a row and column means that other than explosives of Division 1.4S, explosives must not be stowed together with that class.

25 KG/75KG RULE

Not more than 25 kg (55 lbs) net weight of HAZMAT and/or 75 kg (165 lbs) net weight of Division 2.2 (non-flammable compressed gas) materials, which are packaged for passenger-carrying aircraft quantities, may be loaded:

- A. In any freight container or ULD (regardless if the freight container is accessible or inaccessible)
- B. In any belly compartment
- C. In the main deck cargo compartment unless the HAZMAT is made accessible

Note 1: The following HAZMAT is not subject to the 25 kg/75 kg Rule when loaded on a passenger-carrying aircraft or a cargo-only aircraft:

- Class 3 Flammable Liquid, Packing Group III, without a sub risk
- Division 6.1 Toxic Substances, except those that are also labeled FLAMMABLE
- Division 6.2 Infectious Substances
- Class 7 Radioactive Materials, without a sub risk
- Class 9 Miscellaneous Dangerous Goods
- ORM-D Materials
- Company aircraft batteries transported as items of replacement
- A Company tire assembly with a serviceable tire
- Any HAZMAT made accessible

SECURING HAZMAT

HAZMAT must be adequately secured in cargo compartments and unit load devices to prevent shifting and change in orientation.

NON-MEDICAL USE CYLINDERS 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 Company aircraft and proper stowage is as follows:

DC-8-71F & 73F & B-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.

DC-8-62F & 72F COMBI: No limit on the number of cylinders that may be carried in the belly cargo compartments. A maximum of 6 cylinders may be carried in the aircraft in inaccessible main deck cargo compartment positions plus a maximum of 6 cylinders in accessible main deck cargo compartment positions (See Note 3).

Note 1: For cargo-aircraft only, cylinders must be stowed horizontally and as close as practical to the floor of inaccessible cargo compartments and unit load devices.

NON-MEDICAL USE CYLINDERS OF COMPRESSED OXYGEN (Cont'd)

Note 2: For passenger-carrying aircraft, cylinders must be stowed horizontally and as close as practical to the floor of inaccessible and accessible cargo compartments and unit load devices.

Note 3: On passenger-carrying aircraft, 1 additional cylinder of medical-use compressed oxygen per passenger needing oxygen at destination – with a rated capacity of 850 L (30 cubic feet) or less of oxygen – may be carried in an accessible cargo compartment or passenger cabin but not in an inaccessible cargo compartment.

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 Company aircraft as follows:

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

DC-8-62F & 72F COMBI: This HAZMAT must only be loaded in belly cargo compartments or accessible main deck cargo compartment positions.

RADIOACTIVE MATERIALS

Radioactive materials must be separated from passengers, flight crew, live animals, and undeveloped film in accordance with the ATI HAZMAT Manual, Section 3.

A. Transport Index Per Package

No single package may exceed the transport index (TI) shown below for the label category and aircraft type.

LABEL CATEGORY	PASSENGER-CARRYING AIRCRAFT	CARGO-ONLY AIRCRAFT
Yellow II	1.0 TI	1.0 TI
Yellow III	3.0 TI	10.0 TI

B. Transport Index Per Aircraft

The combined aircraft total may not exceed the transport index (TI) shown below for the label category and aircraft type:

LABEL CATEGORY	PASSENGER-CARRYING AIRCRAFT	CARGO-ONLY AIRCRAFT
Yellow II & III	50.0 TI	200.0 TI
Fissile Material	Not Permitted	50. TI

Note: 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 use flights and 100 CSI on exclusive use flights.

DRY ICE/CRYOGENIC LIQUID

Below is the maximum amount of dry ice permitted on the aircraft, by compartment, without pre-approval from the Director of Aircraft Ground Services.

	DC-8-62F/72F COMBI		DC-8-71F/73F	
	With PAX	Without PAX	Main Deck	1,695 kg (3,736 lbs)
Main Deck	200 kg (441 lbs)	1,695 kg (3,736 lbs)	Belly A	200 kg (441 lbs)
Belly A/B	200 kg (441 lbs)	200 kg (441 lbs)	Belly B	200 kg (441 lbs)
Belly C/D	200 kg (441 lbs)	200 kg (441 lbs)	Belly C	200 kg (441 lbs)
			Belly D	200 kg (441 lbs)

B-767SF	
Main Deck	4800 kg (10,582 lbs)
Forward	200 kg (441 lbs)
Aft	200 kg (441 lbs)
Bulk	200 kg (441 lbs)

- A. When the quantity of dry ice exceeds 200 kg (441 lbs) in a compartment, venting procedures must be followed (See ATI HAZMAT Manual, Section 3).
- B. Dry ice or cryogenic liquid must not be carried in a belly compartment containing live animals.
- C. 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 live animals.

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 ICAO and IATA, may be carried in any inaccessible cargo compartment. This limit does not apply when they are made accessible on the main deck.

MAGNETIZED MATERIALS

Magnetized materials may only be stowed in the following positions:

DC-8-62F/72F COMBI	B-767SF	DC-8-71F/73F
Main Deck P2 – P10	All Positions	Main Deck P2 – P14
Belly B & C		Belly B & C

TOXIC & INFECTIOUS SUBSTANCES

HAZMAT bearing a primary or subsidiary Class 6 TOXIC, POISON, INHALATION HAZARD, or INFECTIOUS SUBSTANCE label must not be carried in the same cargo compartment with Postal Mail, Live Animals, or materials that are known to be foodstuff for consumption by humans or animals unless:

- Carried in separate unit load devices and separated by at least 1 position, or
- Carried in separate closed unit load devices if loaded adjacent to each other.

HAZMAT LABELED CARGO AIRCRAFT ONLY

Except for the following, HAZMAT labeled CARGO AIRCRAFT ONLY must be accessible:

- Class 3 Flammable Liquid, Packing Group III, without a subsidiary risk
- Division 6.1 Toxic Substances, except those, that are also labeled Flammable
- Division 6.2 Infectious Substances
- Class 7 Radioactive Materials, without a sub risk
- Class 9 Miscellaneous Dangerous Goods
- ORM D Materials

IDENTIFICATION OF UNIT LOAD DEVICES CONTAINING HAZMAT

Each unit load device containing HAZMAT, which require a hazard label, must be tagged unless those hazard class labels are themselves visible. Also, packages bearing the CARGO AIRCRAFT ONLY label must be so indicated on the tag unless those labels are also visible. When a tag is used, it must identify the primary and subsidiary hazard class/division numbers and when applicable, an indication if packages contain the CARGO AIRCRAFT ONLY label.