

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

DEST CITY CODE	ICAO ERG RED BOOK DRILL CODE	UN/ID NUMBER	PROPER SHIPPING NAME & SHIPPER EMERGENCY RESPONSE TELEPHONE NUMBER. [If applicable, include Technical & Chemical group names, Special Provision, Special Permit (SP), Competent Authority Approval (CA) numbers, plus Limited Quantity (Ltd Qty) & Reportable Quantities (RQ)]	CLASS OR DIVISION (For Class 1, Compatibility Group)	SUB RISK (If Applicable)	UN PACKING GROUP (If Applicable)	NET QTY, GROSS WT OR ACTIVITY PER PACKAGE (As Applicable)	NUMBER & 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	CAO		

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

<p>Emergency Information concerning the above dangerous goods/hazardous materials may be obtained from:</p> <p>CHEMTREC 1-800-424-9300</p> <p>Department of Energy 1-202-586-8100 (For Radioactive Material)</p> <p>Nuclear Regulatory Commission 1-301-816-5100 (For Radioactive Material)</p> <p>Center for Disease Control 1-800-232-0124</p> <p>Spill Center 1-800-456-9038</p>	<p>SPECIAL INSTRUCTIONS TO PILOT-IN-COMMAND</p> <hr/> <p>PILOT-IN-COMMAND ACKNOWLEDGEMENT</p> <p>I am aware of the nature of dangerous goods/hazardous materials shown above and have noted their location on the aircraft.</p> <p>_____</p> <p>Pilot-In-Command - (Signature)</p>	<p>24 HOUR CONTACT REGARDING THE ABOVE HAZMAT IS ATI OPERATIONS @ 501.615.3500 EXT 1104 (INTERNATIONAL 00.1.501.615.3500)</p> <hr/> <p>CERTIFICATION</p> <p>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.</p> <p>_____</p> <p>Authorized Person - (Signature)</p>
	<p>_____</p> <p>Pilot-In-Command - (Signature)</p>	<p>_____</p> <p>Authorized Person - (Print)</p>

•White – Pilot-In-Command Copy

•Yellow – Loadmaster/PSR 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.

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.** Hazard labels, classes or divisions not shown in the table are not subject to segregation requirements.
- B.** Dots at the intersection of a row and column indicate that no restrictions apply.
- C.** The letter "X" at the intersection of a row and column indicates that packages containing these classes of hazardous materials 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: For clarification of "next to or in contact with each other", a minimum horizontal distance of 4 feet should separate HAZMAT that must be segregated, or if less than 4 feet, placing one of the segregated items in a closed ULD (see definition of Closed ULD in Section 1).
- D. Note 1.** "Note 1" at the intersection of a row and column means the following:
- Only Division 1.4S explosives are permitted to be transported aboard a passenger aircraft. Only certain Division 1.3C and G, and Division 1.4B, C, D, E, G and S explosives may be transported aboard a cargo aircraft.
 - Division 1.4S explosives may be stowed with Division 1.3 and 1.4 explosives in compatibility groups as permitted aboard aircraft under paragraph D1 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).
- E. Note 2.** "Note 2" at the intersection of a row and column means that other than explosives of Division 1.4S, explosives may not be stowed together with that class.
- F.** 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.
- G.** 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.

25 KG/75KG RULE

For each package containing a hazardous material acceptable for carriage aboard passenger-carrying aircraft, no more than 25 kg (55 pounds) net weight of hazardous material may be loaded in an inaccessible manner. This includes materials loaded in a freight container in an accessible cargo compartment. In addition to the 25 kg limitation, an additional 75 kg (165 pounds) net weight of Division 2.2 (non-flammable compressed gas) may be loaded in an inaccessible manner. These requirements do not apply to Class 9 and ORM-D materials. (See also IATA State Variation USG-13)

- Note:** The following HAZMAT is also not subject to the 25 kg/75 kg Rule when loading on a passenger-carrying aircraft or cargo only aircraft:
- Class 3 Packing Group III, without a sub risk
 - Class 6 (unless also labeled as a flammable liquid)
 - Class 7 without a sub risk
 - Company aircraft batteries transported as items of replacement (§175.8)
 - A Company tire assembly with a serviceable tire (§175.8)
 - 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.

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 TI	200 TI
Fissile Material	Not Permitted	50 TI

Note: On a cargo aircraft, the combined criticality safety index (CSI) of all the packages on the aircraft must not exceed 50 CSI on a non-exclusive use cargo aircraft, or 100 CSI on an aircraft assigned for the exclusive use of the shipper.

DRY ICE/CRYOGENIC LIQUID

Below is the maximum amount of dry ice permitted on the aircraft, by compartment, without pre-approval from the Vice President - Operations.

DC-8-62F/72F COMBI			DC-8-71F/73F	
	With PAX	Without PAX	Main Deck	1,695 kg (3,737 lbs)
Main Deck	200 kg (441 lbs)	1,695 kg (3,737 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 (10,584 lbs)
Forward	200 kg (441 lbs)
Aft	200 kg (441 lbs)
Bulk	200 kg (441 lbs)

- 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).
- 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. Live animals should be stowed above packages containing dry ice.

POLYMERIC BEADS, EXPANDABLE – UN2211

A total of not more than 100 kg (220 lbs) net weight of expandable polymeric beads (or granules) or plastic molding materials, referenced to IATA/ICAO Packing Instruction 908, 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

The following HAZMAT labeled "Cargo Aircraft Only" does not have to be accessible to the flight crew or other authorized person:

- Class 3 Packing Group III, without a sub risk
- Class 6 (unless also labeled as a flammable liquid)
- Class 7 without a sub risk
- Class 9
- 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.