

BULLETIN CORRECTION

Aircraft Type and Registration:	Boeing 747-8R7F, LX-VCF
Date & Time (UTC):	30 March 2017 at 1216 hrs
Location:	En route from Houston to Prestwick
Information Source:	AAIB Field Investigation

Following publication of the report the following two corrections were made.

AAIB Bulletin No 7/2018, page 11 refers:

The first sentence of the section titled '*Shipping of dangerous goods by air*' has been deleted and replaced to provide additional clarification. The original text read 'The International Air Transport Association (IATA) Dangerous Goods Regulations (DGR) describe the regulations governing the preparation, documentation and transportation by air of dangerous goods. The 58th edition of the DGR, '.

The text now reads:

ICAO Annex 18 to the Chicago Convention describes the international standards and recommended practices relating to the '*Safe transport of dangerous goods by air*'. It requires that dangerous goods are carried in accordance with ICAO document 9284 '*Technical instructions for the safe transport of dangerous goods by air*' (known as the "Technical Instructions"), which contains requirements for the classification, preparation, packaging, documentation and transportation by air of dangerous goods. The International Air Transport Association (IATA) publishes the Dangerous Goods Regulations (DGR), a field manual which describes the requirements of the ICAO Technical Instructions, along with additional explanatory material. It is widely used by IATA member airlines and shippers and, is recognised as the industry standard guidance on the transportation of dangerous goods by air. The 58th edition of the DGR,

AAIB Bulletin No 7/2018, page 17 refers

Additionally, **Footnote 7** has been amended to provide additional clarification. The original footnote read ' The IATA Dangerous Goods Board reviews and determines standards and procedures necessary for the safe carriage of dangerous goods by air, and promotes the worldwide recognition, adoption of and adherence to those standards and procedures'.

The footnote now reads:

The IATA Dangerous Goods Board reviews and determines standards and procedures necessary for the safe carriage of dangerous goods by air, and promotes the worldwide recognition, adoption of and adherence to those standards and procedures. It works closely with the ICAO Dangerous Goods

Panel, which sets the international requirements for transportation of dangerous goods by air and is responsible for reviewing proposed revisions to ICAO document 9284.

The online version of the report was amended on 15 August 2018.