



فريق خبراء البضائع الخطرة

الاجتماع الخامس والعشرون

مونتريال، من ١٩ إلى ٢٠١٥/١٠/٣٠

البند رقم ٢ من جدول الأعمال: إعداد توصيات لتعديل وثيقة التعليمات الفنية للنقل الآمن للبضائع الخطرة بطريق الجو (Doc 9284) لإدخالها في طبعة ٢٠١٧-٢٠١٨ من الوثيقة

الاستثناء العام الذي ينطبق على عمليات البحث والإنقاذ

(مقدمة من ر. ماكلاكن)

المخلص

للقيام ببعض عمليات البحث والإنقاذ ورحلات التدريب يجوز للطائرات أن تحمل على متنها أنواعا من البضائع الخطرة التي لا تشملها من الناحية الفنية الفقرة ١-١-٥ من الجزء الأول من التعليمات الفنية. الإجراء المطلوب من فريق خبراء البضائع الخطرة: فريق الخبراء مدعو إلى النظر في تعديل الفقرة ١-١-٥ من الجزء الأول من التعليمات الفنية كي يشمل ذلك البضائع الخطرة غير المستخدمة على متن الطائرة أثناء الرحلة أو تلك المستخدمة خلال رحلات التدريب.

1. INTRODUCTION

1.1 Part 1; Chapter 1.1.5.1 of the Technical Instructions provides for particular types of operations to be excepted from the normal requirements of the Technical Instructions, due to the type of operation involved making it impractical or inappropriate for the full requirements to apply. Nevertheless, some basic conditions apply to the way in which they must be carried, as specified in 1.1.5.1 to 1.1.5.4.

1.2 In particular, Part 1; Chapter 1.1.5.1 d) states that the Technical Instructions ‘...do not apply to dangerous goods carried by an aircraft where the dangerous goods are ...to provide, during flight, aid in connection with search and rescue operations’.

1.3 It is believed that this exception is clearly intended to allow for any dangerous goods which may be used as part of a search and rescue operation to be carried without having to comply with the requirements of the Technical Instructions that would apply if they were carried as cargo on a conventional passenger or cargo aircraft.

1.4 In the United Kingdom, a recent review of search and rescue operations has shown that the current wording of Part 1;1.1.5.1 d) does not cover all of the dangerous goods carried as part of the operation, due to the words ‘during flight’. Whilst items such as oxygen, nitrous oxide, medical kits, flares, batteries and life-jackets may all be used ‘during flight’ there are some dangerous goods which

although carried on the aircraft, are actually not intended to be used during flight, but are used on the ground as part of the search and rescue operation, normally by third party rescue personnel, such as mountain rescue teams or divers. Examples include diving cylinders, hand-held flares, hexamine blocks and other survival equipment.

1.5 Often, aircraft engaged in search and rescue operations are permanently fitted out with the necessary equipment for the role. Should there be a need to commence a search and rescue flight, the aircraft can be despatched almost immediately. Search and rescue aircraft operators also carry out extensive training flights, during which the same dangerous goods will be carried as those carried during 'live operations'. It has been questioned whether these training flights are considered to be covered by the text '...in connection with search and rescue operations'. In the United Kingdom and another State, it has been opined that either the dangerous goods must be removed from the aircraft for the training flight, or the aircraft operator must apply for and operate under a state-issued exemption, both of which seem excessive.

1.6 It is suggested that the intention of Part 1; Chapter 1.1.5.1 d) is not to exclude items of search and rescue equipment from being carried if they are not actually used during flight or that are being carried as part of a training flight rather than a live search and rescue operation, and therefore it is suggested that the Technical Instructions be amended accordingly to clarify this.

2. ACTION BY THE DGP

2.1 The DGP is invited to amend Part 1; Chapter 1.1.5.1 d) of the Technical Instructions as shown in the appendix to this working paper.

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APPENDIX

PROPOSED AMENDMENT TO PART 1 OF THE TECHNICAL INSTRUCTIONS

Part 1

GENERAL

Chapter 1

SCOPE AND APPLICABILITY

...

1.1.5 General exceptions

1.1.5.1 Except for 7;4.2, these Instructions do not apply to dangerous goods carried by an aircraft where the dangerous goods are:

...

- b) to provide, during flight, veterinary aid or a humane killer for an animal;
- c) for dropping in connection with agricultural, horticultural, forestry, avalanche control, ice jam control and landslide clearance or pollution control activities;
- d) to provide, during flight, or related to the flight, aid in connection with search and rescue operations, including training flights;

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— END —