



危险物品专家组 (DGP)

第二十五次会议

2015年10月19日至30日，蒙特利尔

议程项目 2: 拟定对《危险物品安全航空运输技术细则》(Doc 9284号文件)的修订建议，以便纳入2017年—2018年版

搜寻和救援作业的一般例外

(由R McLachlan提交)

摘要

某些搜寻和救援作业以及培训飞行可能会携带《技术细则》1;1.1.5部分未从技术角度涵盖的危险物品类型。

危险物品专家组的行动: 请危险物品专家组考虑修订《技术细则》1;1.1.5部分，纳入航空器飞行中没有使用的危险物品或培训飞行中所使用的危险物品。

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.

附录

对《技术细则》第1部分的拟议修订

第1部分

概论

第1章

范围和适用

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1.1.5 一般性例外

1.1.5.1 除了 7;4.2 中规定的情况外，本细则不适用于由航空器载运的以下危险物品：

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- b) 在飞行中给动物提供治疗或进行人道灭活的危险物品；
- c) 用于农业、园艺、林业、雪崩控制、冰塞控制和塌方清理或污染控制空投的危险物品；
- d) 在飞行中或与飞行相关（包括培训飞行），用于协助搜寻和救援的危险物品；

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