



## **DANGEROUS GOODS PANEL (DGP)**

### **THIRTIETH MEETING**

**Montréal, Canada, 6 to 10 October 2025**

**Agenda Item 5: Clarifying State oversight responsibilities in Annex 18 (*Ref: Job Card DGP.005.05*)**

### **REVISIONS TO PROPOSED AMENDMENT TO ANNEX 18 DEVELOPED SINCE DGP-WG/25**

(Presented by the Secretary)

This working paper identifies revisions to the proposed amendments to Annex 18 developed since the 2025 DGP Working Group Meeting (DGP-WG/25, Delhi, India, 21 to 25 April 2025). They were developed by the DGP Working group on Annex 18 (DGP-WG/18 through virtual meetings and a face-to-face meeting held in Doha, Qatar from 17 to 21 August 2025. The amendments include some that address preliminary comments from Air Navigation Commission members identified during and ANC review during its 228<sup>th</sup> session (ANC 228-12).

## FOREWORD

### Historical background

~~The provisions of~~ Annex 18 ~~govern~~governs the international transport of dangerous goods by air. ~~They were~~The material in the Annex was developed by the Air Navigation Commission in response to a need expressed by Contracting States for an internationally agreed set of provisions governing the safe transport of dangerous goods by air. ~~They were~~The Annex was originally adopted by Council on 26 June 1981 and became applicable on 1 January 1984.

~~— The significant growth and complexity in air cargo operations since Annex 18 was first adopted necessitates the implementation of the same proactive strategy to improve safety performance needed in other aviation sectors through the State safety programme (SSP). Accordingly, provisions aimed at ensuring States integrate dangerous goods operations within their SSP were adopted by Council on ... 2026 through Amendment 13. The provisions provide clarity and sufficient detail to effectively outline States' responsibilities with respect to the safe transport of dangerous goods by air and the interrelationship of responsibilities between dangerous goods and other aviation activities.~~

Editorial amendments to first paragraph.

Second paragraph was deleted because it was considered inappropriate to include this when no one of the other amendments to Annex 18 have been described in the Foreword.

### Relationship with the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)

The broad provisions of this Annex are amplified by the detailed specifications of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) (Technical Instructions). The provisions of the Technical Instructions are based on recommendations on the transport of dangerous goods developed for all modes of transport by the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods. The intent of using this common base by all modes of transport is to allow cargo to be transferred safely and smoothly between air, sea, rail, and road modes. Modifications from these recommendations are made in the Technical Instructions to address specific aviation safety needs while keeping in mind the need to ensure ~~modal~~ compatibility with other modes of transport.

Editorial amendments to improve clarity.

### Status of the Technical Instructions

The detailed ~~requirements~~specifications of the Technical Instructions are considered binding on a State by virtue of 2.3.1.1 of this Annex unless it has notified a difference to this provision under Article 38 of the Convention.

Editorial amendments to improve clarity.

### Amendments to Annex 18 and the Technical Instructions

Annex 18 is intended to contain stable material requiring only minor amendments using the normal Annex amendment process. The Technical Instructions require more substantial and frequent amendments to keep up with day-to-day operational use.

The Air Navigation Commission established the Dangerous Goods Panel (DGP) and tasked it with maintaining the Technical Instructions. The DGP meets periodically to review comments received from States and interested international organizations, to consider any changed recommendations of the United Nations Committee, to address safety and facilitation issues specific to air transport and to prepare revised editions of the Technical Instructions. Amendments recommended by the DGP are published in panel meeting reports and made publicly available on [www.icao.int/safety/DangerousGoods](http://www.icao.int/safety/DangerousGoods) ~~www.icao.int/dangerous-goods~~.

Amendments recommended by the DGP are reviewed by the Air Navigation Commission and approved, ~~issued~~ and ~~amended~~ published by decision of the Council of ICAO. Action taken by the Air Navigation Commission or the Council on the recommendations is published in the Supplement to DGP meeting reports and made available on [www.icao.int/safety/dangerous-goods](http://www.icao.int/safety/dangerous-goods) ~~www.icao.int/dangerous-goods~~.

A new edition of the Technical Instructions is published every two years. Amendments to the Technical Instructions during the specific period of applicability of an edition of the document may also be published if deemed necessary. Amendments during the specific period of applicability are made available on [www.icao.int/safety/dangerous-goods](http://www.icao.int/safety/dangerous-goods) ~~www.icao.int/dangerous-goods~~.

Updated reference.
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### Guidance

Guidance to States on the implementation of Annex 18 is contained in *Oversight and Management of the Safe Transport of Dangerous Goods by Air Manual (Doc xxxxx, forthcoming)*.

The Technical Instructions are supported by the *Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc ~~9284~~ 9284SU). The Supplement contains guidance to assist States when considering authorizations to transport dangerous goods by air that the Technical Instructions forbid under normal circumstances through approvals or exemptions.

## INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

### CHAPTER 1. DEFINITIONS

When the following terms are used in this Annex, they have the following meanings:

**Approval.** An authorization granted by an appropriate national authority for:

- a) the transport of dangerous goods forbidden on passenger and/or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or
- b) other purposes as provided for in the Technical Instructions.

*Note.— In the absence of a specific reference in the Technical Instructions allowing the granting of an approval, an exemption may be sought.*

**Baggage.** Personal property of passengers or crew carried on an aircraft by agreement with the operator.

**Cargo.** Any property carried on an aircraft other than mail and accompanied or mishandled baggage.

*Note.— This definition differs from the definition of “cargo” given in Annex 9 — Facilitation, whereby Annex 9 excludes stores (supplies) from cargo, but Annex 18 does not.*

Text added to address ANC concern that there was nothing to explain the difference.

**Civil aviation authority (CAA).** The governmental entity or entities, however titled, that are directly responsible for the regulation of all aspects of civil air transport, technical (i.e. air navigation and aviation safety) and economic (i.e. the commercial aspects of air transport).

**Consignment.** One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

**Crew member.** A person assigned by an operator to duty on an aircraft during a flight duty period.

**Dangerous goods.** Articles or substances which are capable of posing a hazard to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.

This is an existing definition that was inadvertently excluded from the amendment presented to DGP-WG/25. There is a revision to replace “risk” with “hazard”

**Dangerous goods accident.** An occurrence associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in fatal or serious injury to a person or major property or environmental damage.

*Note.— A dangerous goods accident may also constitute an aircraft accident as defined in Annex 13— Aircraft Accident and Incident Investigation.*

**Dangerous goods incident.** An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft where:

- a) a person is injured;
- b) there is property or environmental damage;
- c) there is fire, breakage, spillage, leakage of contents or radiation or there is other evidence that the integrity of the packaging has not been maintained; or
- d) the safety of the aircraft or its occupants is jeopardized.

*Note.— A dangerous goods incident may also constitute an aircraft incident as defined in Annex 13 — Aircraft Accident and Incident Investigation.*

**Designated postal operator.** Any governmental or non-governmental entity officially designated by a Universal Postal Union (UPU) member country to operate postal services and to fulfil the related obligations arising from the acts of the UPU Convention on its territory.

~~*Exception.* A provision in this Annex which excludes a specific item of dangerous goods from the requirements normally applicable to that item.~~

Deleted because there is no reference to “exception” in the Annex. “Excepted” is referred to, but the dictionary definition is sufficient.
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**Exemption.** An authorization, other than an approval, granted by an appropriate national authority providing relief from the provisions of the Technical Instructions.

~~*Flight crew member.* A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.~~

Deleted because there is no reference to the term in the Annex.
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**Misdeclared dangerous goods.** Dangerous goods offered for transport by air ~~that are identified to not be in accordance with the information provided on the dangerous goods transport document or other~~ with incorrect documentation, ~~when applicable.~~

~~*Note.— Dangerous goods identified by the operator during the acceptance check as not being in compliance with the applicable provisions of the Technical Instructions are not included in this definition* marks, or labels.~~

Modified to improve clarity.
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**Mail.** Dispatches of correspondence and other items tendered by, and intended for delivery to, postal services in accordance with the rules of the Universal Postal Union (UPU).

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Overpack.** An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

*Note.— A unit load device is not included in this definition.*

**Package.** The complete product of the packing operation consisting of the packaging and its contents prepared for transport.

**Packaging.** One or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions.

*Note.— For radioactive material, see Part 2, paragraph 7.1.3 of the Technical Instructions.*

**Pilot-in-command.** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

**Remote pilot-in-command.** The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

**Safety management system (SMS).** A systematic approach to managing safety, including the necessary organizational structures, ~~accountabilities~~ accountability, responsibilities, policies and procedures.

Modified to align with latest definition in Annex 19.
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**Serious injury.** An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

**State of Destination.** The State in the territory of which the consignment is finally to be unloaded from an aircraft.

**State of Occurrence.** The State in the territory of which an accident or incident occurs.

Added because it is an existing definition in Annex 13, and the term is used in Annex 18.
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**State of Origin.** The State in the territory of which the consignment is first to be loaded on an aircraft.

**State of the Operator.** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**Technical Instructions.** The *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

**Undeclared dangerous goods.** Dangerous goods offered for transport by air ~~where there is no~~ which are not identified as dangerous goods ~~transport document or other documentation, when permitted,~~

~~describing the contents as containing dangerous goods or the package is not marked or labelled to identify the contents as containing dangerous goods, as required by~~ in accordance with the Technical Instructions.

Modified to improve clarity.
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~~*UN number.* The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of articles or substances.~~

Deleted because there is no reference to the term in the Annex.
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**Unit load device (ULD).** A device for grouping and restraining cargo, mail and baggage for air transport. It is either an aircraft container or a combination of an aircraft pallet and an aircraft pallet net. A ULD is designed to be directly restrained by the aircraft cargo loading system.

*Note 1.— An overpack is not included in this definition.*

*Note 2.— A freight container for radioactive material is not included in this definition (see Part 2, paragraph 7.1.3 of the Technical Instructions).*

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## CHAPTER 2. GENERAL

### 2.1 Objective

Each State shall ~~have as a primary objective in the transport of dangerous goods by air~~ promote the safety of the aircraft, its occupants, ground personnel, the general public and the environment ~~as a primary objective in all matters related to the safe transport of dangerous goods by air.~~

Editorial based on comments from Commissioners.

### 2.2 Applicability

2.2.1 The Standards and Recommended Practices of this Annex shall be applicable to international civil aviation.

2.2.2 **Recommendation.**— *Each State should apply the Standards and Recommended Practices contained in this Annex to domestic civil aviation.*

2.2.3 Articles and substances which would otherwise be classified as dangerous goods but which are required to be aboard the aircraft in accordance with the pertinent airworthiness requirements and operating regulations, or for those specialized purposes identified in the Technical Instructions, shall be excepted from the provisions of this Annex.

2.2.4 Where articles and substances intended as replacements for those described in 2.2.3 or which have been removed for replacement are carried on an aircraft, they shall be transported in accordance with the provisions of this Annex except as permitted in the Technical Instructions.

### 2.3 Compliance with the ~~Dangerous Goods~~ Technical Instructions

Not necessary because “Technical Instructions” are defined in Chapter 1.

2.3.1 Each State shall take measures aimed at ensuring that any entity that offers, handles, transports or causes to be offered, handled or transported dangerous goods in cargo or mail achieves compliance with the detailed provisions contained in the Technical Instructions.

2.3.2 Each State shall ~~take~~implement measures aimed at ensuring that passengers and crew members achieve compliance with the detailed provisions contained in Part 8 of the Technical Instructions.

Editorial for the sake of consistency

2.3.3 Each State shall take measures to ensure the entities referred to in 2.3.1 and 2.3.2 achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

2.3.4 **Recommendation.**— *Although an amendment to the Technical Instructions with an immediate applicability for reasons of safety may not yet have been implemented in a State, such State should, nevertheless, facilitate the movement of dangerous goods in its territory which are consigned*



from another State in accordance with that amendment, providing the goods comply in total with the revised requirements.

### 2.3.5 **Multimodal transport**

—**Recommendation.**— *Each State should take measures to enable dangerous goods intended for air transport and prepared in accordance with the Technical Instructions to be accepted for transport by other modes of transport to or from aerodromes.*

## **2.4 Limitation on the transport of dangerous goods by air**

### **2.4.1 Dangerous goods permitted for transport by air**

2.4.1.1 Each State shall ~~only~~ permit the transport of dangerous goods as cargo or mail by air ~~as established~~solely in accordance with this Annex and the detailed ~~provisions~~specifications of the Technical Instructions.

Editorial based on comments from Commissioners
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2.4.1.2 Each State shall ~~only~~ permit the carriage of dangerous goods by passengers or crew members solely when specifically permitted in accordance with Part 8 of the Technical Instructions.

### **2.4.2 Dangerous goods forbidden for transport by air unless approved or exempted**

Each State shall not permit the transport of dangerous goods identified in the Technical Instructions as being forbidden for transport by air under normal circumstances unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the States concerned in accordance with 2.4.2.1 or an exemption granted by the States concerned in accordance with 2.4.2.2.

#### *2.4.2.1 Approvals*

—Where specifically provided for in the Technical Instructions, the States concerned may grant an approval provided that in such instances an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions is achieved.

*Note.*— *For the purpose of approvals, “States concerned” are the States of Origin and the Operator, unless otherwise specified in the Technical Instructions.*

#### *2.4.2.2 Exemptions*

—In instances:

- a) of extreme urgency; or
- b) when other forms of transport are inappropriate; or
- c) when full compliance with the prescribed requirements is contrary to the public interest,

the States concerned may grant an exemption from the provisions of the Technical Instructions provided that in such instances every effort shall be made to achieve an overall level of safety in transport which is equivalent to the level of safety provided for in the Technical Instructions.

*Note-1.— For the purpose of exemptions, “States concerned” are the States of Origin, Operator, Transit, Overflight and Destination.*

*Note-2.— Guidance for the processing of exemptions, including examples of extreme urgency, may be found in the Oversight and Management of the Safe Transport of Dangerous Goods by Air Manual (Doc xxxxx, forthcoming), Chapter yy.*

### **2.4.3 Dangerous goods forbidden for transport by air under any circumstances**

2.4.3.1 Each State shall forbid any article or substance to be transported by air under any circumstance if, as presented for transport, it is liable to explode, dangerously react, produce a flame or dangerous evolution of heat or dangerous emission of toxic, corrosive or flammable gases or vapours under conditions normally encountered in transport.

~~2.4.3.2~~ 2.4.3.2 The articles and substances referred to in 2.4.3.1 shall include those that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances on any aircraft.

Reinserted text to ensure Staes are aware of what is explicitly forbidden in the dangerous jjjj
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2.4.3.3 Each State shall not grant approvals or exemptions for articles and substances identified in 2.4.3.1.

*Note.— Guidance on dangerous goods forbidden for transport under any circumstance is provided in Doc xxxx (forthcoming), Chapter yy.*

## CHAPTER 3. PROVISION OF INFORMATION TO ICAO

### 3.1 National authority

Each State shall designate and specify to ICAO an appropriate national authority within its administration to be responsible for ensuring compliance with this Annex.

### 3.2 Notification of variations from the Technical Instructions

—Where a State adopts different provisions from those specified in the Technical Instructions, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions.

*Note.— Each State is expected to notify a difference to the provisions of 2.3.1 and 2.3.2 under Article 38 of the Convention only if they are unable to accept the binding nature of the Technical Instructions. Where States have adopted different provisions from those specified in the Technical Instructions, they are expected to be reported only under the provisions of 3.2.*

### 3.3 Difficulties encountered in the application of the Technical Instructions

**Recommendation.—** *Each State should inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.*

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## CHAPTER 4. STATE SAFETY MANAGEMENT RESPONSIBILITIES

Chapter 4 has been streamlined based on feedback, from SMP by removing SARPs already contained in Annex 19. Individual notes referring to specific parts of Doc xxxx are removed as they are covered by Note 1.

*Note 1.— ~~The provisions~~ **Provisions** for a State Safety Programme (SSP) are contained in Chapter 3 to Annex 19. Guidance on an SSP is contained in the Safety Management Manual (SMM) (Doc 9859).*

*~~Note 2.—are applicable to this Annex. This chapter of Annex 18 contains specific State safety management responsibilities relevant to the safe transport of dangerous goods by air. Guidance on the integration of the safe transport of dangerous goods by air into the SSP is contained in Doc xxxx (forthcoming).~~*

~~*Note 2.— Guidance on an SSP is contained in the Safety Management Manual (SMM) (Doc 9859). Guidance on specific State safety management responsibilities relevant to the safe transport of dangerous goods by air is contained in Doc xxxx (forthcoming).*~~

### 4.1—State safety policy, objectives and resources

~~*Note 1.— See 5.1 for primary aviation legislation applicable to the safe transport of dangerous goods by air.*~~

~~*Note 2.— See 5.2 and 7.1 for specific operating regulations applicable to the safe transport of dangerous goods by air.*~~

~~*Note 3.— Guidance on the establishment of authorities or government agencies supported by sufficient and qualified personnel and provided with adequate financial resources for the management of safety specific to dangerous goods is contained in Doc xxxx (forthcoming), Chapter yy.*~~

~~*Note 4.— Guidance on staffing, minimum qualification requirements and training for dangerous goods technical personnel involved in the regulation and oversight of transport of dangerous goods by air is contained in Doc xxxx (forthcoming), Chapter yyyy.*~~

~~*Note 5.— Guidance on coordination between appropriate national authorities that could have an impact on the transport of dangerous goods by air is contained in Doc xxxx (forthcoming), Chapter yyyy.*~~

### 4.2—State safety risk management

#### 4.2.1 Approval and exemption obligations

Each State shall implement documented processes and procedures to ensure that individuals and organizations performing an activity related to the transport of dangerous goods by air meet the established requirements before they are allowed to exercise the privileges of an approval or exemption to conduct the relevant dangerous goods activity.

*Note.— Guidance on the establishment of documented processes and procedures related to the granting of exemption and approval obligations is contained in Doc xxxx (forthcoming), Chapter yyyy.*

#### **4.2.2 Safety management system obligations**

~~— Note 1. The transport of dangerous goods by air is included in the scope of the operator's safety management system (SMS).~~

~~— Note 2. See Annex 6 Operation of Aircraft, Part I International Commercial Air Transport Aeroplanes, Chapter 15 and Part IV International Operations Remotely Piloted Aircraft Systems, Chapter 15 for SARPs concerning hazards associated with the transport of items in the cargo compartment, the conduct of a specific safety risk assessment, and the responsibilities for the transport of dangerous goods.~~

#### **4.2.3 Dangerous goods safety investigations**

4.2.3.1 Each State shall establish a process to investigate dangerous goods accidents and dangerous goods incidents reported in accordance with Chapter 10 in support of the management of safety in the State.

4.2.3.2 Each State shall implement a risk-based process for the analysis and investigation of:

- a) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail;
- b) occasions when dangerous goods not permitted in passenger or crew baggage are discovered; and
- c) other safety issues

which are reported in accordance with Chapter 10 in support of the management of safety in the State.

4.2.3.3 Each State shall participate in cooperative efforts with other States conducting dangerous goods safety investigations, as appropriate, with the aim of resolving safety issues and eliminating violations of dangerous goods regulations.

~~— Note 1. See 10.~~

~~4 for requirements related to the exchange of information.~~

~~— Note 2. Guidance on dangerous goods safety investigations can be found in Doc xxxx (forthcoming), Chapter yy.~~

#### **4.2.4 Hazard identification and safety risk assessment**

~~— 4.2.4.1 Each State shall establish and maintain a process to identify the State's system level hazards associated with the transport of dangerous goods by air from collected safety data.~~

~~— 4.2.4.2 Each State shall develop and maintain a process that ensures the assessment of safety risks associated with hazards identified under 4.2.4.1.~~

#### **4.2.5.3 Management of safety risks**

#### **4.2.53.1 Dangerous goods transported as cargo or mail**

4.2.53.1.1 Each State shall ~~ensure that the mechanism for the resolution of safety issues required by Annex 19 addresses~~address safety risks associated with dangerous goods offered, handled or transported or caused to be offered, handled or transported as cargo or mail by air.

Removed redundant text.

4.2.53.1.2 Each State shall implement measures aimed at preventing dangerous goods not in compliance with the Technical Instructions from being transported in cargo or mail by air.

4.2.53.1.3 Each State shall implement measures aimed at ensuring that any ~~entity~~person that offers, handles or transports or causes to be offered, handled or transported dangerous goods in cargo or mail has processes and procedures in place to identify dangerous goods in cargo or mail that are not in compliance with the Technical Instructions and to prevent them from being offered for transport by air or loaded on an aircraft.

#### **4.2.53.2 Dangerous goods carried by passengers ~~or~~and crew**

4.2.53.2.1 Each State shall ~~ensure that the mechanism for the resolution of safety issues required by Annex 19 addresses~~address safety risks associated with dangerous goods carried by passengers ~~and~~or crew ~~members~~.

4.2.53.2.2 Each State shall implement measures aimed at preventing passengers ~~and~~or crew ~~members~~ from carrying dangerous goods on board an aircraft which they are not permitted to carry.

4.2.53.2.3 Each State shall implement measures aimed at ensuring that entities handling baggage have processes and procedures in place to recognize dangerous goods not permitted to be carried by passengers ~~and~~or crew ~~members~~ and to prevent them from being carried on an aircraft when they are discovered.

*Note.— Guidance on managing safety risks associated with dangerous goods is contained in Docs 10102 and Doc xxxx (forthcoming), Chapter yyyy.*

### **4.3—State safety assurance**

~~—Note.— Guidance on surveillance obligations and State safety performance required by Annex 19 specific to dangerous goods is contained in Doc xxxx (forthcoming), Chapter yyyy.~~

## **4.4 State safety promotion**

### **4.4.1 Dangerous goods transported as cargo or mail**

4.4.1.1 Each State shall include activities aimed at preventing the transport of dangerous goods in cargo and mail by air which are not in compliance with the provisions of this Annex and the Technical Instructions in the State safety promotion activities required by Annex 19.

#### 4.4.2 Dangerous goods carried by passengers or crew

4.4.2.1 Each State shall include activities ~~aimed at preventing passengers~~to increase passenger and crew ~~from carrying~~awareness of dangerous goods which they are forbidden to carry on an aircraft in the State safety promotion activities ~~required by Annex 19~~through its SSP.

~~—Note.— See Part 8 of the Technical Instructions for dangerous goods carried by passengers and crew members.~~

4.4.~~3~~2.2 Each State shall establish means to promote dangerous goods safety and a positive safety culture throughout the supply chain.

~~—Note.— Guidance related to State safety promotion and a positive safety culture specific to the safe transport of dangerous goods by air is contained in Doc xxxx (forthcoming), Chapter yyy.~~

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## CHAPTER 5. SAFETY OF THE SUPPLY CHAIN

### 5.1 Primary aviation legislation ~~(CE-1)~~

Each State shall promulgate laws that enable the oversight and safety management of entities that offer, handle, transport or cause to be offered, handled or transported dangerous goods by air, the resolution of safety issues and the enforcement of regulations through the relevant authorities established for that purpose.

### 5.2 Specific operating regulations

Each State shall establish specific operating regulations ~~in accordance with Annex 19~~ to require, at a minimum, that:

- a) a person does not offer or cause to be offered for transport:
  - 1) articles or substances which are forbidden for transport in accordance with 2.4.3;
  - 2) articles or substances which are forbidden for transport in accordance with 2.4.2 unless permitted by the States concerned through an approval or exemption;
- b) a person does not offer or cause to be offered dangerous goods for transport unless:
  - ~~1)~~ policies and procedures have been developed and provided to enable them to carry out the function for which they are responsible;
  - ~~2)~~ associated hazards are identified in accordance with the classification criteria of Part 2 of the Technical Instructions;
  - ~~3)~~ risks associated with the identified hazards are mitigated at the package level through quantity limitations, packing and packaging requirements in accordance with Parts 3, 4 and 6 of the Technical Instructions;
  - ~~4)~~ hazard and handling information are communicated to entities in the supply chain in accordance with the marking, labelling and documentation requirements of Parts 3, 4 and 5 of the Technical Instructions;
  - ~~5)~~ ~~c)~~ documentation is retained in accordance with the Technical Instructions;
  - ~~6)~~ ~~d)~~ in the case of radioactive material, a radiation protection programme is established in accordance with Part ~~1~~;6 of the Technical Instructions;
  - ~~e)~~ operators accept, handle and transport dangerous goods in accordance with Chapter 6;
  - ~~f)~~ dangerous goods accidents, dangerous goods incidents and occasions when undeclared or misdeclared dangerous goods are discovered are reported in accordance with Chapter 10;



- eg) training and assessment is conducted in accordance with Chapter 9;
- fh) dangerous goods are not offered, caused to be offered or accepted for transport by mail unless specifically permitted in accordance with Chapter 8; and
- gi) entities other than operators involved in the transport of dangerous goods by air provide such information to their personnel as will enable them to carry out their responsibilities ~~with regard to~~ **regarding** the transport of dangerous goods ~~and~~ **including** instructions as to the action to be taken in the event of emergency involving dangerous goods.

~~— Note. — Annex 6 contains requirements for the operator to be provided with an operations manual for the use and guidance of operations personnel concerned.~~

Note. — The operator's responsibility to establish dangerous goods procedures, instructions and guidance in its operations manual is contained in Annex 6, Part I, Chapter 14; Part III, Chapter 12; and Part IV, Chapter 14.

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## CHAPTER 86. OPERATOR'S RESPONSIBILITIES

*Note 1.— ~~Annex 6, Parts I, III and IV prohibit an operator from engaging in commercial air transport operations unless it is in possession of a valid air operator certificate (AOC)~~ This chapter distinguishes responsibilities for operators who have not been issued by the State of the Operator. The AOC authorizes the operator to conduct commercial air transport operations in accordance with its operations specifications. The operations specifications include an indication of whether an operator has a specific approval to transport dangerous goods as cargo. This Annex applies to all operators, regardless of their specific approval status. Operators that have (6.2) from those who have been issued a specific approval to transport dangerous goods as cargo are subject to additional operational responsibilities that do not apply to operators without specific approval. This chapter distinguishes responsibilities for operators without specific approval from those with specific approval to transport dangerous goods as cargo (6.3) by separating them into two sections (6.1 and Specific approval in the context of this chapter refers to an approval issued to an air operator in accordance with Annex 6.2).*

*~~Note 2.— Annex 6, Part I, Chapter 14, Annex 6, Part III, Chapter 12 and Annex 6, Part IV, Chapter 14 includes provisions for air operators to include dangerous goods procedures, instructions and guidance in its operations manual.~~*

*~~Note 3~~ Note 2.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).*

*Note ~~4~~ 3.— The carriage of dangerous goods is included in the scope of the operator's safety management system (SMS).*

*~~Note~~ Note 4.— See Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Chapter 15 and Part IV — International Operations — Remotely Piloted Aircraft Systems, Chapter 15 for SARPs concerning cargo compartment safety.*

*~~Note 5.— It is not intended that this Annex be interpreted as requiring an operator to transport a particular article or substance or as preventing. It is also not intended to prevent an operator from adopting special requirements on the transport of a particular article or substance in addition to what is required by this Annex.~~*

*~~Note 6.— The operator may contract functions required by this Annex to another party while retaining overall responsibility for them.~~*

*~~Note 6.— Each State is required to recognize as valid an air operator certificate issued by another State in accordance with Annex 6, Part I, 4.2.2, Part III — International Operations — Helicopters, of 2.2.2 and Part IV, 4.2.3. This includes the specific approval to transport dangerous goods as cargo issued by another State.~~*

Note 1 referred to Annex 6, Parts I, III and IV and the specific approval in relation to the AOC. This implied that the specific approval can only come through an AOC, which is not the case. The note was revised to remove this gap.

Note 2 was moved to the beginning of sections 6.2.1 and 6.3.1.

Note 4 is new to make it clear that the compliance with the cargo compartment safety SARPs in

Annex 6 apply to dangerous goods transport.

The intent of Note 5 was clarified to remove any implication that the operator can rely itself of requirements.

Note 6 (first Note 6) is replaced with a new note at the beginning of sections 6.2.1 and 6.3.1 referring to provisions in Annex 6 requiring the operator to develop policies and procedures for third parties that perform work on its behalf

Note 6 (second Note 6) was intended to refer States to the Standard in Annex 6 that specifies that the State shall recognize as valid an AOC issued by another Contracting State. However, operations experts recommend deleting this note and addressing the issue through guidance material, as the practice applies to more than dangerous goods and the Standard referred to in Annex 6 is intended to automatically apply only to personnel licenses and airworthiness certificates.

## 6.1 General

6.1.1 The provisions of 6.2 ~~are only applicable~~ apply to operators ~~with no~~ who have not been issued a specific approval for the transport of dangerous goods ~~as cargo~~.

6.1.2 The provisions of 6.3 ~~are only applicable~~ apply to operators ~~with~~ who have been issued a specific approval for the transport of dangerous goods ~~as cargo~~.

Editorial amendments made for the sake of consistency.

Replace Section 6.2 with the following:

Section 6.2 has been restructured to differentiate between dangerous goods carried by passengers and crew and transport as cargo or mail. What was contained in the prevention of non-compliance sections is now contained in the applicable parts of 6.2, i.e. either for passengers and crew or for cargo and mail.

The SARP on emergency procedures is removed as it is considered redundant given that it is in Annex 6. However, we need to make sure it is in all parts of Annex 6.

Removed section on reporting of dangerous goods occurrences to State authorities because simply referred to Chapter 10. Guidance material will make operator responsibilities comprehensive.

## 6.2 Operators with no specific approval for the transport of dangerous goods

### 6.2.1 General

*Note 1.— Annex 6, Part I, Chapter 14 and Appendix 2, Annex 6, Part III – International Operations – Helicopters, Chapter 12 and Appendix 8 and Annex 6, Part IV, Chapter 14 and Appendix 2 include provisions for operators to include dangerous goods procedures, instructions and guidance in its operations manual, including emergency procedures involving dangerous goods.*

*Note 2.— See also Annex 6 Part I, 4.2.1.3.1, Part III, 2.2.1.3.1 and Part IV, 4.2.2.1 for work performed by third parties on behalf of the operator.*

Notes 1 and 2 are modified versions of introductory notes (see justification under introductory notes)

### **6.2.2 Dangerous goods carried by passengers and crew**

6.2.2.1 The operator shall ensure that measures are in place to mitigate the risk of passengers and crew members carrying dangerous goods on board an aircraft which they are not permitted to carry.

6.2.2.2 The mitigations required by 6.2.2.1 shall include, at a minimum:

- a) measures aimed at ensuring that passengers and crew members are aware of the limitations on the carriage of dangerous goods on aircraft; and
- b) ensuring relevant personnel are trained to assist them in identifying and detecting dangerous goods.

*Note 1.— See Part 7;5 of the Technical Instructions for provision of information to passengers and for passenger check-in procedures.*

*Note 2.— See Part 7;6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

6.2.2.3 The operator shall establish criteria for approving a passenger or crew member to safely carry dangerous goods that are identified by Part 8 of the Technical Instructions as only being permitted with the approval of the operator.

6.2.2.4 The operator shall load dangerous goods carried by passengers or crew members in accordance with the applicable requirements of the Technical Instructions.

6.2.2.4 is added. The Technical Instructions contain loading requirements for certain dangerous goods carried by passengers and crew, but there is no related Standard in current Annex 18. 6.2.2.4 is proposed to close that gap and to make it clear to States.

6.2.2.5 The operator shall isolate baggage suspected of being contaminated by dangerous goods and nullify any hazardous contamination before the baggage is subsequently transported.

### **6.2.3 Transport of cargo or mail**

6.2.3.1 The operator shall ensure that measures are in place to mitigate the risk of:

- a) dangerous goods being transported as cargo on an aircraft;
- b) dangerous goods being transported which are intended as replacement for or removed for replacement of those required to be aboard an aircraft in accordance with pertinent airworthiness requirements and operator regulations; and
- c) dangerous goods being transported in mail which are not in compliance with the Technical Instructions.

6.2.3.2 The mitigations required by 6.2.3.1 shall include, at a minimum:

- a) measures aimed at ensuring that cargo customers are aware of the limitations on the transport of dangerous goods as cargo on aircraft;
- b) measures aimed at assisting operators' cargo acceptance personnel in identifying, detecting and rejecting dangerous goods presented as general cargo and dangerous goods not permitted in mail.

*Note 1.— See 2.4 for limitations on the transport of dangerous goods by air.*

*Note 2.— See Part 7;1.1 of the Technical Instructions for cargo acceptance procedures related to detecting dangerous goods presented as general cargo.*

*Note 3.— See Part 7;4.8 of the Technical Instructions for provision of information at cargo acceptance points.*

*Note 4.— See Part 7;6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

#### 6.2.3.3 Damage or leakage

The operator shall ensure that cargo or mail suspected of being contaminated by dangerous goods is isolated and any hazardous contamination nullified before the cargo or mail is subsequently transported.

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Replace Section 6.3 with the following:

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Section 6.3 has been restructured to differentiate between dangerous goods carried by passengers and crew and transport as cargo or mail. What was contained in the prevention of non-compliance sections is now contained in the applicable parts of 6.3, i.e. either for passengers and crew or for cargo and mail.

The SARP requiring the operator to ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's specific approval and limitations with regard to the transport of dangerous goods is deleted because it is in Annex 6.

The SARP on emergency procedures is removed as it is considered redundant given that it is in Annex 6. However, we need to make sure it is in all parts of Annex 6.

Removed section on reporting of dangerous goods occurrences to State authorities because simply referred to Chapter 10. Guidance material will make operator responsibilities comprehensive.

## 6.3 Operators with a specific approval for the transport of dangerous goods

### 6.3.1 General

*Note 1.— Specific approvals for the transport of dangerous goods are issued by the State of Operator in accordance with Annex 6.*

*Note 2.— Annex 6, Part I, Chapter 14 and Appendix 2, Annex 6, Part III, Chapter 12 and Appendix 8 and Annex 6, Part IV, Chapter 14 and Appendix 2 include provisions for the operators to include dangerous goods procedures, instructions and guidance in its operations manual, including emergency procedures involving dangerous goods.*

*Note 3.— See also Annex 6, Part I, 4.2.1.3.1, Part III, 2.2.1.3.1 and Part IV, 4.2.2.1 for work performed by third parties on behalf of the operator.*

### **6.3.2 Dangerous goods carried by passengers and crew members**

6.3.2.1 The operator shall ensure that measures are in place to mitigate the risk of passengers and crew members carrying dangerous goods on board an aircraft which they are not permitted to carry.

6.3.2.2 The mitigations required by 6.3.2.1 shall include, at a minimum:

- a) measures aimed at ensuring passengers and crew members are aware of the limitations on the carriage of dangerous goods on aircraft; and
- b) ensuring relevant personnel are trained to assist them in identifying and detecting dangerous goods.

*Note 1.— See Part 7;5 of the Technical Instructions for provision of information to passengers and for passenger check-in procedures.*

*Note 2.— See Part 7;6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

6.3.2.3 The operator shall establish criteria for approving a passenger or crew member to safely carry dangerous goods that are identified by Part 8 of the Technical Instructions as only being permitted with the approval of the operator.

6.3.2.4 The operator shall load dangerous goods carried by passengers or crew members in accordance with the applicable requirements of the Technical Instructions.

6.3.2.5 The operator shall isolate baggage suspected of being contaminated by dangerous goods and nullify any hazardous contamination before the baggage is subsequently transported.

### **6.3.3 Transport of cargo and mail**

#### **6.3.3.1 Prevention of non-compliance**

6.3.3.1.1 The operator shall ensure that measures are in place to mitigate the risk of:

- a) dangerous goods being transported as cargo on an aircraft that are not in compliance with the Technical Instructions and the limitations with regard to the transport of dangerous goods established in the Operations Manual;
- b) dangerous goods being transported which are intended as replacement for or removed for replacement of those required to be aboard an aircraft in accordance with pertinent airworthiness requirements and operator regulations that are not in compliance with the Technical Instructions; and

- b) dangerous being transported in air mail which are not in compliance with the Technical Instructions.

6.3.3.1.2 The mitigations required by 6.3.3.1,1 shall include, at a minimum:

- a) measures aimed at ensuring cargo customers are aware of the limitations on the transport of dangerous goods as cargo by air; and
- b) measures aimed at assisting operators' acceptance staff personnel in identifying, detecting and rejecting dangerous goods presented as general cargo.

*Note 1.— See 2.4 for limitations on the transport of dangerous goods by air.*

*Note 2.— See Part 7;4.8 of the Technical Instructions for provision of information at cargo acceptance points.*

*Note 3.— See Part 7;1.1 of the Technical Instructions for cargo acceptance procedures related to detecting dangerous goods presented as general cargo.*

*Note 4.— See Part 7;6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

#### 6.3.3.2 Acceptance of dangerous goods for transport as cargo

6.3.3.2.1 The operator shall not accept dangerous goods for transport as cargo:

- a) unless information is provided in accordance with Part 7;1.2 of the Technical Instructions describing the dangerous goods in the consignment, except where the Technical Instructions indicate that such information is not required; and
- b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in Part 7;1 of the Technical Instructions.

6.3.3.1 The operator shall use an acceptance checklist as an aid to compliance with the provisions of 6.3.3.2.1 in accordance with Part 7;1 of the Technical Instructions.

6.3.3.2.3 The operator shall not accept a freight container or unit load device containing dangerous goods from a shipper except as permitted by 7;1 of the Technical Instructions.

#### 6.3.3.3 Handling

##### 6.3.3.3.1 General

6.3.3.3.1.1 The operator shall handle cargo containing dangerous goods in a manner that prevents damage, leakage or dangerous reaction in accordance with the provisions of the Technical Instructions.

6.3.3.3.1.2 The operator shall ensure that marks and labels required by the Technical Instructions are visible throughout the course of air transport in accordance with Part 7;2 of the Technical Instructions.

6.3.3.3.1.3 The operator shall ensure that dangerous goods contained in unit load devices are identified on the exterior of the unit load devices in accordance with Part 7;2 of the Technical Instructions.

6.3.3.3.2 *Loading, unloading and stowage*

6.3.3.3.2.1 *Damage or leakage*

6.3.3.3.2.1.1 The operator shall not load dangerous goods as cargo onto an aircraft unless:

- a) packages, overpacks and freight containers containing dangerous goods have been inspected immediately prior to placing them in a unit load device or loading them on an aircraft and found free from any evidence of leakage or damage; and
- b) unit load devices have been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

6.3.3.3.2.1.2 The operator shall inspect upon unloading:

- a) packages, overpacks and freight containers containing dangerous goods for evidence of damage or leakage from the aircraft or unit load device; and
- b) unit load devices containing dangerous goods from the aircraft for evidence of leakage from, or damage to any dangerous goods contained therein.

6.3.3.3.2.1.3 The operator shall ensure that cargo or mail containing or suspected of containing dangerous goods is removed from the aircraft or unit load device if there is evidence of damage or leakage in accordance with Parts 7;2 and 7;3 of the Technical Instructions.

6.3.3.3.2.2 *Removal of contamination*

The operator shall ensure that:

- a) any hazardous contamination found on an aircraft or unit load device from dangerous goods is removed without delay in accordance with the Technical Instructions.
- b) an aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

6.3.3.3.2.3 *Loading restrictions*

6.3.3.3.2.3.1 The operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, except in circumstances permitted by the provisions of the Technical Instructions.

6.3.3.3.2.3.2 The operator shall ensure that dangerous goods are not carried in the main deck cargo compartment of an aircraft conducting passenger operations, except in circumstances permitted by the provisions of the Technical Instructions.



6.3.3.3.2.3.3 Notwithstanding the provisions in 6.3.3.3.2.3.2, the operator may transport dangerous goods in the main deck cargo compartment of an aircraft conducting passenger operations that do not meet the requirements of Part 7;2.1.1 of the Technical Instructions, if approved by the State of Origin and the State of the Operator, based on the results of an approved safety risk assessment process implemented by the operator.

6.3.3.3.2.3.4 The process required by 6.3.3.3.2.3.3 shall demonstrate how risks to the operation resulting from such an allowance can be managed.

6.3.3.3.2.3.5 The operator shall ensure that packages of dangerous goods bearing the “Cargo aircraft only” label are not loaded for transport on aircraft conducting passenger operations.

6.3.3.3.2.3.6 The operator shall ensure that packages of dangerous goods bearing the “Cargo aircraft only” label are loaded on an aircraft conducting cargo operations in accordance with Part 7;2.4.1 of the Technical Instructions.

#### *6.3.3.3.2.4 Separation and segregation*

6.3.3.3.2.4.1 The operator shall ensure that packages containing dangerous goods which might react dangerously with one another are segregated or separated from each other, as applicable, in accordance with Part 7;2.2 of the Technical Instructions.

6.3.3.3.2.4.2 The operator shall ensure that packages of radioactive materials are stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with Part 7;2.9.6 of the Technical Instructions.

#### *6.3.3.3.2.5 Securing of dangerous goods cargo loads*

6.3.3.3.2.5.1 The operator shall protect dangerous goods on the aircraft or in a unit load device from being damaged and secure such goods in the aircraft in such a manner that will prevent any movement.

6.3.3.3.2.5.2 For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 6.3.3.3.2.5.1 are met at all times.

### **6.3.4 Operator responsibilities for specific types of dangerous goods**

The operator shall comply with handling, stowage, loading and transport requirements for the specific types of dangerous goods identified in Part 7 of the Technical Instructions.

### **6.3.5 Information to pilot-in-command or remote-pilot-in-command**

The operator shall ensure that when an aircraft is to transport dangerous goods as cargo, the pilot-in-command or remote-pilot-in-command, as applicable, is provided as early as practicable before departure of the aircraft with accurate and legible written or printed information in accordance with Part 7;4.1 of the Technical Instructions.

### **6.3.6 Additional provisions for helicopters and remotely piloted aircraft**

6.3.6.3 The State of the Operator may, based on the results of an approved safety risk assessment process implemented by the operator, allow for variations to the Technical Instructions for the transport of dangerous goods on helicopters or remotely piloted aircraft where full compliance is not appropriate or necessary due to the type of operation.

6.3.6.4 The process required by 6.3.6.3 shall demonstrate how risks to the operation resulting from such variations can be managed.

*Note.— Examples of the types of operations where full compliance is not appropriate or necessary referred to in 6.3.6.3 include those involving unmanned sites, remote locations, mountainous areas and construction sites.*

*Note 2.— Guidance for States on approving variations from the Technical Instructions to transport dangerous goods on helicopters or remotely piloted aircraft is provided in Doc xxxx (forthcoming), Chapter yy.*

### **6.3.7 Provision of information in the event of an aircraft accident, serious incident or incident**

#### *6.3.7.1 Information to emergency services*

The operator shall, without delay, provide emergency services responding to an accident, serious incident or incident the information about the dangerous goods on board that was provided to the pilot-in-command or remote-pilot in command.

#### *6.3.7.2 Information to States*

##### *6.3.7.2.1 Aircraft accident or serious incident*

In the event of an aircraft accident or serious incident where dangerous goods as cargo may have been involved, the operator shall provide, as soon as possible, the information that was provided to the pilot-in-command or remote-pilot in command about the dangerous goods on board to the appropriate authorities of the State of the Operator and the State of Occurrence.

##### *6.3.7.2.2 Aircraft incident*

In the event of an aircraft incident, the operator shall, if requested to do so, provide, without delay, the information about the dangerous goods on board that was provided to the pilot-in-command or the remote-pilot-in-command to the appropriate authority of the State of Occurrence.

*Note.— The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.*

Section 6.3.7 was restructured to improve clarity
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## CHAPTER 7. AIRPORT OPERATOR'S RESPONSIBILITIES

### 7.1 Provision of information to passengers

Modified based on feedback from SMP.
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Each State shall ~~ensure that the specific operating regulations required by Annex 19~~ require ~~that~~ airport operators ~~to~~ promulgate information in such a manner that passengers are warned of the types of dangerous goods which they are forbidden from carrying aboard an aircraft as provided for in Part 7 of the Technical Instructions.

*Note.— Requirements for the operator to provide information to passengers are contained in Chapter 6.*

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## CHAPTER 8. TRANSPORT OF DANGEROUS GOODS BY ~~POST~~MAIL

~~*Note. In accordance with the Universal Postal Union (UPU) Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.*~~

### 8.1 Designated postal operator's responsibilities

8.1.1 A designated postal operator accepting mail into air transport shall:

- a) establish and maintain a dangerous goods training programme in accordance with Chapter 9;
- b) implement procedures for preventing the introduction of dangerous goods in mail when not in compliance with the provisions of this Annex and the Technical Instructions; and
- c) implement procedures in accordance with Chapter 10 for the reporting of dangerous goods accidents, dangerous goods incidents and occasions when ~~undeclared or misdeclared~~ dangerous goods which do not comply with the provisions of this Annex and the Technical Instructions are discovered in mail ~~offered for air transport~~.

8.1.2 A designated postal operator that allows dangerous goods in mail shall:

- a) ensure that dangerous goods are only permitted in the mail in accordance with Part 1;2.3 of the Technical Instructions; and
- b) not permit lithium batteries identified in Part 1;2.3 of the Technical Instructions in the mail into air transport unless the civil aviation authority of its State has issued a specific approval.

8.1.3 Each State's designated postal operator accepting mail in another State shall comply with the requirements of 8.1.1 and 8.1.2.

### 8.2 Approval of procedures for controlling the introduction of dangerous goods by mail into air transport

The procedures of a State's designated postal operators identified in 8.1 shall be approved by the State's civil aviation authority.

*Note 1.— See Chapter 9 for approval of the designated postal operator's dangerous goods training programme.*

*Note 2.— The Universal Postal Convention embodies the rules applicable throughout the international postal service and the provisions concerning the letter-post and parcel-post services. The Universal Postal Union (UPU) requires that member countries ensure that their designated postal operators fulfil the obligations arising from the Universal Postal Convention. The Regulations to the Universal Postal Convention contain the rules of application necessary for the implementation of the Universal Postal Convention and reflect the ICAO Standards and Recommended Practices for the transport of dangerous goods in airmail (see the UPU Convention Manual).*

*Note 3.— Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in ~~the Supplement to the Technical Instructions (Part S-1, Chapter 3)~~. Doc xxxx (forthcoming), Chapter yyyy.*

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## CHAPTER 9. TRAINING AND ASSESSMENT

### 9.1 Dangerous goods training programme

*Note 1.— A training programme includes elements such as design methodology, assessment, initial and recurrent training, instructor qualifications and competencies, training records, and evaluation of the effectiveness of the training.*

9.1.1 Each State shall require the establishment and maintenance of a dangerous goods training programme by any entity that:

- a) offers, handles, or transports dangerous goods by air; or
- b) causes dangerous goods to be offered, handled, or transported by air.

*Note.— A dangerous goods training programme is required for all operators regardless of whether the operator has been issued a specific approval to transport dangerous goods ~~as cargo~~ in accordance with Annex 6.*

9.1.2 Each State shall require the establishment and maintenance of a dangerous goods training programme by its designated postal operators regardless of whether the designated postal operator allows the introduction of dangerous goods in mail in accordance with Part 1 of the Technical Instructions.

### 9.2 Approval of training programmes

9.2.1 The appropriate authority of the State of the Operator shall approve the operator's dangerous goods training programme.

9.2.2 The State's civil aviation authority shall approve the dangerous goods training ~~programme~~ programmes of the State's designated postal operators.

9.2.3 **Recommendation.**— *Dangerous goods training programmes required for entities other than operators and designated postal operators should be approved as determined by the appropriate national authority in accordance with its safety risk management activities.*

### 9.3 Competency of personnel

9.3.1 Each State shall require the employer to ensure their personnel are competent to perform any function for which they are responsible prior to performing any of these functions through dangerous goods training and assessment commensurate with the functions for which they are responsible.

9.3.2 Each State shall require the employer to provide initial and recurrent dangerous goods training and assessment in accordance with the Technical Instructions.

9.3.3 Each State shall require the employer to ensure that the competency of personnel is maintained.

9.3.4 Each State shall require the employer to ensure ~~that instructors delivering~~the effectiveness of the dangerous goods training ~~are competent in instruction and the function(s) that they will instruct prior to delivering such training~~programme.

*Note.— An approach to ensuring personnel are competent to perform any function for which they are responsible is provided in Guidance on a Competency-based Approach to Dangerous Goods Training and Assessment (Doc 10147).*

## **9.4 Training and assessment records**

9.4.1 Each State shall require the employer to maintain and retain records of training and assessment in accordance with the Technical Instructions.

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## CHAPTER10. DANGEROUS GOODS SAFETY INTELLIGENCE

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Replace with the following:

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This chapter has been modified to align with the latest amendments to Annex 19.

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*Note.— The provisions for the development of safety intelligence contained in Chapter 5 of Annex 19 are applicable to this Annex. This chapter of Annex 18 contains specific safety intelligence development responsibilities relevant to the safe transport of dangerous goods by air.*

### 10.1 Mandatory dangerous goods safety reporting

10.1.1 States shall require the operator to report:

- a) dangerous goods accidents to the appropriate national authority of the State in which they occurred and to the State of the Operator;
- b) dangerous goods incidents to the appropriate national authority of the State in which they occurred and to the State of the Operator;
- c) occasions when undeclared dangerous goods are discovered in cargo or mail to the appropriate national authority of the State in which they were discovered and the State of the Operator;

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Requirements to report misdeclared dangerous goods have been modified to distinguish between those discovered any time other than during an acceptance check and those discovered during an acceptance check if left undetected have the potential to endanger an aircraft or persons

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- d) occasions when misdeclared dangerous goods are discovered in cargo or mail, other than those discovered during the acceptance check required by 6.3.3.1, to the appropriate national authority of the State in which they were discovered and the State of the Operator;
- e) occasions when misdeclared dangerous goods are discovered in cargo or mail during the acceptance check required by 6.3.3.1, which if left undetected would cause the potential to endanger an aircraft, its occupants, or any other person to the appropriate national authority of the State in which they were discovered and the State of the Operator; and
- d) occasions when dangerous goods not permitted to be carried by passengers or crew members are discovered in baggage or on the person to the appropriate national authority of the State in which this occurred.

*Note 1.— 10.1.1 d) includes occasions when the operator discovers dangerous goods not permitted to be carried by passengers or crew and when the operator is advised they were discovered by another entity.*

*Note 2.— Dangerous goods permitted to be carried by passengers and crew members are included in Part 8 of the Technical Instructions.*

10.1.2 States shall require their designated postal operators to report to the civil aviation authority of the State where the mail is accepted:



- a) dangerous goods accidents;
- b) dangerous goods incidents; and
- c) occasions when dangerous goods which do not comply with the provisions of this Annex and the Technical Instructions are discovered in mail.

**10.1.3 Recommendation.**— *States should require entities other than operators and designated postal operators to report dangerous goods accidents and dangerous goods incidents to the appropriate national authority of the State in which they occurred.*

**10.1.4 Recommendation.**— *States should require entities other than operators to report occasions when undeclared or misdeclared dangerous goods are discovered to the appropriate national authority of the State in which they were discovered.*

**10.1.5** States shall ensure that dangerous goods safety data and dangerous goods safety information collected through mandatory dangerous goods safety reporting are incorporated into the safety data collection and processing system (SDCPS) required by Annex 19.

*Note.*— *Guidance on the establishment of an SDCPS is contained in the Safety Intelligence Manual (Doc 10159). Guidance specific to dangerous goods is provided in Doc yyyy (forthcoming).*

## **10.2 Voluntary dangerous goods safety reporting**

States should ensure that dangerous goods safety data and dangerous goods safety information not captured through the mandatory dangerous goods safety reporting system are reported through the voluntary safety reporting system established in Annex 19, Chapter 5.

*Note.*— *Guidance on voluntary safety reporting systems is contained in Doc 10159. Guidance specific to dangerous goods is provided in Doc yyyy (forthcoming).*

## **10.3 Safety data and safety information analysis**

*Note.*— *Guidance on safety data and safety information analysis is contained in Doc 10159. Guidance specific to dangerous goods is provided in Doc yyyy (forthcoming).*

## **10.4 Safety data and safety information protection**

*Note.*— *Principles for the protection of safety data, safety information and related sources can be found in Appendix 3 to Annex 19. Guidance on safety data and safety information protection is contained in the Manual on Protection of Safety Information (Doc 10053).*

## **10.5 Safety information sharing and exchange**

10.5.1 If a State, in the analysis of the dangerous goods information contained in its SDCPS, identifies safety issues which may pose an unacceptable risk to the global aviation safety system, that State shall forward such safety information to ICAO with a minimum of delay.

10.5.2 States shall provide ICAO with dangerous goods information from their SDCPS upon request to address global safety issues related to the transport of dangerous goods by air.

*Note.— Guidance to support the sharing and exchange of safety information and safety intelligence between States is contained in Doc 10159.*

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## **CHAPTER 11. DANGEROUS GOODS SECURITY PROVISIONS**

~~11.1~~ Each State shall establish dangerous goods security measures, applicable to entities in the supply chain engaged in the transport of dangerous goods by air, to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures should be commensurate with security provisions specified in other Annexes and the Technical Instructions.

— END —