



## فريق خبراء البضائع الخطرة الاجتماع الثلاثون

مونتريال، ٦ إلى ١٠/١٠/٢٠٢٥

البند رقم ٢ من جدول الأعمال: إدارة المخاطر المتعلقة بالسلامة الجوية وتحديد أوجه التعارض

(المرجع: REC-A-DGS-2027)

البند رقم ٢-٢: إعداد ما يلزم من اقتراحات لتعديل وثيقة "التعليمات الفنية للنقل الآمن للبضائع الخطرة بطريق الجو" (Doc 9284) لإدخالها في طبعة ٢٠٢٧-٢٠٢٨ من الوثيقة

البند رقم ٨ من جدول الأعمال: التنسيق مع أفرقة الخبراء الأخرى التابعة للجنة الملاحة الجوية

### التعديل المقترح لحذف تعريفي طائرات الركاب وطائرات الشحن

(ورقة مقدّمة من د. شليشتينغ)

#### الموجز

تقترح هذه الورقة توضيح متى يمكن نقل شحنات البضائع المخصصة فقط لـ "طائرات الشحن الخالص" بواسطة طائرة تقوم بعمليات شحن وعلى متنها عاملون بخلاف أفراد الطاقم. يرمي الاقتراح إلى تعديل التعليمات الفنية بحذف تعريفي طائرات الركاب وطائرات الشحن وإضافة بند جديد للسماح للمشغل بنقل شحنات البضائع المخصصة فقط لـ "طائرات الشحن الخالص" بواسطة طائرات تحمل أفراداً إضافيين بخلاف طاقم القيادة العامل على متنها، وذلك وفقاً للمتطلبات التي تحددها دولة المشغل وأحكام الملحق السادس. وفريق خبراء البضائع الخطرة مدعو إلى النظر في التغييرات المقترحة إدخالها على التعليمات الفنية على النحو المبين في المرفق بورقة العمل هذه.

**الإجراء المعروض على فريق الخبراء:** يُرجى من فريق خبراء البضائع الخطرة النظر في اقتراح تعديل التعليمات الفنية الوارد في المرفق بورقة العمل هذه، والذي يقضي بما يلي:

(أ) حذف تعريفي طائرات الركاب وطائرات الشحن؛

(ب) إضافة فقرة جديدة وهي الفقرة ٢-٤-١-٣ للسماح بنقل البضائع الخطرة المخصصة لـ "طائرات الشحن الخالص" على متن طائرة مخصصة لعمليات الشحن برفقة أشخاص بخلاف أفراد الطاقم اللازمين، عندما يأذن لهم المشغل، وذلك وفقاً للمتطلبات التي تحددها دولة المشغل ولأحكام الملحق السادس التي تعالج هذه المسألة

## 1. INTRODUCTION

1.1 This proposal is based on discussions at the twenty-ninth meeting of the Dangerous Goods Panel (DGP/29, 13 to 17 November 2023) (see paragraph 9.3 of the DGP/29 report) and at the Dangerous Goods Panel Working Group Meetings in 2024 (DGP-WG/24, 21 to 25 October 2024, Montreal) and 2025 (DGP-WG/25, 21 to 25 April 2025, Delhi, India) (see paragraphs 4.8.2 of the DGP-WG/24 Report and 4.3.3 of the DGP-WG/25 Report). Additionally, this proposal benefitted from input through discussions with panel members and advisors, and from a review by flight operations experts within the Secretariat.

1.2 The amendments to the Technical Instructions proposed at prior meetings were to address inconsistencies with how the definitions for passenger aircraft and cargo aircraft were applied internationally when determining who could be on board a cargo aircraft carrying “cargo aircraft only” (CAO) dangerous goods. However, flight operations experts and the Air Navigation Commission (ANC) opposed determining who could be on board an aircraft through a definition in Annex 18, because this was an operational issue under Annex 6 — *Operation of Aircraft*. They also emphasized that definitions were included in Annexes to assist in the interpretation of terms used but were not in themselves regulatory text. Changing requirements through a definition was therefore inappropriate.

1.3 Various amendments were developed at those meetings taking the views of DGP members, their advisors, FLTOPSP members, the Secretariat, and the ANC into account. The consensus of these individuals proposed deleting definitions for both cargo aircraft and passenger aircraft and adding a provision to Part 7;2.4.1 – *Loading of cargo aircraft* of the Technical Instructions.

## 2. PROPOSED CHANGES TO THE TECHNICAL INSTRUCTIONS

2.1 This working paper proposes deleting the definitions of passenger aircraft and cargo aircraft in the Technical Instructions and adding text to 7;2.4.1 that would allow an operator to carry CAO dangerous goods on board aircraft dedicated to cargo operations with persons other than operating crew members as authorized by the State of the Operator, subject to additional requirements contained in Annex 6. Note that this proposal only seeks to clarify whether CAO cargo can be loaded with additional authorized persons on board and does not seek to make any other changes to the regulations.

2.2 Amendments to Annex 18 are not needed, as the definitions have already been proposed for deletion as part of the amendments developed to clarify States’ responsibilities developed under Agenda Item 5.

2.3 The State of the Operator is responsible for developing various requirements for passenger flights, such as the minimum number of flight attendants and their training standards, various aspects of required emergency equipment, and operational limitations, such as when portable electronic devices may be used. Some of these requirements are normally not applicable to cargo flights (such as provisions relating to flight attendants), but alternative means of ensuring adequate levels of safety for non-flight crew on board freighters can be established in accordance with existing provisions in Annex 6. The purpose of the proposed wording in the appendix to this working paper is to allow the State of the Operator to determine when CAO dangerous goods can be on board an aircraft with personnel in addition to crew members if the applicable requirements of Annex 6 are met.

2.4 It is noted that the expressions “passenger aircraft” and “cargo aircraft” do not appear in Annex 6, or any other ICAO Annex for that matter, but there are many provisions that apply to passenger flights in other Annexes. The means of compliance might be different for passenger and cargo aircraft,

but complying with provisions in Annex 6 can achieve the same level of safety for persons on board both passenger and cargo aircraft. For example, on passenger aircraft, flight attendants perform certain safety functions, such as assisting in emergency evacuations. Persons allowed on cargo aircraft can be required to pass a test to ensure that they can perform these safety functions, such as emergency evacuations, without the assistance of flight attendants (in fact, this is already done frequently on cargo aircraft with no CAO on board).

### 3. ACTION BY THE DGP-WG

3.1 The DGP is invited to consider the proposal to amend the Technical Instructions shown in the appendix to this working paper, which:

- a) deletes the definitions for passenger aircraft and cargo aircraft; and
- b) adds wording in a new paragraph 7;2.4.1.3 to allow "cargo aircraft only" dangerous goods to be carried on an aircraft dedicated to cargo operations with persons other than required crewmembers when authorized by the operator; in accordance with requirements specified by the State of the Operator; and in accordance with the relevant provisions of Annex 6.

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## APPENDIX

### PROPOSED AMENDMENTS TO THE TECHNICAL INSTRUCTIONS TO ADDRESS ISSUES RELATED TO WHO CAN BE ON A CARGO AIRCRAFT CARRYING DANGEROUS GOODS NOT PERMITTED ON A PASSENGER AIRCRAFT

#### Part 1

#### GENERAL

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#### Chapter 3

#### GENERAL INFORMATION

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##### 3.1 DEFINITIONS

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~~**Cargo aircraft.** Any aircraft, other than a passenger aircraft, which is carrying goods or property.~~

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~~**Passenger aircraft.** An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.~~

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## Part 7

### OPERATOR'S RESPONSIBILITIES

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#### Chapter 2

#### STORAGE AND LOADING

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##### 2.4 LOADING AND SECURING OF DANGEROUS GOODS

##### 2.4.1 LOADING OF CARGO AIRCRAFT

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2.4.1.3 Dangerous goods which are required to bear the "Cargo aircraft only" label must not be carried on board an aircraft conducting passenger carrying operations. They may, however, be carried on board aircraft dedicated to cargo operations with persons authorized by the operator; in accordance with the requirements specified by the State of the Operator; and in accordance with the relevant provisions of Annex 6.

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