



危险物品专家组（DGP）

第三十次会议

2025 年 10 月 6 日至 10 日，蒙特利尔

议程项目 2： 管理航空特有的安全风险和查明异常情况（REC-A-DGS-2027）

2.2 如有必要，拟定对《危险物品安全航空运输技术细则》（Doc 9284 号文件）的修订提案，以便纳入 2027 年—2028 年版

议程项目 8： 与空中航行委员会其他专家组的协调

关于删除客机和货机定义的拟议修订

（由 D. Schlichting 提交）

摘要

本文件拟议澄清何时可将“仅限货机”的货物在执行货运运行的航空器上与除运行机组成员外的其他人员一起载运。这项提案对《技术细则》的修订包括删除客机与货机的定义，并新增案文以允许运营人根据运营人所在国规定及附件 6 要求将“仅限货机”的货物与除运行机组人员外的其他人员在机上装载。请危险物品专家组审议本工作文件附录所示的《技术细则》修改。

危险物品专家组的行动：请危险物品专家组考虑本工作文件附录所示的技术细则修订提案，如下：

- a) 删除客机与货机的定义；
- b) 在新的第 7 部分 2.4.1.3 中新增案文，以允许将“仅限货机”的危险物品由货运专用航空器载运，并根据运营人所在国规定的要求以及附件 6 的相关规定，在机上载运经运营人授权的人员。

* 仅提供了摘要和附录的翻译。

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.

附录

技术细则修订草案：关于载运客机禁运危险物品的货机人员问题

第 1 部分

概论

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第 3 章

一般说明

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3.1 定义

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~~货机—指除客机外，载运货物或财产的任何航空器。~~

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~~客机—载运除机组成员、具有官方身份的运营人的雇员、国家有关当局授权的代表或托运货物或其他货物的押运人外的任何人员的航空器。~~

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第 7 部分

运营人的责任

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第 2 章

仓储和装载

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2.4 危险物品的装载与固定

2.4.1 货机的装载

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2.4.1.3 必须黏贴“仅限货机”标签的危险物品，不得由执行客运的航空器在机上载运。但此类危险物品可由货运专用航空器载运，并可根据运营人所在国规定的要求以及《国际民用航空公约》附件 6 的相关规定，在机上载运经运营人授权的人员。

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