



DANGEROUS GOODS PANEL (DGP)

THIRTIETH MEETING

Montréal, 6 to 10 October 2025

Agenda Item 2: Managing air-specific safety risks and identifying anomalies (REC-A-DGS-2027)

2.2: Develop proposals, if necessary, for amendments to the Technical Instructions for the *Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2027-2028 Edition

REVISION TO REFERENCES IN THE TECHNICAL INSTRUCTIONS TO PROVISIONS FOR TYPES AND LOCATIONS OF CARGO COMPARTMENTS

(Presented by D. Sylvestre)

SUMMARY

This working paper proposes an amendment to the Technical Instructions that is consequential to an amendment to the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) proposed in DGP/30-WP/39 related to cargo compartment classification and locations. The amendment proposed in DGP/30-WP/39 replaces outdated provisions in Doc 9481 with a reference to up-to-date provisions in *Guidance for Safe Operations Involving Aeroplane Cargo Compartments* (Doc 10102). Should this amendment be agreed, a consequential amendment to notes under Part 7;2.1.2 and 7;2.4.1.1 of the Technical Instructions, which refer to the cargo compartment classification and location provisions in Doc 9481, would need to be made.

Action by the DGP: The DGP is invited to agree to the amendments to Part 7;2.1.2 and 7;2.4.1.1 of the Technical Instructions proposed in the appendix to this working paper, provided the amendment in DGP/30-WP/39 is agreed.

1. INTRODUCTION

1.1 This working paper proposes an amendment to a reference to the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) in the Technical Instructions that is consequential to an amendment to the *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) proposed in DGP/30-WP/39.

1.2 The amendment proposed in DGP/30-WP/39 replaces outdated provisions in Doc 9481 related to cargo compartment classification and locations with a reference to up-to-date provisions in *Guidance for Safe Operations Involving Aeroplane Cargo Compartments* (Doc 10102). Should this amendment be agreed, a consequential amendment to notes under Part 7;2.1.2 and 7;2.4.1.1 of the Technical Instructions, which refer to the cargo compartment classification and location provisions in Doc 9481, would be necessary.

2. ACTION BY THE DGP

2.1 The DGP is invited to agree to the amendment to Part 7;2.1.2 and 7;2.4.1.1 of the Technical Instructions proposed in the appendix to this working paper, provided the amendment in DGP/30-WP/39 is agreed.

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APPENDIX

PROPOSED CHANGES TO THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 2

STORAGE AND LOADING

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2.1 LOADING RESTRICTIONS ON THE FLIGHT DECK AND FOR PASSENGER AIRCRAFT

2.1.1 Dangerous goods must not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except as permitted by 1;2.2.1 and 8;1 and for radioactive material, excepted packages under 2;7.2.4.1.1. Dangerous goods may be carried in a main deck cargo compartment of a passenger aircraft provided that compartment meets all the certification requirements for a Class B or a Class C aircraft cargo compartment. Dangerous goods bearing the "Cargo aircraft only" label must not be carried on a passenger aircraft.

2.1.2 Under the conditions specified in S-7;2.2 of the Supplement, the State of Origin and the State of the Operator may approve the transport of dangerous goods in main deck cargo compartments of passenger aircraft that do not meet the requirements in 2.1.1.

Note.— Cargo compartment classification ~~and locations is~~ are described in the ICAO document ~~Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)~~ Guidance for Safe Operations Involving Aeroplane Cargo Compartments (Doc 10102).

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2.4 LOADING AND SECURING OF DANGEROUS GOODS

2.4.1 Loading of cargo aircraft

2.4.1.1 Packages or overpacks of dangerous goods bearing the "Cargo aircraft only" label must be loaded for carriage by a cargo aircraft in accordance with one of the following provisions:

- a) in a Class C aircraft cargo compartment; or
- b) in a unit load device equipped with a fire detection/suppression system equivalent to that required by the certification requirements of a Class C aircraft cargo compartment as determined by the appropriate national authority (a ULD that is determined by the appropriate national authority to meet the Class C aircraft cargo compartment standards must include "Class C compartment" on the ULD tag); or
- c) in such a manner that in the event of an emergency involving such packages or overpacks, a crew member or other authorized person can access those packages or overpacks, and can handle and, where size and mass permit, separate such packages or overpacks from other cargo; or
- d) external carriage by a helicopter; or
- e) with the approval of the State of the Operator, for helicopter operations, in the cabin (see Part S-7;2.4 of the Supplement).

Note.— Cargo compartment classification ~~and locations is~~ are described in the ICAO document ~~Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)~~ Guidance for Safe Operations Involving Aeroplane Cargo Compartments (Doc 10102).

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