



NOTA DE ESTUDIO

GRUPO EXPERTO EN MERCANCÍAS PELIGROSAS (DGP)

TRIGÉSIMA REUNIÓN

Montreal, 6 - 10 de octubre de 2025

- Cuestión 2:** Gestión de los riesgos de seguridad operacional específicos del transporte por vía aérea e identificación de anomalías (*REC-A-DGS-2027*)
- 2.2:** Formular propuestas de enmienda de las *Instrucciones Técnicas para el transporte sin riesgos de mercancías peligrosas por vía aérea* (Doc 9284), si se considera necesario, para su incorporación en la edición de 2027-2028
- Cuestión 8:** Coordinación con otros grupos expertos de la Comisión de Aeronavegación

PROPUESTA DE ENMIENDA PARA SUPRIMIR LAS DEFINICIONES DE AERONAVE DE PASAJEROS Y AERONAVE DE CARGA

(Nota presentada por D. Schlichting)

RESUMEN

Esta nota propone aclarar los casos en que la carga etiquetada como “Exclusivamente en aeronaves de carga” puede embarcarse en una aeronave que realiza operaciones de carga y tiene personal adicional además de la tripulación operativa a bordo.

La propuesta modifica las Instrucciones Técnicas suprimiendo las definiciones de aeronave de pasajeros y aeronave de carga y añadiendo una formulación para permitir al explotador que embarque carga etiquetada como “Exclusivamente en aeronaves de carga” en aeronaves en las que se encuentre personal adicional, además de la tripulación de vuelo, de conformidad con los requisitos especificados por el Estado del explotador y los requisitos del Anexo 6. Se invita al DGP a considerar los cambios propuestos en las Instrucciones Técnicas que se indican en el apéndice de esta nota.

Decisión del DGP: Se invita al DGP a considerar la propuesta de enmienda de las Instrucciones Técnicas que se indican en el apéndice de esta nota, por la cual:

- se suprimen las definiciones de aeronave de pasajeros y aeronave de carga;
- se añade un nuevo párrafo 7; 2.4.1.3 para permitir el transporte de mercancías peligrosas “exclusivamente en aeronaves de carga” en una aeronave dedicada a operaciones de carga con personas distintas de la tripulación requerida cuando lo autorice el explotador; de conformidad con los requisitos especificados por el Estado del explotador; y de conformidad con las disposiciones pertinentes del Anexo 6.

* Solo se han traducido el resumen y el apéndice.

1. INTRODUCCIÓN

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.

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.

APÉNDICE A

PROPUESTA DE ENMIENDA DE LAS INSTRUCCIONES TÉCNICAS PARA RESOLVER CUESTIONES RELACIONADAS CON QUIÉN PUEDE VIAJAR A BORDO DE UNA AERONAVE DE CARGA QUE TRANSPORTA MERCANCÍAS PELIGROSAS NO PERMITIDAS EN UNA AERONAVE DE PASAJEROS

Parte 1

GENERALIDADES

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Capítulo 3

INFORMACIÓN GENERAL

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3.1 DEFINICIONES

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~~*Aeronave de carga.* Toda aeronave, distinta de la de pasajeros, que transporta mercancías o bienes tangibles.~~

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~~*Aeronave de pasajeros.* Toda aeronave que transporte personas, que no sean miembros de la tripulación, empleados del explotador que vuelen por razones de trabajo, representantes autorizados de las autoridades nacionales competentes o acompañantes de algún envío u otra carga.~~

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Parte 7

OBLIGACIONES DEL EXPLOTADOR

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Capítulo 2

ALMACENAMIENTO Y CARGA

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2.4 CARGA Y SUJECCIÓN DE LAS MERCANCÍAS PELIGROSAS

2.4.1 Carga a bordo de las aeronaves cargueras

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2.4.1.3 Las mercancías peligrosas que deben llevar la etiqueta "Exclusivamente en aeronaves de carga" no deben transportarse a bordo de una aeronave que realice operaciones de transporte de pasajeras y pasajeros. No obstante, podrán transportarse a bordo de aeronaves dedicadas a operaciones de carga con personas autorizadas por el explotador; de conformidad con los requisitos especificados por el Estado del explotador; y de conformidad con las disposiciones pertinentes del Anexo 6.

— FIN —