



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
WORKING GROUP MEETING (DGP-WG/25)**

**Delhi, India, 21 to 25 April 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**

**HARMONIZATION OF TERMINOLOGY: APPROVAL OR SPECIFIC APPROVAL**

(Presented by L. Cascardo)

**SUMMARY**

This working paper proposes an amendment to 1;4.1.2 of the Technical Instructions to replace “approved” with “specific approval” to align with the terminology used in Annex 6 — *Operation of Aircraft*. The change is intended solely for harmonization purposes

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 Annex 6 — *Operation of Aircraft* uses "specific approval" as the official terminology when referring to an operator's authorization to transport dangerous goods as cargo.

1.2 According to Annex 6, Part I, Attachment B:

**2.1 Specific approval, approval and acceptance actions**

2.1.1 The certification and continued surveillance of an air operator includes actions taken by a State on matters submitted for its review. The actions can be categorized as specific approvals, approvals or acceptances depending on the nature of the response by the State to the matter submitted for its review.

2.1.2 A specific approval is an approval which is documented in the Operations Specifications for Commercial Air Transport.

2.1.3 An approval is an active response by the State to a matter submitted for its review. An approval constitutes a finding or determination of compliance with the applicable standards. An approval will be evidenced by the signature of the approving official, the issuance of a document or certificate, or some other formal action taken by the State.

1.3 The use of “approved” in 1;4.1.2 may cause confusion regarding whether a formal specific approval is required. To ensure consistency and clarity, it is proposed to amend 1;4.1.2 to align with the terminology in Annex 6.

1.4 Given the limited scope of this amendment, the issue has not been referred to the DGP Working Group on Training (DGP-WG/Training) to avoid unnecessary workload. However, if the DGP considers it necessary, the matter can also be discussed by the DGP-WG/Training.

## 2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to discuss the proposed amendment in the appendix to this working paper to align the terminology in 1;4.1.2 with Annex 6.

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**APPENDIX**

**PROPOSED TEXT**

**Part 1**

**GENERAL**

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**Chapter 4**

**DANGEROUS GOODS TRAINING**

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**4.1 ESTABLISHMENT OF DANGEROUS GOODS TRAINING PROGRAMMES**

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4.1.2 All operators must establish a dangerous goods training programme regardless of whether or not they ~~are~~  
~~approved~~ have a specific approval to transport dangerous goods as cargo.

— END —