



**WORKING PAPER**

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

**Delhi, India, 21 to 25 April 2025**

**Agenda Item 6: Dangerous goods provisions to support RPAS operations (Ref: Job Card  
DGP.007.02)**

**SCOPE OF SPECIFIC APPROVAL TO TRANSPORT DANGEROUS GOODS GRANTED TO  
THE AIR OPERATOR**

(Presented by the Secretary)

**SUMMARY**

This working paper seeks feedback from the working group on what their States include on the operation specifications associated with the air operator approval with respect to the transport dangerous goods.

Action by the DGP-WG is in paragraph 3.

**1. INTRODUCTION**

1.1 Annex 6, Parts I – *International Commercial Air Transport – Aeroplanes*, III – *International Operations – Helicopters* and IV – *International Operations – Remotely Piloted Aircraft Systems* prohibit an operator from engaging in commercial air transport operations unless it is in possession of a valid air operator certificate (AOC) issued by the State of the Operator. The AOC authorizes the operator to conduct commercial air transport operations in accordance with its operations specifications. The operations specifications include an indication of whether an operator has specific approval to transport dangerous goods. The need to clarify the scope of a specific approval to transport dangerous goods as it pertains to cargo, baggage and mail has been raised at previous meetings. An inter-panel working group consisting of members of the DGP and Flight Operations Panel (FLTOSP) will be reviewing the draft amendments proposed to Annex 18 having an impact on the operator, in association with existing Standards and Recommended Practices (SARPs) in Annex 6, to ensure the provisions are clear and consistent (see DGP-WG/25-WP/35). This working paper is seeking feedback from DGP-WG/25 on what their States include on the operation specifications associated with the air operator approval with respect to the transport dangerous goods and if there are areas where the working group believes clarity is needed. Feedback will be provided to the inter-panel DGP/FLTOSP working group for its consideration.

## 2. BACKGROUND

2.1 The dangerous goods chapters in Annex 6, Parts I (Chapter 14), III (Chapter 12) and IV (Chapter 14) distinguish between operators with and without specific approval to transport dangerous goods by listing high-level responsibilities for each in two different sections. The headings of each section refer to dangerous goods as cargo, implying that the specific approval does not apply to dangerous goods in baggage or mail. However, not all provisions within each section explicitly refer to cargo, and one of them refers to mail. Nevertheless, there is a view on the DGP that the specific approval only applies to dangerous goods transported as cargo. The guidance on issuing specific approvals to transport dangerous goods provided in Attachment G to Annex 6, Parts I, II and IV and in Attachment III to Part S-7;8 of the Supplement to the Technical Instructions does not contradict this view. Accordingly, amendments to the specific approval for dangerous goods field on the operations specification template provided in Annex 6, Parts I, III and IV were proposed to clarify this at the 2024 DGP Working Group Meeting (Montréal, 21 to 25 October 2024) (DGP-WG/24). While supporting efforts to provide clarity, DGP-WG/25 believed more consideration was needed to avoid any unintended consequences (see paragraph 4.8.1 of the DGP-WG/25 Report).

2.2 The need for clarity was also raised during the 2018 DGP Working Group Meeting (Montréal, 1 to 5 October 2018) (DGP-WG/18) when considering whether operators not approved to carry dangerous goods as cargo could accept dangerous goods not required to be formally identified by way of marks, labels or documentation. Examples provided included mail that may contain dangerous goods permitted by the Technical Instructions and dangerous goods offered as cargo not fully subject to the Technical Instructions. While agreeing that clarity was needed, several voiced a lack of support for any provisions relieving responsibility from operators when it came to dangerous goods not fully subject to the Technical Instructions. It was agreed to defer work on the issue until comments from States and international organizations on the new safety risk provisions that the Council ended up adopting were received and reviewed, as they might affect how to address the gaps identified (see Appendix C for cargo compartment safety provisions, including requirement for specific safety risk assessment on items in the cargo compartment). The subject has never been revisited.

## 3. ACTION BY THE DGP-WG

3.1 The DGP-WG is invited to discuss the scope of the specific approval to transport dangerous goods and to provide feedback on what their States include on the operation specifications associated with the air operator approval with respect to the transport dangerous goods. Specific items to discuss include, but are not limited to:

- a) do States list anything specific regarding baggage or mail on the operations specification?
- b) do States place any limitations on accepting mail for operators without a specific approval to transport dangerous goods on the operations specification?
- c) does the new structure of the provisions for the operator responsibilities proposed for Annex 18 (reproduced in Appendix A to this working paper) and consequential proposed amendments to Annex 6 (reproduced in Appendix B to this working paper) provide sufficient clarity?
- d) are baggage and mail adequately covered by Annex 6?

- e) should an operator need specific approval to transport dangerous goods in baggage or mail or are they covered by the State's overall evaluation of an operator's ability to manage safety risks associated with dangerous goods through cargo compartment safety SARPs in Annex 6, Parts I and IV (Chapter 15)?
- f) should baggage and mail be referred to on the operations specification provided in Annex 6?

3.2 The DGP-WG is invited to request that the Secretary provide the feedback obtained during discussion of this working paper to the DGP/FLTOPSP inter-panel working group tasked with reviewing the draft amendments proposed to Annex 18 having an impact on the operator, in association with existing SARPs in Annex 6.

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## APPENDIX A

### EXTRACT FROM PROPOSED AMENDMENT TO ANNEX 18 (SEE DGP-WG/25-WP/35) PERTAINING TO OPERATOR RESPONSIBILITIES

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	<p>This rationale applies to all of newly-numbered Chapter 6 (Operator's responsibilities):</p> <ul style="list-style-type: none"><li>— A change in the structure of the chapter is proposed to differentiate between operators with and without specific approvals to transport dangerous goods as cargo in alignment with the structure of the dangerous goods chapters in Annex 6 (Chapters 14 in Parts I and IV and Chapter 12 in Part II). This makes the responsibilities applicable to each type of operator clear and establishes a stronger connection with Annex 6.</li><li>— The SARPs for the operator responsibilities have been expanded to ensure all the detailed provisions in the Technical Instructions are connected to a high-level Standard in the Annex so as to provide more visibility to States enabling them to better assess an operator's ability to perform dangerous goods functions through the AOC process and during surveillance activities.</li><li>— Editorial amendments to existing SARPs are made to make the subject of the SARP clear and to align with language used in Annex 6 (i.e. "The operator shall ...").</li></ul>

Moved from Chapter 8:

## CHAPTER-8 6. OPERATOR'S RESPONSIBILITIES

*Note 1.— Annex 6, Parts I, III and IV prohibit an operator from engaging in commercial air transport operations unless it is in possession of a valid air operator certificate (AOC) issued by the State of the Operator. The AOC authorizes the operator to conduct commercial air transport operations in accordance with its operations specifications. The operations specifications include an indication of whether an operator has specific approval to transport dangerous goods as cargo. This Annex applies to all operators, regardless of their specific approval status. Operators that have a specific approval to transport dangerous goods as cargo are subject to additional operational responsibilities that do not apply to operators without specific approval. This chapter distinguishes responsibilities for operators without specific approval from those with specific approval to transport dangerous goods as cargo by separating them into two sections (6.1 and 6.2).*

*Note 2.— Annex 6, Part I, Chapter 14, Annex 6, Part III, Chapter 12 and Annex 6, Part IV, Chapter 14 includes provisions for air operators to include dangerous goods procedures, instructions and guidance in its operations manual.*

*Note 3.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).*

*Note 4.— The carriage of dangerous goods is included in the scope of the operator's safety management system (SMS).*

Note 4 is moved from under 2.1.4:

*Note 5.— It is not intended that this Annex be interpreted as requiring an operator to transport a particular article or substance or as preventing an operator from adopting special requirements on the transport of a particular article or substance.*

*Note 6.— The operator may contract functions required by this Annex to another party while retaining overall responsibility for them.*

*Note 6.— Each State is required to recognize as valid an air operator certificate issued by another State in accordance with Annex 6, Part I, 4.2.2, Part III — International Operations — Helicopters, of 2.2.2 and Part IV, 4.2.3. This includes the specific approval to transport dangerous goods as cargo issued by another State.*

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	<p>Notes 1 and 2 establishes a link to Annex 6 and makes it clear that all operators have dangerous goods responsibilities, commensurate with the scope of operations.</p> <p>Note 4 is moved from Chapter 2: Applicability. The note is currently under the provisions for approvals and exemptions, but its application goes beyond these. Moving the note to this chapter makes the provisions for operators more comprehensive.</p> <p>Note 5 is based on a note in the Introductory notes to Part 7 of the Technical Instructions. It is proposed for inclusion in the Annex to ensure States are aware. The wording has been modified from what is in the Technical Instructions to make it clear that the operator retains overall responsibility. A consequential amendment to the Technical Instructions will be necessary.</p> <p>Note 6 is a modified version of current Note 2 under 10.2.3. It is modified to clarify its intent, which is to address issues with States subjecting training programmes of foreign operators to their approval. This is considered onerous and can create conflicts if conditions of the approval differ from the approval by the State of the Operator. It is proposed for inclusion in this chapter because it applies to more than training.</p>

## **6.1 General**

6.1.1 The provisions of 6.2 are only applicable to operators with no specific approval for the transport of dangerous goods as cargo.

6.1.2 The provisions of 6.3 are only applicable to operators with a specific approval for the transport of dangerous goods as cargo.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	6.1.1 and 6.1.2 set out the applicability of the two remaining sections in this chapter, one for operators without specific approval to transport dangerous goods as cargo and one with specific approval. The two sections correspond with the two sections in Annex 6, Chapter 14. DGP proposes to maintain the dangerous goods provisions in Annex 18 and to replace what is in Annex 6 with references to the sections in this Annex. Keeping the dangerous goods SARPs in Annex 18 allows for a comprehensive set of dangerous goods provisions and facilitates maintenance of them. DGP proposes repeating provisions that apply to both types of operators in 6.2 and 6.3 as is done in Annex 6. This eliminates any ambiguity as to what each operator is responsible for, which is sometimes the case for operators without specific approval.

## **6.2 Operators with no specific approval for the transport of dangerous goods as cargo**

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	6.2 is a proposed new section specific to operators with no specific approval for the transport of dangerous goods as cargo. It is added with the aim of making dangerous goods responsibilities for these operators clear (see rationale under 6.1.3).

### **6.2.1 General**

The operator shall not transport dangerous goods as cargo.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	Despite efforts to prevent operators without specific approval to transport dangerous goods as cargo from transporting them, dangerous goods are still discovered in cargo of operators, often COMAT, without approval. This Standard makes it clear up front that operators without a specific approval cannot transport dangerous goods as cargo.

### **6.2.2 Acceptance and loading of dangerous goods carried by passengers and crew requiring approval**

The operator shall implement documented processes and procedures for accepting and transporting dangerous goods, only permitted for carriage by passengers and crew if approved by the operator, in accordance with Parts 7 and 8 of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	6.2.2 is a proposed new SARP for both types of operators (see also 6.3.2). Some dangerous goods are only permitted for carriage by passengers and crew with the approval of the operator as specified in Table 8-1 of the Technical Instructions (e.g. battery-powered mobility aids, oxygen cylinders required for medical use, dry ice). There are specific handling and loading requirements for the operator for some of them. Including this general SARP in the Annex is proposed to make it clear to States that the operator needs to demonstrate it can carry these goods safely.

### 6.2.3 Damage or leakage

The operator or an appropriate authority or organization shall remove cargo, mail or baggage suspected of containing dangerous goods from the aircraft or unit load device if it appears to be damaged or leaking in accordance with Part 7.3 of the Technical Instructions.

<i>Origin:</i>	Rationale:
DGP/29	This requirement is contained in current 8.4.3, but 8.4.3 applies only to packages of dangerous goods appearing to be damaged or leaking. It does not address leakage of dangerous goods from baggage or mail and implies that the operator would know that a package contained dangerous goods. The operator would only know if a package contained dangerous goods if it was declared as such. The SARP in 8.4.3 is therefore proposed to be amended to ensure it addresses contamination from declared and undeclared dangerous goods, dangerous goods in mail, and dangerous goods carried by passengers and crew.

### 6.2.4 Prevention of non-compliance

6.2.4.1 The operator shall ensure that measures are in place to mitigate against the risk of:

- a) dangerous goods being transported as cargo on an aircraft;
- b) dangerous goods being transported which are intended as replacement for or removed for replacement of those required to be aboard an aircraft in accordance with pertinent airworthiness requirements and operator regulations;
- c) dangerous goods being transported in air mail which are not in compliance with the Technical Instructions; and
- d) passengers and crew carrying dangerous goods on board an aircraft which they are not permitted to carry.

6.2.4.2 The mitigations required by 6.2.4.1 shall include, at a minimum:

- a) measures aimed at ensuring cargo customers are aware of the limitations on the transport of dangerous goods as cargo by air;
- b) measures aimed at ensuring passengers and crew are aware of the limitations on the carriage of dangerous goods by air; and
- c) measures aimed at assisting operators' acceptance staff in identifying, detecting and rejecting dangerous goods presented as general cargo.

*Note 1.— See 2.4 for limitations on the transport of dangerous goods by air.*

*Note 2.— See Part 7.4.8 of the Technical Instructions for provision of information at cargo acceptance points and Part 7.5 of the Technical Instructions for provision of information to passengers and for passenger check-in procedures.*

*Note 3.— See Part 7.1.1 of the Technical Instructions for cargo acceptance procedures related to detecting dangerous goods presented as general cargo.*

*Note 4.— See Part 7.6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

<i>Origin:</i>  DGP/29	<p>Rationale:</p> <p>6.2.4 is a proposed new SARP aimed at mitigating against the risk of:</p> <ul style="list-style-type: none"> <li>a) an operator without specific approval to transport dangerous goods as cargo transporting dangerous goods as cargo on an aircraft when they do not have State approval to do so (either knowingly, when dangerous goods are declared as such, or unknowingly when they are not);</li> <li>b) dangerous goods in baggage or mail being transported on an aircraft that are not in compliance with the Technical Instructions.</li> </ul> <p>The inadvertent transport of undeclared dangerous goods offered as general cargo, dangerous goods in air mail that are not permitted, and dangerous goods carried by passengers and crew that are not permitted pose a risk to aircraft. The Technical Instructions currently contain several prescriptive requirements for information concerning dangerous goods to be provided to various entities that may introduce this risk as one way to mitigate it. These are referred to in the Notes proposed for inclusion under 6.2.6.2. The proposed new SARP is intended to make the need to mitigate the risk clear while not limiting measures to what is provided in Technical Instructions. It aims to ensure operators implement effective measures for their specific operating environment while incorporating the existing measures in the Technical Instructions in a manner that focuses on what needs to be achieved.</p>
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#### 6.2.5 Emergency procedures

The operator shall provide instructions to crew members and other personnel involved in the transport of cargo, baggage or mail as to the action to be taken in the event of an emergency involving dangerous goods.

<i>Origin:</i>  DGP/29	<p>Rationale:</p> <p>6.2.7 is based on current 9.2 and 9.4. It applies to both types of operators, i.e. those with and those without specific approval for dangerous goods transport (see 6.10.1). Current 9.2 applies to flight crew and 9.4 applies to operators, shippers and other organizations involved in the transport of dangerous goods. It is proposed to separate the requirement for shippers and other organizations from the operator given the specific requirement for the operator to include the information in the Operations Manual. Other entities are proposed for inclusion in new Chapter 5 on the safety of the supply chain (see 5.2 g).</p>
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### 6.2.6 Reporting of dangerous goods occurrences to State authorities

*Note.— See Chapter 10 for requirements for the operator to report dangerous goods occurrences to State authorities.*

<i>Origin:</i>  DGP- WG/Annex 18	<i>Rationale:</i>  It is proposed to add a note to the reporting requirements in Chapter 10 to ensure comprehensive provisions for the operator within this chapter
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## 6.3 Operators with a specific approval for the transport of dangerous goods as cargo

### 6.3.1 General

The operator shall take measures to ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are operating within the limits established by its specific approval to transport dangerous goods as cargo.

<i>Origin:</i>  DGP- WG/Annex 18	<i>Rationale:</i>  6.3.1 is aimed at replacing the details in Annex 6, 14.3 (see rationale under 6.1.3 and proposed consequential amendment to Annex 6 in Appendix B to this working paper). A similar SARP is added to 6.2.1.  6.3.1.1 and 6.3.1.2 are proposed to replace the details in Annex 6, Part I, 14.3 and 14.4 and the corresponding SARPs in Parts III and IV (see rationale under 6.1.3 and proposed consequential amendment to Annex 6 in Appendix B to this working paper). Similar SARPs are added to 6.2.1.1 and 6.2.1.2 to replace 14.2 and 14.4 of Annex 6, Part I and the corresponding SARPs in Parts III and IV.
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### 6.3.2 Acceptance and loading of dangerous goods carried by passengers and crew requiring approval

The operator shall implement documented processes and procedures for accepting and transporting dangerous goods only permitted for carriage by passengers and crew if approved by the operator, in accordance with Parts 7 and 8 of the Technical Instructions.

<i>Origin:</i>  DGP- WG/Annex 18	<i>Rationale:</i>  6.3.2 is a proposed new SARP for both types of operators (see also 6.2.2). Some dangerous goods are only permitted for carriage by passengers and crew with the approval of the operator as specified in Table 8-1 of the Technical Instructions (e.g. battery-powered mobility aids, oxygen cylinders required for medical use, dry ice). There are specific handling and loading requirements for the operator for some of them. Including this general SARP in the Annex is proposed to make it clear to States that the operator needs to demonstrate it can carry these goods safely.
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~~8.1~~ 6.3.3 Acceptance of dangerous goods for transport as cargo

6.3.3.1 ~~An~~The operator shall not accept dangerous goods for transport as cargo by air:

- a) unless information is provided in accordance with Part 7;1.2 of the Technical Instructions describing the dangerous goods ~~are accompanied by a completed dangerous goods transport document in the consignment~~, except where the Technical Instructions indicate that such a ~~document~~ information is not required; and
- b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in Part 7;1 of the Technical Instructions.

~~———— Note 1. — See Chapter 12 concerning the reporting of dangerous goods accidents and incidents.~~

~~———— Note 2. — Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.~~

~~8.2~~ Acceptance checklist

6.3.3.2 ~~An~~The operator shall ~~develop and~~ use an acceptance checklist as an aid to compliance with the provisions of ~~8.1~~ 6.3.3.1 in accordance with Part 7;1.3 of the Technical Instructions.

6.3.3.3 The operator shall not accept a freight container or unit load device containing dangerous goods from a shipper except as permitted by 7;1 of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	<p>“As cargo” is added to reflect the fact that these acceptance procedures apply only to dangerous goods offered for transport as cargo.</p> <p>Sub-paragraph a) is modified to accommodate dangerous goods information provided electronically, which the Technical Instructions allow.</p> <p>Note 1 is deleted to remove the implication that the reporting of dangerous goods accidents and incidents is only applicable during acceptance.</p> <p>Note 2 is deleted as it is considered unnecessary. “Overpack” is referenced in 6.3.3.1, making it clear that there are provisions for them in the Technical Instructions.</p> <p>A separate section for the acceptance checklist is considered unnecessary since it is directly related to the provisions in the previous section. It is therefore proposed to delete the heading in 8.2.</p>

## 6.3.4 Handling

6.3.3.1 The operator shall handle cargo containing dangerous goods in a manner that prevents damage, leakage or dangerous reaction in accordance with the provisions of the Technical Instructions.

6.3.3.2 The operator shall ensure that marks and labels required by the Instructions are visible throughout the course of air transport in accordance with Part 7;2 of the Technical Instructions.

6.3.3.3 The operator shall ensure that dangerous goods contained in unit load devices are identified on the exterior of the unit load devices in accordance with Part 7;2 of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	How dangerous goods are handled contributes to their safe transport. The Technical Instructions contain provisions related to handling, yet there is no mention of this function in Annex 18. SARPs related to handling are proposed to address this gap in Annex 18.

#### 8.36.3.5 Loading, unloading and stowage

~~Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.~~

##### 8.46.3.5.1 ~~Inspection for~~ Damage or leakage

8.4.16.3.5.1.1 The operator shall not load dangerous goods as cargo onto an aircraft unless:

a) ~~Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be~~ dangerous goods have been inspected for immediately prior to placing them in a unit load device or loading them on an aircraft and found free from any evidence of leakage or damage before loading on an aircraft or into a unit load device. ~~Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft;~~ and

8.4.2 ~~b) A unit load devices shall not be loaded aboard an aircraft unless the device has~~ have been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

Proposed to reverse the following two paragraphs:

8.4.46.3.5.1.2 ~~The operator shall inspect Ppackages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected~~ dangerous goods for signs evidence of damage or leakage upon unloading from the aircraft or unit load device. ~~If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.~~

8.4.36.3.5.1.3 ~~Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated~~The operator or an appropriate authority or organization shall remove cargo, mail or baggage containing or suspected of containing dangerous goods from the aircraft or unit load device if there is evidence of damage or leakage in accordance with Parts 7;2 and 7;3 of the Technical Instructions.

<i>Origin:</i>  DGP/29	<i>Rationale:</i>  “Inspection” is removed from the heading since the discovery of damage or leakage is not limited to inspections.  The structure of the section is modified and reordered more logically to more clearly delineate inspections for damage or leakage during loading from inspections during unloading and the action that needs to be taken whenever damage or leakage is discovered.  Text is struck out from existing 8.4.4 because the proposed text refers to more detailed provisions in the Technical Instructions making this redundant.  Existing 8.4.3 applies only to packages of dangerous goods appearing to be damaged or leaking. It does not address leakage of dangerous goods from baggage or mail and implies that the operator would know that a package contained dangerous goods. The operator would only know if a package contained dangerous goods if it was declared as such. The SARP in 8.4.3 is therefore proposed to be amended to ensure it addresses contamination from declared and undeclared dangerous goods, dangerous goods in mail, and dangerous goods carried by passengers and crew.  Editorial amendments are made for the sake of consistent language.  A distinction between packages and overpacks containing dangerous goods and freight containers containing radioactive material was removed by simply stating “packages, overpacks and freight containers containing dangerous goods” since radioactive material is dangerous goods. The fact that freight containers can only contain radioactive material when shipping dangerous goods is not relevant to this section.
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Proposed to reverse the following two paragraphs for a more logical flow (i.e. removal of contamination should follow damage and leakage):

~~8.66.3.5.2~~ *Removal of contamination*

~~8.6.1~~ The operator shall ensure that:

~~a)~~ Any hazardous contamination found on an aircraft as a result of leakage or damage to from dangerous goods shall be removed without delay in accordance with the Technical Instructions.

~~8.6.2~~ ~~b)~~ An aircraft which has been contaminated by radioactive materials shall be immediately taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

<i>Origin:</i>  DGP/29	<i>Rationale:</i>  Editorial amendments to remove superfluous wording and improve clarity.
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~~8.56.3.5.3~~ *Loading restrictions in passenger cabin or on flight deck*

The operator shall ensure that ~~D~~dangerous goods ~~shall be~~ ~~are~~ not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

~~8.76.3.5.4~~ *Separation and segregation*

~~8.7.16.3.5.4.1~~ The operator shall ensure that ~~P~~packages containing dangerous goods which might react dangerously ~~with one with another shall be~~ ~~are~~ not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage ~~segregated or separated from each other, as applicable, in accordance with Part 7;2.2 of the Technical Instructions.~~

~~8.7.2~~ Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

~~8.7.36.3.5.4.2~~ The operator shall ensure that ~~P~~packages of radioactive materials ~~shall be~~ ~~are~~ stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in ~~Part 7;2.9.6~~ of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18 and DGP/26 AN Min. 209-2	<p>There are details in the Technical Instructions specific to types of dangerous goods that must be separated or segregated from each other based on the hazards they pose than what is stated in current 8.7.1. It is proposed to make the Standard more general and to refer to the detailed provisions in the Technical Instructions while maintaining the intent of the Standard.</p> <p>The Standard in 8.7.2 is no longer necessary as it refers to detailed segregation requirements in the Technical Instructions which no longer exist. Segregation requirements for toxic and infectious substances were removed from the 2015-2016 Edition of the Technical Instructions (see paragraph 2.7.1.1 of the DGP/24 Report). The ANC conducted a final review of the amendment following State consultation. It was pointed out, and recognized by the Commission, that the amendment proposal was administrative in nature and, as such, should be consolidated with other Annex 18 amendment proposals which could imply a later applicability date than the currently indicated 7 November 2019. (AN Min 209-2).</p> <p>Editorial amendments to 8.7.3 are proposed.</p>

~~8.86.3.5.5~~ *Securing of dangerous goods cargo loads*

~~6.3.5.5.1~~ When dangerous goods subject to the provisions contained herein are loaded in an aircraft, ~~the~~ operator shall protect the dangerous goods on the aircraft or in a unit load device from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages.

~~6.3.5.5.2~~ For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of ~~8.7.3~~ ~~6.3.4.4.2~~ are met at all times.

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	Amendments to 8.8 are proposed to expand the requirement for dangerous goods to be secured on the aircraft to dangerous goods in until load devices, since the risk of damage if not secured applies to both, and to remove the limit of the requirement to movement in flight which could change the orientation of the package, since any movement could result in damage.

~~8.9~~ ~~6.3.5.6~~ *Loading on cargo aircraft*

Packages of dangerous goods bearing the “Cargo aircraft only” label shall be loaded ~~for transport on a cargo aircraft~~ in accordance with ~~the provisions 7;2.4.1 in~~ of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	Packages bearing the “cargo aircraft only” label are not permitted on passenger aircraft, but there is nothing in Annex 18 to require this. The amendment to 8.9 addresses this gap.

~~6.3.6~~ Operator responsibilities for specific types of dangerous goods

~~6.3.6.1~~ The operator shall comply with the specific requirements for the handling, stowage and transport of infectious substances and radioactive material contained in the Technical Instructions.

~~6.3.6.2~~ The operator shall comply with handling and loading requirements for the specific types of dangerous goods contained in the Technical Instructions.

Note.—See 1;

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	There are specific requirements for handling, stowing and transporting infectious substances and radioactive material and for handling and loading some specific types of dangerous goods contained in the Technical Instructions, but no mention of this is currently made in Annex 18. The amendment addresses this gap.

~~9.1~~ ~~6.3.7~~ Information to pilot-in-command ~~or remote-pilot-in-command~~

The operator ~~of~~ shall ensure that when an aircraft ~~in which~~ is to transport dangerous goods ~~are to be carried~~ shall provide as cargo, the pilot-in-command ~~or remote-pilot-in-command~~, as applicable, is provided as early as practicable before departure of the aircraft with ~~written~~ information ~~as specified~~ in accordance with Part 7;4 of the Technical Instructions.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	The Standard in 9.1 is modified to clarify that the information provided applies to dangerous goods transported as cargo and to include the remote-pilot-in-command.

Moved from 9.2:

~~9.2.6.3.8~~ ~~Information and instructions to flight crew members~~ ~~Emergency procedures~~

~~9.2.6.3.8.1~~ The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions to crew members as to the action to be taken in the event of an emergency arising involving dangerous goods.

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	The Standard in 9.2 is modified by removing the requirement for the information to be provided in the Operations Manual given that all operator dangerous goods responsibilities must be provided in the Operations Manual but this is not specified anywhere else.

Moved from 9.5:

~~9.5~~ ~~Information from pilot in command to aerodrome authorities~~

~~6.3.8.2~~ If an in-flight emergency occurs, the pilot-in-command or remote-pilot-in-command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

Replace 9.6 with the following:

6.3.8.3 The operator shall ensure that in the event of an aircraft accident, a serious incident or incident, where emergency services are responding, the information about the dangerous goods on board that was provided to the pilot-in-command or remote-pilot-in-command is provided, without delay, to emergency services responding to the accident, serious incident or incident.

6.3.8.4 The operator shall ensure that in the event of an aircraft incident, if requested to do so, the information about the dangerous goods on board that was provided to the pilot-in-command or remote-pilot-in-command is provided without delay to aerodrome authorities.

6.3.8.5 The operator shall ensure that in the event of:

- a) an aircraft accident; or
- b) a serious incident where dangerous goods carried as cargo may be involved,

the information about the dangerous goods on board that was provided to the pilot-in-command or remote pilot-in-command is provided, as soon as possible, to the appropriate authorities of the State of the Operator and the State in which the occurrence took place.

6.3.8.6 The operator shall ensure that in the event of an aircraft incident, if requested to do so, the information about the dangerous goods on board that was provided to the pilot-in-command or the remote-pilot-in-command is provided, without delay, to the appropriate authority of the State in which the occurrence took place.

*Note.— The terms “accident”, “serious incident” and “incident” are as defined in Annex 13.*

<i>Origin:</i>	<i>Rationale:</i>
DGP/29	The provisions in 9.6 have been revised to clarify who the intended recipients of the dangerous goods information are and to facilitate the operator’s ability to determine who to provide the information to and when to provide.

6.3.9 Prevention of non-compliance

6.3.9.1 The operator shall ensure that measures are in place to mitigate against the risk of:

- a) dangerous goods being transported as cargo on an aircraft that are not in compliance with the Technical Instructions and the limitations with regard to the transport of dangerous goods established in the Operations Manual;
- b) dangerous goods being transported which are intended as replacement for or removed for replacement of those required to be aboard an aircraft in accordance with pertinent airworthiness requirements and operator regulations that are not in compliance with the Technical Instructions;
- c) dangerous goods being transported in air mail which are not in compliance with the Technical Instructions; and
- d) passengers and crew carrying dangerous goods on board an aircraft which they are not permitted to carry.

6.3.9.2 The mitigations required by 6.2.6.1 shall include, at a minimum:

- a) measures aimed at ensuring cargo customers are aware of the limitations on the transport of dangerous goods as cargo by air;
- b) measures aimed at ensuring passengers and crew are aware of the limitations on the carriage of dangerous goods by air; and
- c) measures aimed at assisting operators’ acceptance staff in identifying, detecting and rejecting dangerous goods presented as general cargo.

*Note 1.— See 2.4 for limitations on the transport of dangerous goods by air.*

*Note 2.— See Part 7;4.8 of the Technical Instructions for provision of information at cargo acceptance points and Part 7;5 of the Technical Instructions for provision of information to passengers and for passenger check-in procedures.*

*Note 3.— See Part 7;1.1 of the Technical Instructions for cargo acceptance procedures related to detecting dangerous goods presented as general cargo.*

*Note 4.— See Part 7;6 of the Technical Instructions for provisions to aid recognition of dangerous goods in general cargo, baggage or mail.*

<i>Origin:</i>	Rationale:
DGP/29	<p>6.3.9 is a proposed new SARP aimed at mitigating against the risk of non-compliance dangerous goods being transported by air.</p> <p>The inadvertent transport of undeclared dangerous goods offered as general cargo, dangerous goods in air mail that are not permitted, and dangerous goods carried by passengers and crew that are not permitted pose a risk to aircraft. The Technical Instructions currently contain several prescriptive requirements for information concerning dangerous goods to be provided to various entities that may introduce this risk as one way to mitigate it. These are referred to in the Notes proposed for inclusion under 6.3.9.2. The proposed new SARP is intended to make the need to mitigate the risk clear while not limiting measures to what is provided in Technical Instructions. It aims to ensure operators implement effective measures for their specific operating environment while incorporating the existing measures in the Technical Instructions in a manner that focuses on what needs to be achieved.</p>

6.3.10 Reporting of dangerous goods occurrences to State authorities

*Note.— See Chapter 10 for requirements for the operator to report dangerous goods occurrences to State authorities.*

<i>Origin:</i>	Rationale:
DGP-WG/Annex 18	It is proposed to add a note to the reporting requirements in Chapter 10 to ensure comprehensive provisions for the operator within this chapter

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**APPENDIX B**

**PROPOSED AMENDMENT TO ANNEX 6**

**PROPOSED AMENDMENT TO**

**ANNEX 6**

***OPERATION OF AIRCRAFT***

**PART I — INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES**

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**CHAPTER 14. DANGEROUS GOODS**

**14.1 STATE RESPONSIBILITIES**

*Note 1. — Annex 18, Chapter 11, contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions.*

*Note 21. — Operator responsibilities for the transport of dangerous goods are contained in Chapters 86, 9 and 10 of Annex 18. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.*

*Note 32. — The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions.*

*Note 43. — COMAT that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	Note 1 is proposed for deletion as the provisions it refers to in Annex 18 are proposed for deletion.  The amendments in Note 2 are editorial amendments to references to reflect the new proposed structure of Annex 18.

## 14.2 OPERATORS WITH NO SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO

The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have:

- a) established a dangerous goods training programme that meets the requirements of Annex 18, ~~the applicable requirements of the Technical Instructions, Part 1, Chapter 4, Chapter 9~~ and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) established dangerous goods ~~policies and procedures~~, instructions and guidance in its operations manual ~~to meet for personnel executing~~, at a minimum, the requirements of Annex 18, Chapter 6, 6.2, the Technical Instructions and the State's regulations ~~to allow operator personnel to:~~
  - 1) ~~identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and~~
  - 2) ~~report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
    - i) ~~occasions when undeclared dangerous goods are discovered in cargo or mail; and~~
    - ii) ~~dangerous goods accidents and incidents.~~

## 14.3 OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO

The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator:

- a) establishes a dangerous goods training programme that meets the requirements ~~in the Technical Instructions, Part 1, Chapter 4, Table 1-4, of Annex 18, Chapter 9~~ and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) establishes dangerous goods ~~policies and procedures~~, instructions and guidance in its operations manual ~~to meet for personnel executing~~, at a minimum, the requirements of Annex 18, Chapter 6, 6.3, the Technical Instructions and the State's regulations ~~to enable operator personnel to:~~
  - 1) ~~identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;~~
  - 2) ~~report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
    - i) ~~occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and~~
    - ii) ~~dangerous goods accidents and incidents;~~

- ~~3) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried;~~
- ~~i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7, Chapter 2; and~~
- ~~ii) without information having been provided to the pilot in command;~~
- ~~4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and~~
- ~~5) provide the pilot in command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.~~

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<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	The amendments to 14.2 and 14.3 are proposed to replace detailed provisions that are contained in Annex 18 with references to Annex 18 and to align with language used in Annex 18. Proposed amendments to Annex 18 include a restructuring of the chapter on the operator’s responsibilities that aligns with this structure, making it easy to refer to the provisions in Annex 18.

## PART III INTERNATIONAL OPERATIONS - HELICOPTERS

### CHAPTER 12. DANGEROUS GOODS

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#### 12.2 STATE RESPONSIBILITIES

*Note 1.— Annex 18, Chapter 2, contains requirements for each State to take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.*

*Note 2.— Operator responsibilities for the transport of dangerous goods are contained in Chapters ~~8~~, 9 and 10 of Annex 18. Part 7 of the Technical Instructions contains the operator's responsibilities ~~and requirements for incident and accident reporting.~~*

~~— Note 3.— Annex 18, Chapter 11 contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions.~~

*Note ~~4~~3.— The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8;1, of the Technical Instructions.*

*Note ~~5~~4.— Operator material (COMAT) that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2;2.2 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants and cleaning products).*

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	The amendments in Note 2 are editorial amendments to references to reflect the new proposed structure of Annex 18.  Note 3 is proposed for deletion as the provisions it refers to in Annex 18 are proposed for deletion.

#### 12.3 OPERATORS WITH NO SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO

The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have:

- a) established a dangerous goods training programme that meets the requirements of Annex 18, ~~the applicable requirements of the Technical Instructions, Part 1;4, Chapter 9~~ and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operators' operations manuals; and

- b) established dangerous goods policies and procedures, instructions and guidance in their operations manuals to meet, for personnel executing, at a minimum, the requirements of Annex 18, Chapter 6, 6.2, the Technical Instructions and the State's regulations, to allow operator personnel to:
- 1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and
  - 2) report to the appropriate authorities of the State of the Operator, and the State in which it occurred, any:
    - i) occasions when undeclared dangerous goods are discovered in cargo or mail; and
    - ii) dangerous goods accidents and incidents.

## 12.4 OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO

### 12.4.1 Overview

The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator:

- a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1;4, of Annex 18, Chapter 9 and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) establishes dangerous goods policies and procedures, instructions and guidance in its operations manual to meet, for personnel executing, at a minimum, the requirements of Annex 18, Chapter 6, 6.3, the Technical Instructions and the State's regulations, to enable operator personnel to:
  - 1) identify and reject undeclared or misdeclared dangerous goods in cargo or mail, including COMAT classified as dangerous goods;
  - 2) report to the appropriate authorities of the State of the Operator, and the State in which it occurred, any:
    - i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and
    - ii) dangerous goods accidents and incidents;
  - 3) report to the appropriate authorities of the State of the Operator any occasions when dangerous goods are discovered to have been carried:
    - i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7;2; and

- ~~ii) without information having been provided to the pilot in command;~~
- ~~4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and~~
- ~~5) provide the pilot in command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo;~~
  - ~~i) for helicopter operations, with the approval of the State of the Operator, the information provided to the pilot in command may be abbreviated or briefed by other means (e.g. radio communication, as part of the working flight documentation such as a journey log or operational flight plan) where circumstances make it impractical to produce written or printed information or a dedicated form (see the Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284SU), Part S 7;4.8).~~

<i>Origin:</i>	<i>Rationale:</i>
DGP-WG/Annex 18	The amendments to 12.3 and 12.4 are proposed to replace detailed provisions that are contained in Annex 18 with references to Annex 18 and to align with language used in Annex 18. Proposed amendments to Annex 18 include a restructuring of the chapter on the operator's responsibilities that aligns with this structure, making it easy to refer to the provisions in Annex 18.

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**PART IV INTERNATIONAL OPERATIONS - REMOTELY PILOTED AIRCRAFT SYSTEMS**

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**CHAPTER 14. DANGEROUS GOODS****14.1 STATE RESPONSIBILITIES**

*Note 1. — Annex 18, Chapter 11, contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling service provider and operators) performing dangerous goods functions.*

*Note 21. — Operator responsibilities for the transport of dangerous goods are contained in Chapters 8, 9 and 10 6 of Annex 18. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.*

*Note 32. — Operator material (COMAT) that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1; 2.2.2 or Part 1; 2.2.3 of the Technical Instructions (e.g. aircraft parts such as lithium ion batteries, lithium metal batteries, chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*

*Note 43. — See also Chapter 15 regarding cargo compartment safety.*

**14.2 GENERAL**

Transport of dangerous goods as cargo on board RPA shall not be permitted unless the State of the Operator has issued a specific approval.

**14.3 OPERATORS WITH NO SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO**

The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have:

- a) established a dangerous goods training programme that meets the requirements of Annex 18, ~~the applicable requirements of Technical Instructions, Part 1, Chapter 4, Chapter 9,~~ and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) established dangerous goods ~~policies and procedures,~~ instructions and guidance in its operations manual ~~to meet for personnel executing,~~ at a minimum, the requirements of Annex 18, Chapter 6, 6.2, the Technical Instructions and the State's regulations, ~~to allow operator personnel to:~~

- ~~1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods;~~
- ~~2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
  - ~~i) occasions when undeclared dangerous goods are discovered in cargo or mail; and~~
  - ~~ii) dangerous goods accidents and incidents.~~

#### 14.4 OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO

The State of the Operator shall issue specific approval for the transport of dangerous goods and ensure that the operator:

- a) establishes a dangerous goods training programme that meets the requirements of Annex 18, ~~the Technical Instructions, Part 1, Chapter 4, Chapter 9~~ and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- b) establishes dangerous goods ~~olicies and procedures,~~ instructions and guidance in its operations manual ~~to meet, for personnel executing,~~ at a minimum, the requirements of Annex 18, ~~Chapter 6, 6.3,~~ the Technical Instructions and the State's regulations, ~~to enable operator personnel to;~~
  - ~~1) identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;~~
  - ~~2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any:~~
    - ~~i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; ii) dangerous goods accidents and incidents;~~
  - ~~3) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried;~~
    - ~~i) when not loaded, segregated, separated or secured in accordance with Technical Instructions, Part 7, Chapter 2;~~
    - ~~ii) without information having been provided to the remote pilot in command;~~
  - ~~4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an RPA;~~
  - ~~5) provide the remote pilot in command with accurate information concerning dangerous goods that are to be carried as cargo in the format required in Annex 18 and the Technical Instructions; and~~

~~6) notify emergency services at the scene of an incident or accident of the information provided to the remote pilot on the NOTOC.~~

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## APPENDIX C

### EXTRACT FROM ANNEX 6, PART I

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*Editorial Note.*— The same SARPs, not reproduced here, are contained in Annex 6, Part IV.

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#### CHAPTER 15. CARGO COMPARTMENT SAFETY

*Note.*— Guidance on the hazards associated with the transport of items in the cargo compartment, the conduct of a specific safety risk assessment in accordance with the Safety Management Manual (Doc 9859), and the responsibilities for the transport of dangerous goods, is contained in the Guidance for Safe Operations Involving Cargo Compartments (Doc10102).

#### 15.1 TRANSPORT OF ITEMS IN THE CARGO COMPARTMENT

15.1. The State of the Operator shall ensure that the operator establishes policies and procedures for the transport of items in the cargo compartment, which include the conduct of a specific safety risk assessment. The risk assessment shall include at least the:

- a) hazards associated with the properties of the items to be transported;
- b) capabilities of the operator;
- c) operational considerations (e.g. area of operations, diversion time);
- d) capabilities of the aeroplane and its systems (e.g. cargo compartment fire suppression capabilities);
- e) containment characteristics of unit load devices;
- f) packing and packaging;
- g) safety of the supply chain for items to be transported; and
- h) quantity and distribution of dangerous goods items to be transported.

*Note.*— Additional operational requirements for the transport of dangerous goods are contained in Chapter 14.

#### 15.2 FIRE PROTECTION

15.2.1 The elements of the cargo compartment(s) fire protection system, as approved by the State of Design or State of Registry, and a summary of the demonstrated cargo compartment fire protection certification standards, shall be provided in the aeroplane flight manual or other documentation supporting the operation of the aeroplane.

*Note.— Guidance on the elements of cargo compartment fire protection and associated demonstrated standards are provided in the Guidance for Safe Operations Involving Cargo Compartments (Doc 10102).*

15.2.2 The Operator shall establish policies and procedures that address the items to be transported in the cargo compartment. These shall ensure, to a reasonable certainty, that in the event of a fire involving those items, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane design associated with cargo compartment fire protection, until the aeroplane makes a safe landing.

*Note.— Guidance on policies and procedures that address the items to be transported in the cargo compartment are provided in the Guidance for Safe Operations Involving Cargo Compartments (Doc 10102).*

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