



## **DANGEROUS GOODS PANEL (DGP) WORKING GROUP MEETING**

**Montréal, 1 to 5 October 2018**

**Agenda Item 4: Clarifying State oversight responsibilities in Annex 18 (Job card DGP.005.01)**

### **REPORT OF THE DGP WORKING GROUP ON CLARIFYING STATES' RESPONSIBILITIES IN ANNEX 18**

(Presented by the Chairman of the DGP Working Group on Reporting)

#### **SUMMARY**

This information paper provides an update on the work of the DGP Working Group on clarifying States' responsibilities in Annex 18 (DGP-WG/Annex 18) which met in London from 16 to 17 July 2018.

## **1. INTRODUCTION**

1.1 The DGP Working Group on clarifying States' responsibilities in Annex 18 (DGP-WG/Annex 18) met in London from 16 to 17 July 2018. The purpose of the meeting was to begin work on the items included in ANC Job Card DGP.005 — Clarifying State oversight responsibilities in Annex 18. The job card was initially approved by the Air Navigation Commission (ANC) on 27 February 2017. A revised timeline was approved by the ANC on 28 June 2018 as shown in the second version of the job card (DGP.005.002).

## **2. BACKGROUND**

2.1 The need to clearly outline States Annex 18 responsibilities and the interrelationship of responsibilities between dangerous goods and other aviation activities was identified through the work of the DGP Working Group on Reporting. Although the philosophy of keeping high level requirements in the Annex and more detailed requirements in the Technical Instructions was recognized as being necessary, the group noted that there were some cases where more detailed requirements in the Annex would facilitate implementation.

2.2 The DGP Working Group on Reporting also identified a need to more closely align Annex 18 with Annex 19 — *Safety Management*. While Amendment 12 to Annex 18 introduced notes to clarify that the scope of an operator's safety management system included the carriage of dangerous

goods, nothing was introduced to clarify States' safety management responsibilities. It was thought that establishing a relationship between State oversight of the safe transport of dangerous goods by air in Annex 18 with the State safety management responsibilities and critical elements of a system that enables a State to discharge its responsibilities for safety oversight contained in Annex 19 would provide clarity.

### 3. STATUS OF WORK

3.1 DGP-WG/Annex 18 conducted a preliminary review of dangerous goods and cargo-related provisions in all ICAO Annexes with the intent of identifying common terminology, interrelationships, and potential ambiguities, inconsistencies or gaps. The appendix to this information paper documents this review. It is a draft document that will be further refined by DGP-WG/Annex 18 through coordination with relevant subject matter experts.

3.2 DGP-WG/Annex 18 also reviewed the critical elements of a State's safety oversight system and determined that they were not all adequately addressed in Annex 18. Finally, the group conducted a preliminary review of ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) protocol questions for Aircraft Operations — OPS to determine whether questions related to dangerous goods had associated provisions in Annex 18 and/or the Technical Instructions that made the inferred responsibilities in the questions clear. In doing so, some potential anomalies and need for clarification were identified. The protocol questions will be reviewed again once amendments to Annex 18 are developed.

### 4. FUTURE WORK

4.1 The document presented in the appendix to this working paper will be further reviewed and refined. DGP-WG/Annex 18 will develop recommendations for future amendments to Annex 18 which clarify dangerous goods safety management responsibilities, including links between dangerous goods oversight responsibilities and the eight critical elements of a State oversight system, and provide enough detail to enable States to discharge their dangerous goods oversight properly. Draft amendments will be presented at the next DGP working group meeting.

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**APPENDIX A**  
**COMPARISON OF ANNEX 18 WITH OTHER ANNEXES AND ASSOCIATED GUIDANCE**  
**MATERIAL**

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 1 — <i>Personnel Licensing</i>	<p><b>CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES</b></p> <p><b>1.1 Definitions</b></p> <p>...</p> <p><b>Commercial air transport operation.</b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.</p> <p><b>Competency.</b> A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.</p> <p><b>Competency element.</b> An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.</p> <p><b>Competency unit.</b> A discrete function consisting of a number of competency elements.</p> <p><b>Flight crew member.</b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.</p> <p><b>Performance criteria.</b> Simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.</p> <p><b>Pilot-in-command.</b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.</p> <p><b>State safety programme (SSP).</b> An integrated set of regulations and activities aimed at improving safety.</p>	<ul style="list-style-type: none"> <li>— Chapter 1, Definitions <ul style="list-style-type: none"> <li>○ Flight crew member</li> <li>○ Pilot-in-command</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Part 1, Chapter 3 — Definitions <ul style="list-style-type: none"> <li>○ Cargo</li> <li>○ Crew member</li> <li>○ Flight crew member</li> <li>○ Pilot-in-command</li> </ul> </li> <li>— Competency referred to in Part 1, Chapter 4 (Training)</li> </ul>	<ul style="list-style-type: none"> <li>— Part S-1, Chapter 5 (Guidance on competency-based training for State employees — Definitions <ul style="list-style-type: none"> <li>○ Competency</li> <li>○ Competency element</li> <li>○ Competency unit</li> <li>○ Performance criteria</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)</li> </ul>	<ul style="list-style-type: none"> <li>— There is a definition for flight crew member in Annex 1 and Annex 18. There is a definition for crew members in Annex 18, but not Annex 1. Annex 1 always refers to flight crew member except for within the definition for flight crew member. There are definitions for both in Annex 6, Part I, for flight crew member in Part II, and both in Part III.</li> <li>— There is a definition for cabin crew member in Annex 6</li> <li>— Definitions for competency, competency element, competency unit and performance criteria are out of date in Annex 1 and the Supplement</li> <li>— Add definition for State safety programme to Annex 18?</li> </ul>
Annex 1 — <i>Personnel Licensing</i>	<p><b>CHAPTER 2. LICENCES AND RATINGS FOR PILOTS</b></p> <p>...</p> <p><b>2.4 Commercial pilot licence</b></p> <p><b>2.4.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories</b></p>	Chapter 10 Training programmes)	Part 1, Chapter 4 (Training)		<ul style="list-style-type: none"> <li>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development,</li> </ul>	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p>2.4.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p>...</p> <p><i>Operational procedures</i></p> <p>...</p> <p>v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;</p> <p>...</p> <p><b>2.6 Airline transport pilot licence</b></p> <p>2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and powered-lift categories</p> <p>...</p> <p>2.6.1.2 <i>Knowledge</i></p> <p>2.6.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p>...</p> <p><i>Operational procedures</i></p> <p>y) operational procedures for carriage of freight and dangerous goods;</p>				<p>currently Attachment 4 to Technical Instructions)</p> <p>— Cabin Crew Safety Training Manual (Doc 10002)</p>	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	...					
Annex 1 — <i>Personnel Licensing</i>	<p><b>CHAPTER 3. LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN LICENCES FOR PILOTS</b> ...</p> <p><b>3.3 Flight engineer licence</b></p> <p><b>3.3.1 Requirements for the issue of the licence</b> ...</p> <p>3.3.1.2 <i>Knowledge</i></p> <p>3.3.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence, in at least the following subjects: ...</p> <p><i>Operational procedures</i> ...</p> <p>r) operational procedures for carriage of freight and dangerous goods; ...</p>	Chapter 10 Training programmes)	Part 1, Chapter 4 (Training)	—	<ul style="list-style-type: none"> <li>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)</li> <li>— Cabin Crew Safety Training Manual (Doc 10002)</li> </ul>	
Annex 1 — <i>Personnel Licensing</i>	<p><b>CHAPTER 4. LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS</b> ...</p> <p><b>4.6 Flight operations officer/flight dispatcher licence</b></p> <p><b>4.6.1 Requirements for the issue of the licence</b> ...</p> <p>4.6.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in at least the following subjects: ...</p>	Chapter 10 Training programmes)	Part 1, Chapter 4 (Training)	—	<ul style="list-style-type: none"> <li>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)</li> <li>— Cabin Crew Safety Training Manual (Doc 10002)</li> </ul>	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p><i>Operational procedures</i></p> <p>...</p> <p>n) operational procedures for the carriage of freight and dangerous goods;</p> <p>...</p>					
<p>Annex 2 — <i>Rules of the Air</i></p>	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p>...</p> <p><b><i>Air-taxiing.</i></b> Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt).</p> <p><i>Note.— The actual height may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.</i></p> <p><b><i>Apron.</i></b> A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.</p> <p><b><i>Flight crew member.</i></b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.</p> <p><b><i>Operator.</i></b> A person, organization or enterprise engaged in or offering to engage in an aircraft operation.</p> <p><i>Note.— In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.</i></p> <p><b><i>Pilot-in-command.</i></b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.</p>	<ul style="list-style-type: none"> <li>— Chapter 1, Definitions                             <ul style="list-style-type: none"> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Part 1, Chapter 3 — Definitions                             <ul style="list-style-type: none"> <li>○ Cargo</li> <li>○ External carriage</li> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> </ul> </li> <li>— Part 4, Introductory notes</li> <li>—                             <ul style="list-style-type: none"> <li>○ <i>Note 11.— Open external carriage When dangerous goods are prepared for open external carriage (e.g. suspended from a helicopter or in open external carrying devices), consideration should be given to the type of packaging used</i></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Part S-1, Chapter 5 (Guidance on competency-based training for State employees — Definitions)                             <ul style="list-style-type: none"> <li>○ Operator</li> </ul> </li> </ul>		<p>Add note from under definition for operator to Annex 18?</p>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p><i>and protection of those packagings where necessary from the effects of airflow and weather (e.g. by damage from rain or snow</i></p>			
<p>Annex 3 — <i>Meteorological Service for International Air Navigation</i></p>	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p><b><i>Flight crew member.</i></b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.</p> <p><b><i>Operator.</i></b> The person, organization or enterprise engaged in or offering to engage in an aircraft operation.</p> <p><b><i>Pilot-in-command.</i></b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.</p>	<p>— Chapter 1, Definitions</p> <ul style="list-style-type: none"> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> </ul>	<p>— Chapter 1, Definitions</p> <ul style="list-style-type: none"> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> </ul>			
<p>Annex 4 — <i>Aeronautical Charts</i></p>	<p><b>CHAPTER 1. DEFINITIONS, APPLICABILITY AND AVAILABILITY</b></p> <p><b>1.1 Definitions</b></p> <p>...</p> <p><b><i>Apron.</i></b> A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.</p> <p>...</p>		<p>— Chapter 1, Definitions</p> <ul style="list-style-type: none"> <li>○ Cargo</li> </ul>			



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 5 — <i>Units of Measurement to be Used in Air and Ground Operations</i>	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p><b>Ampere (A).</b> The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in a vacuum, would produce between these conductors a force equal to <math>2 \times 10^{-7}</math> newton per metre of length.</p> <p><b>Becquerel (Bq).</b> The activity of a radionuclide having one spontaneous nuclear transition per second.</p> <p><b>Degree Celsius (°C).</b> The special name for the unit kelvin for use in stating values of Celsius temperature.</p> <p><b>Gray (Gy).</b> The energy imparted by ionizing radiation to a mass of matter corresponding to 1 joule per kilogram.</p> <p><b>Hertz (Hz).</b> The frequency of a periodic phenomenon of which the period is 1 second.</p> <p><b>Joule (J).</b> The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.</p> <p><b>Kelvin (K).</b> A unit of thermodynamic temperature which is the fraction 1/273.16 of the thermodynamic temperature of the triple point of water.</p> <p><b>Kilogram (kg).</b> The unit of mass equal to the mass of the international prototype of the kilogram.</p> <p><b>Litre (L).</b> A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.</p> <p>Lux (lx). The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.</p> <p><b>Metre (m).</b> The distance travelled by light in a vacuum during 1/299 792 458 of a second.</p> <p><b>Newton (N).</b> The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.</p>		<p><i>International System of Units (SI).</i> A rational and coherent system of units which provides the basis for the units of measurement used for air and ground operations as contained in Annex 5 to the Convention on International Civil Aviation.</p> <p>Throughout the Technical Instructions</p> <p>Foreword, Abbreviations and symbols</p> <p>Part 3, Chapter 2, abbreviations and symbols</p> <p>Part 1, Chapter 3 (General information)</p> <p>...</p> <p>3.2 UNITS OF MEASUREMENT AND CONVERSION FACTORS</p> <p>3.2.1 Units of measurement</p> <p>The units of measurement to be used in the transport of dangerous goods by air are those specified by the International System (SI)</p>			

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	<p><b>Ohm (<math>\Omega</math>).</b> The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.</p> <p><b>Pascal (Pa).</b> The pressure or stress of 1 newton per square metre.</p> <p><b>Sievert (Sv).</b> The unit of radiation dose equivalent corresponding to 1 joule per</p> <p><b>Tonne (t).</b> The mass equal to 1 000 kilograms.</p> <p><b>Volt (V).</b> The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt.</p> <p><b>Watt (W).</b> The power which gives rise to the production of energy at the rate of 1 joule per second.</p> <p><b>CHAPTER 3. STANDARD APPLICATION OF UNITS OF MEASUREMENT</b></p> <p><b>3.1 SI units</b></p> <p>3.1.1 The International System of Units developed and maintained by the General Conference of Weights and Measures (CGPM) shall, subject to the provisions of 3.2 and 3.3, be used as the standard system of units of measurement for all aspects of international civil aviation air and ground operations.</p>		<p>as modified for international civil aviation by Annex 5 to the Chicago Convention. The primary units of mass and volume will be the kilogram (kg) and the litre (L) and the unit of pressure will be the kilopascal (kPa). Except as specifically provided for in these Instructions, only those abbreviations for units of measurement that are indicated in this paragraph, or in Annex 5 to the Chicago Convention, may be used in the transport of dangerous goods by air.</p> <p><i>Note.— Where measurements relating to radioactivity occur in these Instructions, the value is given in SI units followed, in parentheses, by the non-SI equivalent.</i></p> <p>...</p> <p>3.2.3 Conversion factors</p> <p>Precise conversion factors for commonly used SI units are given in Annex 5 to the Chicago Convention. Tables 1-2 and 1-3 show conversion factors, to four significant figures, for some units</p>			

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			widely used in dangerous goods transport.			
<p>Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i></p>	<p><b>Table of Contents</b> ... <b>CHAPTER 14. Dangerous goods</b> .....</p> <p>14.1 State responsibilities.....</p> <p>14.2 Operators with no operational approval to transport dangerous goods as cargo.....</p> <p>14.3 Operators transporting dangerous goods as cargo .....</p> <p>14.4 Provision of information .....</p> <p>14.5 Domestic commercial air transport operations.....</p> <p>ATTACHMENT J. Dangerous goods.....</p> <p>1. Purpose and scope .....</p> <p>2. Definitions.....</p> <p>3. States .....</p> <p>4. Operator.....</p> <p>...</p> <p><b>PUBLICATIONS</b> <i>(referred to in this Annex)</i></p> <p><b>ICAO Publications</b></p> <p>...</p> <p><i>Annex 18 — The Safe Transport of Dangerous Goods by Air</i></p> <p>...</p> <p><i>Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)</i></p> <p>...</p>					<ul style="list-style-type: none"> <li>— Need to ensure alignment with terminology for approval/specific approval/ authorization etc.</li> <li>— Need stronger linkage in Annex 18 to Annex 6</li> <li>— Part II — International General Aviation — Aeroplanes: Not clear to all whether it applies to dangerous goods</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments												
	<p><i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (Doc 9284)</p> <p>...</p> <p><b>Table A. Amendments to Annex 6, Part I</b></p> <p>...</p> <table border="1" data-bbox="217 521 1088 1560"> <thead> <tr> <th data-bbox="217 521 432 613"><i>Amendment</i></th> <th data-bbox="432 521 666 613"><i>Source(s)</i></th> <th data-bbox="666 521 897 613"><i>Subject(s)</i></th> <th data-bbox="897 521 1088 613"><i>Adopted Effective Applicable</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="217 613 432 678">...</td> <td data-bbox="432 613 666 678"></td> <td data-bbox="666 613 897 678"></td> <td data-bbox="897 613 1088 678"></td> </tr> <tr> <td data-bbox="217 678 432 1560">16 (4th Edition)</td> <td data-bbox="432 678 666 1560">Third and Fourth meetings of the Operations Panel, AGA Divisional Meeting (1981), amendments consequent to adoption of Annex 18 and an Air Navigation Study</td> <td data-bbox="666 678 897 1560">Introduced provisions related to aircraft operating procedures for noise abatement, development and use of instrument flight procedures, authority and competence to taxi aeroplanes and refuelling with passengers on board. Changes to the Annex were introduced as a result of adoption by the Council of Annex 18 in respect to the carriage of dangerous goods and requirements for crew training programmes in their carriage in commercial aeroplanes. The</td> <td data-bbox="897 678 1088 1560">29 March 1983 29 July 1983 24 November 1983</td> </tr> </tbody> </table>	<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>	...				16 (4th Edition)	Third and Fourth meetings of the Operations Panel, AGA Divisional Meeting (1981), amendments consequent to adoption of Annex 18 and an Air Navigation Study	Introduced provisions related to aircraft operating procedures for noise abatement, development and use of instrument flight procedures, authority and competence to taxi aeroplanes and refuelling with passengers on board. Changes to the Annex were introduced as a result of adoption by the Council of Annex 18 in respect to the carriage of dangerous goods and requirements for crew training programmes in their carriage in commercial aeroplanes. The	29 March 1983 29 July 1983 24 November 1983					
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			provisions in respect of aerodromes operating minima were revised to clarify the requirements and to include a requirement for RVR information. Units of measurement were brought in line with the provisions of Annex 5, and the Note in Chapter 3 concerning lease, charter and interchange was updated.						
	...								
	21 (6th Edition)	Air Navigation Commission studies, Fourteenth meeting of the Dangerous Goods Panel, editorial amendment, text alignment with Annex 6, Part II and/or Part III, consequential amendment							

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Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p>PROPOSED IN AMENDMENT TO ANNEX 6 (FROM FLTOPSP)</p> <p><b>Operations specifications.</b> The authorizations <u>specific approvals</u>, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.</p> <p><u><b>Specific approval.</b> A specific approval is an approval which is documented in the Operations Specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations.</u></p> <p><u><i>Note.— The terms authorization, specific approval, approval and acceptance are further described in Attachment C.</i></u></p> <p>EXISTING:</p> <p><b>Aeroplane.</b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p> <p><b>Aircraft.</b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface</p> <p><b>Air operator certificate (AOC).</b> A certificate authorizing an operator to carry out specified commercial air transport operations.</p> <p><b>Cabin crew member.</b> A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.</p> <p><b>COMAT.</b> Operator material carried on an operator's aircraft for the operator's own purposes.</p> <p><b>Commercial air transport operation.</b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.</p> <p><b>Crew member.</b> A person assigned by an operator to duty on an aircraft during a flight duty period.</p> <p><b>Dangerous goods.</b> Articles or substances which are capable of posing a risk to</p>	<ul style="list-style-type: none"> <li>— Chapter 1, Definitions <ul style="list-style-type: none"> <li>○ Crew member</li> <li>○ Dangerous goods</li> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Part 1, Chapter 1, Definitions <ul style="list-style-type: none"> <li>○ Crew member</li> <li>○ Dangerous goods</li> <li>○ Flight crew member</li> <li>○ Operator</li> <li>○ Pilot-in-command</li> <li>○ State of Registry</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>— Part S-1, Chapter 5 (Guidance to States on competency-based training)</li> <li>— Definitions: <ul style="list-style-type: none"> <li>○ Dangerous goods.</li> <li>○ Operator</li> <li>○ <b>Inspection method.</b> Techniques that are used during the course of evaluating compliance with relevant regulations. The inspection methods include: a) observation: visually observing the performance of regulatory requirements for compliance with relevant regulations; b) interview: a technique by which questions directed to or discussions with persons performing transportation functions are used to gather information</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>— Need to ensure terminology is consistent with regard to approval/specific approval etc. (amendment sent to States for comment at the end of Summer 2018)</li> <li>— Definition for dangerous goods in Annex 6 has a note referring to classification in Chapter 3 of Annex 18. This note is not included in the Annex 18 definition</li> <li>— Should definitions for aircraft and aeroplane be added to Annex 18?</li> <li>— Should definition for COMAT be added to Annex 18?</li> <li>— Should definition for commercial air transport operation be added to Annex 18?</li> <li>— Should definition for electronic flight bag be added to Annex 18?</li> <li>— Should definition for Flight operations officer/flight dispatcher be added to Annex 18 or the Technical</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions.</p> <p><i>Note.— Dangerous goods are classified in Annex 18, Chapter 3.</i></p> <p><b>Electronic flight bag (EFB).</b> An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.</p> <p><b>Flight crew member.</b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.</p> <p><b>Flight operations officer/flight dispatcher.</b> A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.</p> <p><b>Ground handling.</b> Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.</p> <p><b>Operations manual.</b> A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.</p> <p><b>Operator.</b> The person, organization or enterprise engaged in or offering to engage in an aircraft operation.</p> <p><b>State of Registry.</b> The State on whose register the aircraft is entered.</p> <p><i>Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).</i></p>			<p>concerning the transport of dangerous goods; c) document review: reviewing paper or electronic records to determine whether required documents are properly prepared, contain accurate information, and are maintained as required by the regulations; d) verification: using third-party information to confirm independently whether regulatory requirements are being met; and e) procedure evaluation: ensuring appropriate written procedures, which address all regulated activities undertaken, are in place</p>		<p>Instructions (referred to in Part 7;4.1.1)?</p> <ul style="list-style-type: none"> <li>— Should definition for ground handling be added to Annex 18 or the Technical Instructions?</li> <li>— Should definition for operations manual be added to Annex 18 or the Technical Instructions?</li> <li>— State of Registry definition in Annex 6 has a note which is not included in the Technical Instruction definition</li> <li>— Should definition for target level of safety be added to Annex 18 and/or the Technical Instructions (with introduction of safety management responsibilities in Annex 18)?</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p><b>State of the Operator.</b> The State in which the operator’s principal place of business is located or, if there is no such place of business, the operator’s permanent residence.</p> <p><b>Target level of safety (TLS).</b> A generic term representing the level of risk which is considered acceptable in particular circumstances.</p>			<ul style="list-style-type: none"> <li>○ <b>Operations manual.</b> A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.</li> <li>○ <b>Air operator certificate (AOC).</b> A certificate authorizing an operator to carry out specified civil air transport operations.</li> <li>○</li> </ul>		



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
<p>Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</p>	<p style="text-align: center;"><b>4.2.3 Operations manual</b></p> <p>4.2.3.1 The operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.</p> <p>4.2.3.2 The State of the Operator shall establish a requirement for the operator to provide a copy of the operations manual together with all amendments and/or revisions, for review and acceptance and, where required, approval. The operator shall incorporate in the operations manual such mandatory material as the State of the Operator may require.</p> <p><i>Note 1.— Requirements for the organization and content of an operations manual are provided in Appendix 2.</i></p> <p><i>Note 2.— Specific items in the operations manual require the approval of the State of the Operator in accordance with the Standards in 4.2.8, 6.1.3, 9.3.1, 12.4 and 13.4.1.</i></p>	<p><b>9.2 Information and instructions to flight crew members</b></p> <p>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 as to the action to be taken in the event of emergencies arising involving dangerous goods.</p>	<p>2.2 EXCEPTIONS FOR DANGEROUS GOODS OF THE OPERATOR</p> <p>Part 1 (General), Chapter 2 (Limitation of dangerous goods on aircraft)</p> <p>...</p> <p>2.2.1 The provisions of these Instructions do not apply to the following:</p> <p>...</p> <p>d) electronic devices, such as electronic flight bags, personal entertainment devices, and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that the batteries meet the provisions of 8;1.1.2 20). Spare lithium batteries must be</p>	<p>—</p> <ul style="list-style-type: none"> <li>— Competency framework — CE 2.1 Approve the dangerous goods component of the operations manual</li> <li>— Competency framework — PC 2.2.2 Verify that the training programme addresses all dangerous goods functions identified in the operations manual</li> <li>— Part S-7, Chapter 2, STORAGE AND LOADING and Chapter 5, PROVISIONS CONCERNING PASSENGERS AND CREW             <ul style="list-style-type: none"> <li>○ 2.2.6 The operations manual and other appropriate manuals must contain specific procedures for dealing with any</li> </ul> </li> </ul>		<p>—</p> <ul style="list-style-type: none"> <li>— Is there a need to add provisions related to the OPS Manual contained in the Technical Instructions/Supplement to Annex 6?</li> <li>— Is reference to dangerous goods audit in the Supplement appropriate (Attachment i to Chapter 6 Dangerous Goods Audit Form) (audit versus inspection)</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>individually protected so as to prevent short circuits when not in use. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out their responsibilities.</p> <p>...</p> <p>Part 7 (Operator's responsibilities), Chapter 4 (Provision of information)</p> <p>...</p> <p>4.1 INFORMATION TO THE PILOT-IN-COMMAND 4.1.1 As early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power, the operator of an aircraft in which dangerous goods are to be carried must: a) provide the pilot-in-command with accurate</p>	<p>incidents that may occur during flight.</p> <ul style="list-style-type: none"> <li>○ 5.1.1 The purpose of this guidance is to provide States with a model for use in approving an operator's operations manual content on the provision of information to passengers as required by Part 7;5.1 of the Technical Instructions.</li> <li>○ 5.3 5.3.2 Each operator must ensure that all policies, procedures and systems for notifying passengers about dangerous goods that are forbidden from transport aboard aircraft are documented in an appropriate operations manual and approved by a national authority of the State of the Operator. At a</li> </ul>		

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>and legible written or printed information concerning dangerous goods that are to be carried as cargo; and b) provide personnel with responsibilities for operational control of the aircraft (e.g. the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations) with the same information that is required to be provided to the pilot-in-command (e.g. a copy of the written information provided to the pilot-in-command). Each operator must specify the personnel (job title or function) to be provided this information in their operations manual and/or other appropriate manuals. ...</p> <p><b>4.2 INFORMATION TO BE PROVIDED TO EMPLOYEES</b></p> <p>An operator must provide such information in the operations manual and/or other appropriate manuals as will enable flight crews and other</p>	<p>minimum, the operations manual must include information on how passengers will be notified of and acknowledge, when required, the restriction on the carriage of dangerous goods before, during, and after ticketing/bookin g, boarding pass issuance and check-in processes.</p> <ul style="list-style-type: none"> <li>○ 5.4.1 This guidance is intended to serve as a template for the type of passenger notification information that should be included, documented, and approved in an operator’s operations manual(s).</li> <li>○ 5.4.2 The State should utilize its normal method to notify</li> </ul>		

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>employees to carry out their responsibilities with regard to the transport of dangerous goods. This information must include instructions as to the action to be taken in the event of emergencies involving dangerous goods, and details of the location and numbering system of cargo compartments together with: a) the maximum quantity of dry ice permitted in each compartment; and b) if radioactive material is to be carried, instructions on the loading of such dangerous goods based on the requirements of 7;2.9. Where applicable, this information must also be provided to ground handling agents.</p> <p>...</p> <p>5.1 INFORMATION TO PASSENGERS 5.1.1 Operators must inform passengers about dangerous goods that passengers are forbidden to transport aboard an aircraft. The notification system must be described in their operations manual and/or other appropriate manuals. If the ticket purchase and/or</p>	<p>operators (e.g. information bulletins, advisory circulars) on specific information or guidance necessary to implement a passenger notification system in their operations manual in alignment with the provisions in the Technical Instructions and this Supplement</p> <ul style="list-style-type: none"> <li>o 6.4 OPERATIONS MANUAL AND OTHER STAFF INSTRUCTIONS 6.4.1 A check of the operations manual and other staff instructions should be made during the organization and procedures inspection referred to above. The Technical Instructions require the</li> </ul>		

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>boarding pass issuance can be completed by a passenger without the involvement of another person, the notification system must include an acknowledgement by the passenger that he or she has been presented with the information. The information must be provided to passengers: a) at the point of ticket purchase or, if this is not practical, made available in another manner to passengers prior to boarding pass issuance; and b) at boarding pass issuance, or when no boarding pass is issued, prior to boarding the aircraft. Note.— The information may be provided in text or pictorial form, electronically, or verbally, as described in the operator’s manuals.</p>	<p>operations manual or other manuals to contain certain information when the operator intends to carry dangerous goods. In addition to this information, the operations manual needs to contain sufficient guidance material and instructions to enable all those concerned (both ground staff and flight and cabin crew) to meet their responsibilities. The operations manual inspection aims to confirm the information provided is adequate, complete and up to date; also that any handling agent has copies of the relevant parts of the</p>		

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
				<p>manual or other instructions concerning the operator's policy and procedures.</p> <p>6.4.2 When an operator does not intend to carry dangerous goods, the operations manual should still be checked to ensure it contains information about the policy of the operator in regard to dangerous goods and instructions about the carriage of passengers with dangerous goods.</p> <ul style="list-style-type: none"> <li>○ ATTACHMENT I TO CHAPTER 6 DANGEROUS GOODS AUDIT FORM (table, CAA Reference No. 3)</li> </ul>		

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
<p>Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i></p>	<p>Too much to extract ... only partial extract should look at Annex 6, Part IL</p> <p>8.7 APPROVED MAINTENANCE ORGANIZATION</p> <p>8.7.1 Issue of approval</p> <p>8.7.1.1 The issue of a maintenance organization approval by a State shall be dependent upon the applicant demonstrating compliance with the requirements of 8.7 to this Annex and the relevant provisions contained in Annex 19 for such organizations.</p> <p>8.7.1.2 The approval document shall contain at least the following: a) organization’s name and location; b) date of issue and period of validity; c) terms of approval.</p> <p>8.7.1.3 The continued validity of the approval shall depend upon the organization remaining in compliance with the requirements of 8.7 to this Annex and with the relevant provisions contained in Annex 19 for an approved maintenance organization.</p> <p>8.7.2 Maintenance organization’s procedures manual</p> <p>8.7.2.1 The maintenance organization shall provide for the use and guidance of maintenance personnel concerned a procedures manual which may be issued in separate parts containing the following information: a) a general description of the scope of work authorized under the organization’s terms of approval; b) a description of the organization’s procedures and quality or inspection system in accordance with 8.7.4; c) a general description of the organization’s facilities; d) names and duties of the person or persons required by 8.7.6.1; e) a description of the procedures used to establish the competence of maintenance personnel as required by 8.7.6.3; f) a description of the method used for the completion and retention of the maintenance records required by 8.7.7; g) a description of the procedures for preparing the maintenance release and the circumstances under which the release is to be signed; h) the personnel authorized to sign the maintenance release and the scope of their authorization; i) a description, when applicable, of the additional procedures for complying with the operator’s maintenance procedures and requirements; j) a description of the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4; and k) a description of the procedure for receiving, assessing, amending and distributing within the maintenance organization all necessary airworthiness data from the type certificate holder or type design organization.</p> <p>8.7.2.2 The maintenance organization shall ensure that the procedures manual is amended as necessary to keep the information contained therein up to date.</p> <p>8.7.2.3 Copies of all amendments to the procedures manual shall be furnished</p>			—	—	<ul style="list-style-type: none"> <li>— Organization is approved, not the individual</li> <li>— Is there a need to raise the issue of dangerous goods training (shipping COMAT classified as dangerous goods?)</li> <li>— Should something be required in the procedures manual regarding stores?</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	promptly to all organizations or persons to whom the manual has been issued.					
Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	<p>CHAPTER 9. AEROPLANE FLIGHT CREW ...</p> <p>9.3 FLIGHT CREW MEMBER TRAINING PROGRAMMES</p> <p>9.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: ... e) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, charting, human performance including threat and error management and in the transport of dangerous goods; ... <i>Note 5.— For more information on dangerous goods operational requirements, see Chapter 14.</i></p>	<p>Chapter 10 Training programmes)</p> <p><b>10.2 Approval of training programmes</b> <b>CHAPTER 10. TRAINING PROGRAMMES</b></p> <p>10.2.1 Dangerous goods training programmes for operators shall be approved by the appropriate authority of the State of the Operator. <i>Note.— Dangerous goods training programmes are required for all operators regardless of whether or not they are approved to transport dangerous goods.</i></p> <p>10.2.2 Dangerous goods training programmes for designated postal operators shall be approved by the civil aviation authority of the State where the mail is accepted by the designated postal operator.</p> <p>10.2.3 <b>Recommendation.—</b> <i>Dangerous goods training programmes required for entities other than operators and designated postal</i></p>	Part 1, Chapter 4 (Training)	—	— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)	



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
		<p><i>operators should be approved as determined by the appropriate national authority.</i></p> <p><i>Note 1.— See 11.4 for dangerous goods by mail.</i></p> <p><i>Note 2.— See 4.2.2 of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes for surveillance of operations by a foreign operator.</i></p>				
<p>Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</p>	<p>CHAPTER 12. CABIN CREW ...</p> <p><b>12.4 TRAINING</b> The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is: ...</p> <p>e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and</p> <p>f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.</p> <p><i>Note 1.— Requirements for the training of cabin crew members in the transport of dangerous goods are included in the Dangerous Goods Training Programme contained in Annex 18 — The Safe Transport of Dangerous Goods by Air and the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284).</i></p> <p><i>Note 2.— For more information on dangerous goods operational requirements,</i></p>	<p>Chapter 10 Training programmes)</p> <p>(same as above)</p>	<p>Part 1, Chapter 4 (Training)</p>	<p>—</p>	<p>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)</p> <p>— Cabin Crew Safety Training Manual (Doc 10002)</p>	

<b>Annex</b>	<b>Extract</b>	<b>Related provisions in Annex 18</b>	<b>Related provisions in Technical Instructions</b>	<b>Related provisions in the Supplement</b>	<b>Associated guidance material</b>	<b>Comments</b>
	<i>see Chapter 14.</i>  <i>Note 3.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Cabin Crew Safety Training Manual (Doc 10002).</i>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	CHAPTER 14 — DANGEROUS GOODS (too long to extract, see Annex 6, Part I)			<ul style="list-style-type: none"> <li>— Part S-7, Chapter 8— <i>ANNEX 6 INFORMATION RELEVANT TO STATE'S DANGEROUS GOODS RESPONSIBILITIES</i></li> <li>— <i>Too much to extract, see the Supplement</i></li> </ul>	—	<ul style="list-style-type: none"> <li>— Editorial revision needed in 14.3 3): “:” instead of a “;”</li> <li>— References to Tables 1-4 and 1-5 need to be removed to align with new training provisions (2021-2022 Edition)</li> <li>— Need to include freight forwarders in Annex 6, Chapter 14.1, 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.</li> <li>— Nothing about action to be taken in the event of an emergency in Chapter 4 (required in OPS manual (See A6, Appendix 2, 2.1.35))</li> <li>— Is there a need to strengthen State safety management</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
						<p>responsibilities related to dangerous goods, e.g. requiring that dangerous goods be included in State SSP/requiring that operator's SMS include dangerous goods?</p> <ul style="list-style-type: none"> <li>— Is there a need to clarify operator's SMS responsibilities as they related to dangerous goods (probably not – already done in new Chapter by CSSG)</li> <li>— Is there a need to strengthen State responsibilities for operators carrying versus not carrying dangerous goods (right now focus is on training)</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	Attachment I — DANGEROUS GOODS (supplementary to Chapter 14) (too large to extract, see Annex 6, Part I)					<ul style="list-style-type: none"> <li>— References to Tables 1-4 and 1-5 need to be removed to align with new training provisions (2021-2022 Edition)</li> <li>— Is there a need for additional guidance in this attachment?</li> <li>— Is there a need to strengthen concept of operator shipping COMAT, or anyone shipping on their behalf, must comply with Annex 18/TIs?</li> <li>— Paragraph 3.1 refers to a requirement but “should” is used:               <ul style="list-style-type: none"> <li>— The State of the Operator should indicate in the operations specification if the operator is approved or is not approved to transport dangerous goods as cargo. When the operator is approved to transport dangerous goods as cargo any limitations should be included.</li> </ul> </li> <li>— Paragraph 4.2</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
						<p>not clear. Training programme /policies and procedures regarding third-party personnel should be included in the OPS manual. Is it the policies and procedures for ensuring third party personnel are competently trained? If yes, needs to be clarified</p> <ul style="list-style-type: none"> <li>— Editorial revision suggested for 4.7: First sentence should be last.</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
<p>Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i></p>	<p>APPENDIX 2. ORGANIZATION AND CONTENTS OF AN OPERATIONS MANUAL (Chapter 4, 4.2.3.1, refers)</p> <p>1. ORGANIZATION An operations manual, which may be issued in separate parts corresponding to specific aspects of operations, provided in accordance with Chapter 4, 4.2.3.1, shall be organized with the following structure:</p> <p>a) General; b) Aircraft operating information; c) Areas, routes and aerodromes; and d) Training.</p> <p>2. CONTENTS The operations manual referred to in 1 shall contain at the least the following:</p> <p>2.1 General ...</p> <p>2.1.35 Information and instructions on the carriage of dangerous goods, in accordance with Chapter 14, including action to be taken in the event of an emergency.</p> <p><i>Note.— Guidance material on the development of policies and procedures for dealing with dangerous goods incidents on board aircraft is contained in Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481).</i></p>	<p><b>Chapter 9</b> 9.2 Information and instructions to flight crew members 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 as to the action to be taken in the event of emergencies arising involving dangerous goods</p>	<p>2.2 EXCEPTIONS FOR DANGEROUS GOODS OF THE OPERATOR</p> <p>Part 1 (General), Chapter 2 (Limitation of dangerous goods on aircraft) ...</p> <p>2.2.1 The provisions of these Instructions do not apply to the following: ...</p> <p>d) electronic devices, such as electronic flight bags, personal entertainment devices, and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that the batteries meet the provisions of 8;1.1.2 20). Spare lithium batteries must be individually</p>	<p>— Part S-7, Chapter 8— ANNEX 6 INFORMATION RELEVANT TO STATE'S DANGEROUS GOODS RESPONSIBILITIES</p> <p>— Too much to extract, see the Supplement</p>	<p>— <i>Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (Doc 9481)</i></p> <p>— <i>Cabin Crew Safety Training Manual (Doc 10002)</i></p>	<p>— Should note under 2.1.35 refer also to the Cabin Crew Safety Training Manual (Doc 10002)</p>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>protected so as to prevent short circuits when not in use. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out their responsibilities.</p> <p>...</p> <p>Part 7 (Operator's responsibilities), Chapter 4 (Provision of information)</p> <p>...</p> <p>4.1 INFORMATION TO THE PILOT-IN-COMMAND 4.1.1 As early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power, the operator of an aircraft in which dangerous goods are to be carried must: a) provide the pilot-in-command with accurate and legible written or</p>			



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>printed information concerning dangerous goods that are to be carried as cargo; and b) provide personnel with responsibilities for operational control of the aircraft (e.g. the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations) with the same information that is required to be provided to the pilot-in-command (e.g. a copy of the written information provided to the pilot-in-command). Each operator must specify the personnel (job title or function) to be provided this information in their operations manual and/or other appropriate manuals.</p> <p>...</p> <p><b>4.2 INFORMATION TO BE PROVIDED TO EMPLOYEES</b></p> <p>An operator must provide such information in the operations manual and/or other appropriate manuals as will enable flight crews and other employees to carry out</p>			

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>their responsibilities with regard to the transport of dangerous goods. This information must include instructions as to the action to be taken in the event of emergencies involving dangerous goods, and details of the location and numbering system of cargo compartments together with: a) the maximum quantity of dry ice permitted in each compartment; and b) if radioactive material is to be carried, instructions on the loading of such dangerous goods based on the requirements of 7;2.9. Where applicable, this information must also be provided to ground handling agents.</p> <p>• • •</p> <p>5.1 INFORMATION TO PASSENGERS            5.1.1 Operators must inform passengers about dangerous goods that passengers are forbidden to transport aboard an aircraft. The notification system must be described in their operations manual and/or other appropriate manuals. If the ticket purchase and/or boarding pass issuance</p>			

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
			<p>can be completed by a passenger without the involvement of another person, the notification system must include an acknowledgement by the passenger that he or she has been presented with the information. The information must be provided to passengers:</p> <ul style="list-style-type: none"> <li>a) at the point of ticket purchase or, if this is not practical, made available in another manner to passengers prior to boarding pass issuance;</li> <li>and b) at boarding pass issuance, or when no boarding pass is issued, prior to boarding the aircraft. Note.— The information may be provided in text or pictorial form, electronically, or verbally, as described in the operator’s manuals.</li> </ul>			

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes	Appendix 5. Safety oversight of air operators (too big to extract, see Annex 6, part I)	Too big to extract — See Annex 18 Chapter 10 Training Chapter 11 — Compliance Chapter 12 — Dangerous goods accident and incident reporting		— Part S-7: State's responsibilities with respect to operators (too big to extract, see Supplement)	— <i>Manual of Procedures for Operations Inspection, Certification and Continued Surveillance</i> (Doc 8335)	<ul style="list-style-type: none"> <li>— Annex 18 provisions need to be strengthened —being reviewed by DGP</li> <li>— Based on Annex 19</li> <li>— Need to maintain alignment with Annex 19</li> <li>— Consider incorporating some of Annex 6, Appendix 5 and Annex 19 into Annex 18?</li> <li>— This is being considered by DGP-WG/Reporting and DGP-WG/Annex 18</li> </ul>
Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes	Appendix 6. Air Operator Certificate			— Part S-7, CHAPTER 8	—	<ul style="list-style-type: none"> <li>— Need to make sure AOC/OPERATIONS specifications templates extract in the Supplement are aligned with source in Annex 6</li> </ul>
Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes	Attachment C. Air operator certification and validation (too large to extract, see Annex 6, Part I) specific dangerous goods provision:  3.3 Provisions that require an approval ... r) training in the transport of dangerous goods (9.3.1, Note 5)	Chapter 10 (Training programmes)	Part 1, Chapter 4 (Training)	<ul style="list-style-type: none"> <li>— Part S-1, Chapter 5 (Guidance to States on competency-based training)</li> <li>— Part S-7: State's responsibilities with respect to operators (too big to extract, see Supplement)</li> </ul>	<ul style="list-style-type: none"> <li>— Guidance Material on a Competency-based Approach to Dangerous Goods Training and Assessment (under development, currently Attachment 4 to Technical Instructions)</li> <li>—</li> </ul>	<ul style="list-style-type: none"> <li>Need to ensure consistency of terminology between Annex 18 (and related documents) and Annex 6, i.e. approval in Annex 6 versus Annex 18, specific approval in Annex 6 (being revised now, State letter will be sent by end of summer 2018)</li> <li>— Should dangerous goods approvals/exemption</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
						<p>s (to ship/transport things not normally permitted be referred to in Annex 6?</p> <ul style="list-style-type: none"> <li>— Operator’s responsibilities with regard to dangerous goods in the post?</li> <li>— Approval of DPO’s dangerous goods processes procedures and training programmes?</li> <li>— Approval for DPO’s to accept lithium batteries?</li> <li>— Recommended approval of other entities ?</li> </ul>
Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	Attachment H Rescue and Firefighting services levels			—	—	— Seems to be based on the aeroplane size, is there/should there be cargo type/size component?
Annex 7 — <i>Aircraft Nationality and Registration Marks</i>	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p><b><i>Aeroplane.</i></b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p> <p><b><i>Aircraft.</i></b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface. (See Table 1, Classification of aircraft.)</p> <p><b><i>Fireproof material.</i></b> A material capable of withstanding heat as well as or better</p>					— Are any of these definitions needed in Annex 18 now or in the future?

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>than steel when the dimensions in both cases are appropriate for the specific purpose.</p> <p><b>Helicopter.</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.</p> <p><b>Remotely piloted aircraft (RPA).</b> An unmanned aircraft which is piloted from a remote pilot station.</p>					
Annex 8 — <i>Airworthiness of Aircraft</i>	<p><b>Part I. DEFINITIONS</b></p> <p><b>Aeroplane.</b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p> <p><b>Aircraft.</b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.</p> <p><b>Fireproof.</b> The capability to withstand the application of heat by a flame for a period of 15 minutes. <i>Note.— The characteristics of an acceptable flame can be found in ISO 2685.</i></p> <p><b>Fire resistant.</b> The capability to withstand the application of heat by a flame for a period of 5 minutes. <i>Note.— The characteristics of an acceptable flame can be found in ISO 2685.</i></p> <p><b>Helicopter.</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.</p>					<p>— Are any of these definitions needed in Annex 18 now or in the future?</p>
	<p><b>PART III. LARGE AEROPLANES</b></p> <p><b>PART IIIA. AEROPLANES OVER 5 700 KG FOR WHICH APPLICATION FOR CERTIFICATION WAS SUBMITTED ON OR AFTER 13 JUNE 1960 BUT BEFORE 2 MARCH 2004</b></p> <p>...</p>					<p>— Airworthiness panel is looking at cargo accessibility assumptions, electromagnetic interference, and cargo compartment fire suppression</p>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p><b>CHAPTER 4. DESIGN AND CONSTRUCTION</b> ...</p> <p><b>4.1 General</b> ...</p> <p><b>4.1.6 Systems design features</b> ...</p> <p>f) Fire precautions. The design of the aeroplane and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to minimize the possibility of in-flight and ground fires and also to minimize the production of smoke and toxic gases in the event of a fire. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused.</p> <p>g) Fire suppression. For aeroplanes for which the application for certification was submitted on or after 12 March 2000, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.</p> <p>h) Incapacitation of occupants.</p> <p>1) For aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 and for which the application for certification was submitted on or after 12 March 2000, design precautions shall be taken to protect against possible instances of cabin depressurization and against the presence of smoke or other toxic gases, including those caused by explosive or incendiary devices or dangerous goods, which could incapacitate the occupants of the aeroplane.</p> <p>2) Recommendation.— For aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 45 500 kg and for which the application for certification was submitted on or after 12 March 2000, design precautions should be taken to protect against possible</p>					systems

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>instances of cabin depressurization and against the presence of smoke or other toxic gases, including those caused by explosive or incendiary devices or dangerous goods, which could incapacitate the occupants of the aeroplane.</p> <p>...</p> <p><b>PART IIIB. AEROPLANES OVER 5 700 KG FOR WHICH APPLICATION FOR CERTIFICATION WAS SUBMITTED ON OR AFTER 2 MARCH 2004</b></p> <p><b>CHAPTER 1. GENERAL</b></p> <p><b>4.2 Systems design feat</b></p> <p>...</p> <p>g) Cargo compartment protection.</p> <ol style="list-style-type: none"> <li>1) Each cargo compartment accessible to a crew member in a passenger-carrying aeroplane shall be equipped with a fire suppression system;</li> <li>2) each cargo compartment not accessible to a crew member shall be equipped with a built-in fire detection system and a built-in fire suppression system; and</li> <li>3) cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.</li> </ol> <p>h) Incapacitation of occupants.</p> <p>...</p> <ol style="list-style-type: none"> <li>2) In addition, for aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60, design precautions shall be taken to protect against possible instances of cabin depressurization and against the presence of smoke or other toxic gases caused by explosive or incendiary devices or dangerous goods, which could incapacitate the occupants of the aeroplane.</li> <li>3) Recommendation.— For aeroplanes of a maximum certificated take-off</li> </ol>					



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>mass in excess of 5 700 kg but not exceeding 45 500 kg, design precautions should be taken to protect against possible instances of cabin depressurization and against the presence of smoke or other toxic gases, including those caused by explosive or incendiary devices or dangerous goods, which could incapacitate the occupants of the aeroplane.</p> <p>...</p> <p><b>PART IV. HELICOPTERS</b></p> <p><b>PART IVA. HELICOPTERS FOR WHICH APPLICATION FOR CERTIFICATION WAS SUBMITTED ON OR AFTER 22 MARCH 1991 BUT BEFORE 13 DECEMBER 2007</b></p> <p><b>CHAPTER 1. GENERAL</b></p> <p><b>1.2 Limitations</b></p> <p><i>Note 2.— The following items, for instance, may be considered as basic helicopter limitations:</i></p> <p>...</p> <p>— maximum certificated cargo sling mass.</p> <p>...</p> <p><b>PART IVB. HELICOPTERS FOR WHICH APPLICATION FOR CERTIFICATION WAS SUBMITTED ON OR AFTER 13 DECEMBER 2007</b></p> <p><b>CHAPTER 1. GENERAL</b></p> <p><b>1.1 Applicability</b></p> <p>...</p> <p>1.1.2 Except for those Standards and Recommended Practices which specify a different applicability, the Standards and Recommended Practices of this part shall apply to all aeroplanes having a maximum certificated take-off mass greater than 750 kg but not exceeding 5 700 kg intended for the carriage of passengers or cargo or mail in international air navigation.</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p><b>PART V. SMALL AEROPLANES — AEROPLANES OVER 750 KG BUT NOT EXCEEDING 5 700 KG FOR WHICH APPLICATION FOR CERTIFICATION WAS SUBMITTED ON OR AFTER 13 DECEMBER 2007</b></p> <p><b>CHAPTER 1. GENERAL</b></p> <p><b>1.1 Applicability</b></p> <p>...</p> <p>1.1.2 Except for those Standards and Recommended Practices which specify a different applicability, the Standards and Recommended Practices of this part shall apply to all aeroplanes having a maximum certificated take-off mass greater than 750 kg but not exceeding 5 700 kg intended for the carriage of passengers or cargo or mail in international air navigation.</p> <p>...</p> <p><b>CHAPTER 4. DESIGN AND CONSTRUCTION</b></p> <p><b>4.1 General</b></p> <p>...</p> <p><b>4.2 Systems design features</b></p> <p>...</p> <p>g) Cargo compartment protection.</p> <p>1) Sources of heat within the compartment which are capable of igniting the cargo or baggage shall be shielded or insulated to prevent such ignition; and</p> <p>2) Each cargo and baggage compartment shall be constructed of materials which are at least flame resistant.</p> <p>...</p>					
Annex 9 — <i>Facilitation</i>	<b>FOREWORD</b>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p><b>Historical background</b></p> <p>...</p> <p>— The Standards and Recommended Practices on Facilitation are the outcome of Article 37 of the Convention, which provides, inter alia, that the “International Civil Aviation Organization shall adopt and amend from time to time, as may be necessary, international standards and recommended practices and procedures dealing with.....customs and immigration procedures.....and such other matters concerned with the safety, regularity and efficiency of air navigation as may from time to time appear appropriate”. The policy with respect to the implementation by States of the Standards and Recommended Practices on Facilitation is strengthened by Article 22 of the Convention, which expresses the obligation accepted by each Contracting State “to adopt all practicable measures, through the issuance of special regulations or otherwise, to facilitate and expedite navigation by aircraft between the territories of contracting States, and to prevent unnecessary delays to aircraft, crews, passengers and cargo, especially in the administration of the laws relating to immigration, quarantine, customs and clearance”, and by Article 23 of the Convention, which expresses the undertaking of each Contracting State “so far as it may find practicable, to establish customs and immigration procedures affecting international air navigation in accordance with the practices which may be established or recommended from time to time, pursuant to this Convention”.*</p> <p>Article 35, Cargo restrictions.</p> <p>...</p>					
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 1. DEFINITIONS AND GENERAL PRINCIPLES</b></p> <p><b>A. Definitions</b></p> <p>...</p> <p><i>Aircraft operators’ documents.</i> Air waybills/consignment notes, passenger tickets and boarding passes, bank and agent settlement plan documents, excess baggage tickets, miscellaneous charges orders (M.C.O.), damage and irregularity</p>		<p><b>Cargo.</b> For the purposes of these Instructions, any property carried on an aircraft other than mail and accompanied or mishandled baggage. Note.— This definition differs from the definition of “cargo” given in</p>			<ul style="list-style-type: none"> <li>— Definition for cargo differs from Technical Instructions</li> <li>— Should definition for unaccompanied baggage be added to the Technical Instructions?</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>reports, baggage and cargo labels, timetables, and weight and balance documents, for use by aircraft operators.</p> <p>...</p> <p><b>Authorized agent.</b> A person who represents an aircraft operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator’s aircraft, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft.</p> <p>...</p> <p><b>Cargo.</b> Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.</p> <p>...</p> <p><b>Disinfection.</b> The procedure whereby health measures are taken to control or kill infectious agents on a human or animal body, in or on affected parts of aircraft, baggage, cargo, goods or containers, as required, by direct exposure to chemical or physical agents.</p> <p><b>Disinsection.</b> The procedure whereby health measures are taken to control or kill insects present in aircraft, baggage, cargo, containers, goods and mail.</p> <p>...</p> <p><b>Ground equipment.</b> Articles of a specialized nature for use in the maintenance, repair and servicing of an aircraft on the ground, including testing equipment and cargo- and passenger-handling equipment.</p> <p>...</p> <p><b>Lading.</b> The placing of cargo, mail, baggage or stores on board an aircraft to be carried on a flight.</p> <p>...</p> <p><b>Unaccompanied baggage.</b> Baggage that is transported as cargo and may or may not be carried on the same aircraft with the person to whom it belongs.</p> <p>...</p> <p><b>Unlading.</b> The removal of cargo, mail, baggage or stores from an aircraft after a landing.</p>		<p>Annex 9 — Facilitation.</p> <p><b>Excess baggage.</b> Baggage which a passenger has presented to check-in as accompanied checked baggage, but which exceeds the passenger’s baggage allowance specified by the operator and which is consequently consigned as cargo in order to be sent to the same destination as the passenger</p> <p>Part 1, Chapter 1 (Scope and applicability)</p> <p>1.1.5 General exceptions 1.1.5.1 Except for 7;4.2, these Instructions do not apply to dangerous goods carried by an aircraft where the dangerous goods are:</p> <p>...</p> <p>h) contained within items of excess baggage being sent as cargo provided that: 1) the excess baggage has been consigned as cargo by or on behalf of a passenger; 2) the dangerous goods may only be those that are permitted by and in accordance with 8;1.1.2</p>			<p>— Should the Technical Instructions refer to unaccompanied baggage instead of excess baggage (unaccompanied can include excess, may consign baggage that is not excessive as cargo)</p>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	...		<p>to be carried in checked baggage; 3) the excess baggage is marked with the words “Excess baggage consigned as cargo”.</p> <p><i>Part 7, Chapter 5 (PROVISIONS CONCERNING PASSENGERS AND CREW)</i></p> <p><i>5.2.3 With the aim of preventing dangerous goods, which a passenger is not permitted to have, from being taken aboard an aircraft in excess baggage consigned as cargo, any organization or enterprise accepting excess baggage consigned as cargo should seek confirmation from the passenger, or a person acting on behalf of the passenger, that the excess baggage does not contain dangerous goods that are not permitted and seek further confirmation about the contents of any item where there are suspicions that it may contain dangerous goods that are not permitted.</i></p>			
Annex 9 —	<b>CHAPTER 2. ENTRY AND DEPARTURE OF AIRCRAFT</b>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
<i>Facilitation</i>	<p>...</p> <p><b>B. Documents — requirements and use</b></p> <p>...</p> <p>2.12 When a Contracting State requires the General Declaration only for the purposes of attestation, it shall adopt measures by which that attestation requirement may be satisfied by a statement added, either manually or by use of a rubber stamp containing the required text, to one page of the Cargo Manifest. Such attestation shall be signed by the authorized agent or the pilot-in-command.</p> <p>...</p> <p>2.14 When a Contracting State requires the presentation of the Cargo Manifest in paper form, it shall accept either:</p> <p>...</p> <p>b) the form shown in Appendix 3, partially completed, with a copy of each air waybill representing the cargo on board the aircraft.</p> <p>...</p> <p>2.16 In respect of stores laden on or unladen from the aircraft, the information required in the Stores List shall not exceed:</p> <p>a) the information indicated in the heading of the format of the Cargo Manifest;</p> <p>...</p> <p>2.20 If the aircraft is not embarking/disembarking passengers or lading/unlading cargo, stores or mail, the relevant document(s) shall not be required, provided an appropriate notation is included in the General Declaration.</p> <p>...</p>					
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 2. ENTRY AND DEPARTURE OF AIRCRAFT</b></p> <p>...</p> <p><b>F. Arrangements concerning international general aviation and other non-scheduled flights</b></p> <p>I. General</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p>II. Prior authorization</p> <p>...</p> <p><i>2.39 Recommended Practice.— In the case of aircraft engaged in the carriage of passengers, cargo or mail for remuneration or hire, Contracting States should not require more than the following details in applications for prior authorization:</i></p> <p>...</p>					
Annex 9 — Facilitation	<p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b></p> <p><b>A. General</b></p> <p>4.1 In order to facilitate and expedite the release and clearance of goods carried by air, Contracting States shall adopt regulations and procedures appropriate to air cargo operations and shall apply them in such a manner as to prevent unnecessary delays.</p> <p><i>4.2 Recommended Practice.— With respect to cargo moving by both air and surface transport under an air waybill, Contracting States should apply the same regulations and procedures and in the same manner as they are applied to cargo moving solely by air.</i></p> <p>...</p> <p>4.6 Contracting States shall not normally require the physical examination of cargo to be imported or exported and shall use risk management to determine which goods shall be examined and the extent of that examination.</p> <p>...</p>					—
Annex 9 — Facilitation	<p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b></p> <p>...</p> <p><b>B. Information required by the public authorities</b></p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>4.10 <b>Recommended Practice.</b>— <i>Contracting States should provide for the electronic submission of cargo information prior to the arrival or departure of cargo.</i></p> <p>...</p> <p>4.11.1 <b>Recommended Practice.</b>— <i>Contracting States should consider, for facilitation purposes, where feasible, the use of the available advance cargo information in subsequent import, export and/or transit customs procedures for the release/clearance of the goods.</i></p> <p>...</p> <p>4.13 Subject to the technological capabilities of the Contracting State, documents for the importation or exportation of goods, including the Cargo Manifest and/or air waybills, shall be accepted when presented in electronic form transmitted to an information system of the public authorities.</p> <p>4.14 The production and presentation of the Cargo Manifest and the air waybill(s) shall be the responsibility of the aircraft operator or his authorized agent. The production and presentation of the other documents required for the clearance of the goods shall be the responsibility of the declarant.</p> <p>...</p> <p>4.16 When documents for the importation or exportation of goods are presented in paper form, the format shall be based on the UN layout key, as regards the goods declaration, and on the format of Appendix 3, as regards the Cargo Manifest.</p> <p>...</p> <p>4.17.1 <b>Recommended Practice.</b>— <i>Contracting States should consider the introduction of arrangements to enable all parties involved in air cargo operations to submit all the information required by public authorities, in connection with arrival, stay and departure of an aircraft and air cargo, to a single entry point (Single Window).</i></p> <p>4.17.2 <b>Recommended Practice.</b>— <i>Contracting States should encourage all participants in the transport, handling and clearance of air cargo to simplify relevant procedures and documents and to cooperate or participate directly in the development of electronic air cargo community systems using internationally agreed standards with a view to enhancing the exchange of information relating to such traffic and assuring interoperability between the systems of all</i></p>					



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<i>participants.</i>					
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b> ...</p> <p><b>C. Release and clearance of export and import cargo</b> ...</p> <p>4.23 Contracting States shall provide for export cargo to be released up to the time of departure of an aircraft. ...</p> <p>4.34 When, because of error, emergency or inaccessibility upon arrival, goods are not unladen at their intended destination, Contracting States shall not impose penalties, fines or other similar charges provided: ...</p> <p>c) the Cargo Manifest is duly amended. ...</p> <p>4.35 When, because of error or handling problems, goods are unladen at an international airport without being listed on the Cargo Manifest, Contracting States shall not impose penalties, fines or other similar charges provided: ...</p>					—
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b> ...</p> <p><b>E. Containers and pallets</b></p> <p>4.49 Contracting States shall make arrangements to allow aircraft operators, under supervision of the public authorities concerned, to unload transit cargo arriving in containers and pallets, so that they may sort and reassemble shipments for onward carriage without having to undergo clearance for home use. ...</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b> ...</p> <p><b>G. Radioactive material</b> ...</p> <p>G. Radioactive material</p> <p>4.56 A Contracting State shall facilitate the prompt release of radioactive material being imported by air, particularly material used in medical applications, provided that applicable laws and regulations governing the importation of such material are complied with. Note.— The advance notification, either in paper form or electronically, of the transport of radioactive materials would likely facilitate the entry of such material at the State of destination.</p> <p>4.57 <b>Recommended Practice.</b>— <i>A Contracting State should avoid imposing customs or other entry/exit regulations or restrictions supplementary to the provisions of Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air.</i></p> <p>4.58 Where a Contracting State adopts customs or other entry/exit regulations or restrictions that differ from those specified in Doc 9284, <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i>, it shall notify ICAO promptly of such State variations for publication in the Technical Instructions, in accordance with Chapter 2, 2.5 of Annex 18. ...</p>					<p>— Provisions related to radioactive material unclear</p> <ul style="list-style-type: none"> <li>○ Ask for background information on these provisions</li> <li>○ 4.58 refers to “differences” in State variations — not accurate, State variations are more restrictive, less is Annex difference</li> </ul>
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC</b></p> <p><b>A. General</b> ...</p> <p>6.1.2 Each Contracting State shall ensure that airport and aircraft operators provide for the expeditious processing of passengers, crew, baggage, cargo and mail.</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p>6.2 Each Contracting State shall require that, in the planning of new facilities or major modifications to existing facilities, including cargo facilities, at international airports, the entity or entities responsible for such planning consult with public authorities, aircraft operators and appropriate bodies representing airport users, at the earliest stages of planning, as required.</p> <p>...</p>					
Annex 9 — Facilitation	<p><b>CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC</b></p> <p>...</p> <p><b>B. Airport traffic flow arrangements</b></p> <p>...</p> <p>VII. Cargo and mail handling and clearance facilities</p> <p>6.31 <b>Recommended Practice.</b>— <i>Each Contracting State should ensure that airport operators make appropriate provision for clearance of all-cargo aircraft.</i></p> <p>6.32 <b>Recommended Practice.</b>— <i>Each Contracting State, in cooperation with airport operators, should ensure that cargo terminals and their landside access roads are appropriately designed and operated to provide efficient access.</i></p> <p>6.33 <b>Recommended Practice.</b>— <i>Each Contracting State, in cooperation with airport and aircraft operators, should ensure that cargo terminals are designed to facilitate the safe, sanitary, efficient and secure processing and storage of cargo in accordance with applicable laws and regulations.</i></p> <p>...</p>					—
Annex 9 — Facilitation	<p><b>CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC</b></p>					— ?

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p><b>C. Facilities required for implementation of public health, emergency medical relief, and animal and plant quarantine measures</b></p> <p>...</p> <p>6.37 <b>Recommended Practice.</b>— <i>International airports should have available access to appropriate facilities for administration of public health and animal and plant quarantine measures applicable to aircraft, crew, passengers, baggage, cargo, mail and stores.</i></p> <p>...</p>					
Annex 9 — Facilitation	<p><b>CHAPTER 6. INTERNATIONAL AIRPORTS — FACILITIES AND SERVICES FOR TRAFFIC</b></p> <p>...</p> <p><b>D. Facilities required for clearance controls and operation of control services</b></p> <p>...</p> <p>6.43 <b>Recommended Practice.</b>— <i>Each Contracting State should consider making arrangements with other States to station representatives of the public authorities concerned in its territory in order to pre-examine aircraft, passengers, baggage, crew, and cargo, for customs, immigration, public health and animal and plant quarantine purposes, prior to departure when such action will facilitate clearance upon arrival in those States.</i></p> <p>...</p>					—
Annex 9 — Facilitation	<p><b>CHAPTER 7. LANDING ELSEWHERE THAN AT INTERNATIONAL AIRPORTS</b></p> <p>...</p> <p><b>C. No resumption of flight</b></p> <p>...</p> <p>7.4.3 Cargo, stores and unaccompanied baggage, if required to be removed from the aircraft for safety reasons, shall be deposited in a nearby area and remain there pending completion of the necessary formalities.</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	...					
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 8. FACILITATION PROVISIONS COVERING</b> ...</p> <p><b>SPECIFIC SUBJECTS</b> ...</p> <p><b>B. Facilitation of search, rescue, accident investigation and salvage</b> ...</p> <p>8.6 Damaged aircraft or parts thereof, and any stores or cargo contained therein, together with any aircraft, tools, spare parts or equipment brought in for temporary use in search, rescue, accident investigation, repair or salvage, which are not removed from the territory of the Contracting State within a length of time to be specified by that State, shall be subject to the requirements of the applicable laws of the State concerned. ...</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 8. FACILITATION PROVISIONS COVERING SPECIFIC SUBJECTS</b></p> <p>...</p> <p><b>D. Marine pollution and safety emergency operations</b></p> <p>...</p> <p>8.11 In cases of emergency, Contracting States shall, to the greatest extent possible, facilitate the entry, transit and departure of persons, cargo, material and equipment required to deal with the marine pollution and safety operations described in 8.10.</p> <p>...</p>					—
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 8. FACILITATION PROVISIONS COVERING SPECIFIC SUBJECTS</b></p> <p>...</p> <p><b>G. Establishment of national facilitation programmes</b></p> <p>...</p> <p>8.18 Each Contracting State shall ensure that the objective of its national air transport facilitation programme shall be to adopt all practicable measures to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores, by removing unnecessary obstacles and delays.</p> <p>...</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 9 — <i>Facilitation</i>	<p><b>CHAPTER 8. FACILITATION PROVISIONS COVERING SPECIFIC SUBJECTS</b></p> <p><b>H. Facilitation of the transport of persons with disabilities</b> ...</p> <p>III. Access to air services ...</p> <p>8.38 Contracting States that restrict the transport of battery-powered devices, including mobility aids containing spillable batteries, shall notify ICAO promptly of such restrictions so that they can be included in Doc 9284, <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> and ensure that aircraft operators make such information publicly available and in accordance with Chapter 2, 2.5 of Annex 18. ...</p>					<ul style="list-style-type: none"> <li>— Do States restrict the transport of battery-powered devices, including mobility aids containing spillable batteries? Or is it operators?</li> <li>— Why only refer to spillable batteries?</li> <li>— Should guidance material be developed for persons with disabilities/safety of mobility aids</li> </ul>
Annex 9 — <i>Facilitation</i>	<p><b>APPENDIX 3. CARGO MANIFEST</b> ...</p> <p>(too large to extract, see Annex 9)</p>					—
Annex 9 — <i>Facilitation</i>	<p><b>APPENDIX 4. CERTIFICATE OF RESIDUAL DISINSECTION</b></p> <p><b>CERTIFICATE OF RESIDUAL DISINSECTION</b></p> <p>“Interior surfaces, including cargo space, of this aircraft .....were treated with an approved residual (aircraft registration) disinsection product on ...”</p> <p>(too large to extract, see Annex 9) ...</p>					—

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments												
Annex 9 — <i>Facilitation</i>	<p><b>APPENDIX 11. MODEL AIRPORT FACILITATION (FAL) PROGRAMME</b></p> <p><b>1. PURPOSE OF AN AIRPORT FAL PROGRAMME</b></p> <p>The purpose of an airport FAL programme is to pursue the objectives of Annex 9 at the operational level, to facilitate the completion of border clearance formalities at the airport with respect to aircraft, crews, passengers and cargo.</p> <p>From table (Airport FAL programme task: <b>Do not forget cargo!</b> Coordinate the activities and requirements of the various inspection agencies in order to assure prompt clearance and delivery of air cargo shipments. Provide adequate facilities for loading/unloading and for secure storage of cargo while awaiting customs clearance.</p> <p>...</p> <p><b>3. ORGANIZATION AND MANAGEMENT</b></p> <p>...</p> <table border="1" data-bbox="223 889 1107 1534"> <tr> <td data-bbox="223 889 736 954">...</td> <td data-bbox="736 889 1107 954">...</td> </tr> <tr> <td data-bbox="223 954 736 1078">Coordinate facilitation, narcotics control, aviation security and dangerous goods handling procedures so that the objectives of all four programmes are met.</td> <td data-bbox="736 954 1107 1078">Standard 8.19</td> </tr> <tr> <td data-bbox="223 1078 736 1292"><b>Do not forget cargo!</b> Coordinate the activities and requirements of the various inspection agencies in order to assure prompt clearance and delivery of air cargo shipments. Provide adequate facilities for loading/unloading and for secure storage of cargo while awaiting customs clearance.</td> <td data-bbox="736 1078 1107 1292">Standard 4.27; Recommended Practices 4.30, 4.30.1 and 4.31 and 6.31 to 6.34 incl.</td> </tr> <tr> <td data-bbox="223 1292 736 1386">Set up and maintain electronic systems for cargo manifesting, customs clearance, and delivery.</td> <td data-bbox="736 1292 1107 1386">Standards 4.5 and 4.17</td> </tr> <tr> <td data-bbox="223 1386 736 1451">...</td> <td data-bbox="736 1386 1107 1451">...</td> </tr> <tr> <td data-bbox="223 1451 736 1534">Review inspection agency staffing of cargo clearance area – work shifts, overtime, etc.–</td> <td data-bbox="736 1451 1107 1534">Standards 6.1.3 and 6.42</td> </tr> </table>	...	...	Coordinate facilitation, narcotics control, aviation security and dangerous goods handling procedures so that the objectives of all four programmes are met.	Standard 8.19	<b>Do not forget cargo!</b> Coordinate the activities and requirements of the various inspection agencies in order to assure prompt clearance and delivery of air cargo shipments. Provide adequate facilities for loading/unloading and for secure storage of cargo while awaiting customs clearance.	Standard 4.27; Recommended Practices 4.30, 4.30.1 and 4.31 and 6.31 to 6.34 incl.	Set up and maintain electronic systems for cargo manifesting, customs clearance, and delivery.	Standards 4.5 and 4.17	...	...	Review inspection agency staffing of cargo clearance area – work shifts, overtime, etc.–	Standards 6.1.3 and 6.42					—
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Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments				
	<p>and seek adjustments to meet customer needs.</p> <p>...</p>									
Annex 9 — <i>Facilitation</i>	<p><b>APPENDIX 12. MODEL NATIONAL FAL PROGRAMME</b></p> <p><b>1. PURPOSE OF A NATIONAL FAL PROGRAMME</b></p> <p>The purpose of a National FAL Programme is to implement the Chicago Convention mandate that Contracting States provide for and facilitate the border-crossing formalities that must be accomplished with respect to aircraft engaged in international operations and their passengers, crews and cargo.</p> <p>...</p> <p><b>4. ESTABLISHMENT OF A NATIONAL FAL PROGRAMME</b></p> <p>...</p> <table border="1" data-bbox="217 894 1107 1451"> <tr> <td data-bbox="217 894 736 959">...</td> <td data-bbox="736 894 1107 959">...</td> </tr> <tr> <td data-bbox="217 959 736 1451"> <p><b>Article 13 – Entry and clearance regulations</b> The laws and regulations of a contracting State as to the admission to or departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to entry, clearance, immigration, passports, customs, and quarantine shall be complied with by or on behalf of such passengers, crew or cargo upon entrance into or departure from, or while within the territory of that State.</p> </td> <td data-bbox="736 959 1107 1451"> <p>— Support the interested border agencies in the establishment and maintenance of inspection systems at airports, and in the rationalization of their respective procedures.</p> <p>— Develop programmes for the solution of security problems such as document fraud, illegal entry and smuggling.</p> <p>— Coordinate preparations for the reception of large numbers of international visitors for special events, e.g. international athletics competitions.</p> </td> </tr> </table>	...	...	<p><b>Article 13 – Entry and clearance regulations</b> The laws and regulations of a contracting State as to the admission to or departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to entry, clearance, immigration, passports, customs, and quarantine shall be complied with by or on behalf of such passengers, crew or cargo upon entrance into or departure from, or while within the territory of that State.</p>	<p>— Support the interested border agencies in the establishment and maintenance of inspection systems at airports, and in the rationalization of their respective procedures.</p> <p>— Develop programmes for the solution of security problems such as document fraud, illegal entry and smuggling.</p> <p>— Coordinate preparations for the reception of large numbers of international visitors for special events, e.g. international athletics competitions.</p>					—
...	...									
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Annex	Extract		Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	...	...					
	<p><b>Article 22 – Facilitation of formalities</b>                      Each contracting State agrees to adopt all practicable measures, through the issuance of special regulations or otherwise, to facilitate and expedite navigation by aircraft between the territories of contracting States, and to prevent unnecessary delays to aircraft, crews, passengers and cargo, especially in the administration of the laws relating to immigration, quarantine, customs and clearance.</p>	<p>— Establish, review and amend as necessary the national regulations which implement the State’s customs, immigration and quarantine laws pertaining to international movements by air.</p>					
	...						
Annex 10 — <i>Aeronautical Telecommunications (Volume I Radio Navigation Aids)</i>	None.						

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 10 — <i>Aeronautical Telecommunications (Volume II Communication Procedures including those with PANS status)</i>	<p>...</p> <p><b>CHAPTER 4. AERONAUTICAL FIXED SERVICE (AFS)</b></p> <p>...</p> <p><b>4.4 AERONAUTICAL FIXED TELECOMMUNICATION NETWORK (AFTN)</b></p> <p><b>4.4.1 General</b></p> <p>...</p> <p>4.4.1.1.5 Flight regularity messages (priority indicator GG) shall comprise:</p> <p>...</p> <p>d) messages concerning changes in collective requirements for passengers, crew and cargo covered by deviation from normal operating schedules;</p> <p>...</p>					
Annex 10 — <i>Aeronautical Telecommunications (Volume III — Communication Systems)</i>	None.					
Annex 10 — <i>Aeronautical Telecommunications (Volume IV — Surveillance and Collision Avoidance Systems)</i>	None.					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments								
Annex 10 — <i>Aeronautical Telecommunications (Volume V — Aeronautical Radio Frequency Spectrum Utilization)</i>	None.													
Annex 11 — <i>Air Traffic Services</i>	<p><b>Table A. Amendments to Annex 11</b> ...</p> <table border="1" data-bbox="217 699 1048 1130"> <thead> <tr> <th data-bbox="217 699 354 824">Amendm ent(s)</th> <th data-bbox="354 699 585 824">Source(s)</th> <th data-bbox="585 699 817 824">Subject(s)</th> <th data-bbox="817 699 1048 824">Adopted/approved Effective Applicable</th> </tr> </thead> <tbody> <tr> <td data-bbox="217 824 354 1130">41</td> <td data-bbox="354 824 585 1130">Tenth meeting of the Review of the General Concept of Separation Panel (RGCSP/10); Seventeenth meeting of the Dangerous Goods Panel (DGP/17)</td> <td data-bbox="585 824 817 1130">Spacing between parallel area navigation (RNAV) routes; and notification of dangerous goods information to rescue coordination centres (RCCs).</td> <td data-bbox="817 824 1048 1130">21 February 2002 15 July 2002 28 November 2002</td> </tr> </tbody> </table> <p>...</p>	Amendm ent(s)	Source(s)	Subject(s)	Adopted/approved Effective Applicable	41	Tenth meeting of the Review of the General Concept of Separation Panel (RGCSP/10); Seventeenth meeting of the Dangerous Goods Panel (DGP/17)	Spacing between parallel area navigation (RNAV) routes; and notification of dangerous goods information to rescue coordination centres (RCCs).	21 February 2002 15 July 2002 28 November 2002					
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Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 11 — <i>Air Traffic Services</i>	<p><b>CHAPTER 1. DEFINITIONS</b> ...</p> <p><i>Air-taxiing.</i> Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt).</p> <p><i>Note.— The actual height may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.</i> ...</p> <p><i>Apron.</i> A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. ...</p>					
Annex 11 — <i>Air Traffic Services</i>	<p><b>CHAPTER 5. ALERTING SERVICE</b> ...</p> <p><b>5.2 Notification of rescue coordination centres</b> ...</p> <p>5.2.2 The notification shall contain such of the following information as is available in the order listed: ...</p> <p>h) dangerous goods carried as cargo; ...</p>				<p>PANS-ATM (Doc 94444)</p> <p>Appendix 2 FLIGHT PLAN ...</p> <p>2. Instructions for the completion of the flight plan form ...</p> <p>ITEM 18: OTHER INFORMATION ...</p> <p>ALTRV: for a flight operated in accordance with an altitude reservation;</p>	<p>— See DGP-WG/16 Report, paragraph .6.2, Dangerous Goods Information in FIXM (DGP-WG/16-WP/33 and 51)</p>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
					ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority; FFR: fire-fighting; FLTCK: flight check for calibration of nav aids; HAZMAT: for a flight carrying hazardous material; HEAD: a flight with Head of State status; HOSP: for a medical flight declared by medical authorities; HUM: for a flight operating on a humanitarian mission; MARSAs: for a flight for which a military entity assumes responsibility for separation of military aircraft; MEDEVAC: for a life critical medical emergency evacuation; NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace; SAR: for a flight engaged in a search and rescue mission; and STATE: for a flight engaged in military, customs or police services.	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 11 — <i>Air Traffic Services</i>					<p>PANS-ATM (Doc 94444)</p> <p>Appendix 3 AIR TRAFFIC SERVICES MESSAGES</p> <p>...</p> <p>1. Message contents, formats and data conventions</p> <p>...</p> <p>1.7 The detail of the fields 1.7.1 The elements of data prescribed or permitted to be included in each type of field, together with a prescription of the conditions or options permitted, are shown on pages A3-6 to A3-34</p> <p>...</p> <p>Field Type 18 — Other information</p> <p>...</p> <p>Any other necessary information in the sequence shown hereunder, in the form of the appropriate abbreviation selected from those defined hereunder followed by an</p>	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 12 — <i>Search and Rescue</i>	None.					
Annex 13 — Aircraft Accident and Incident Investigation	<p><b>CHAPTER 4. NOTIFICATION</b></p> <p>...</p> <p><b>ACCIDENTS OR SERIOUS INCIDENTS IN THE TERRITORY OF A CONTRACTING STATE TO AIRCRAFT OF ANOTHER CONTRACTING STATE</b></p> <p>RESPONSIBILITY OF THE STATE OF OCCURRENCE</p> <p>Forwarding</p> <p>4.1 The State of Occurrence shall forward a notification of an accident or serious incident, with a minimum of delay and by the most suitable and quickest means available, to: a) the State of Registry; b) the State of the Operator; c) the State of Design; d) the State of Manufacture; and e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane. However, when the State of Occurrence is not aware of a serious incident, the State of Registry or the State of the Operator, as appropriate, shall forward a notification of such an incident to the State of Design, the State of Manufacture and the State of Occurrence.</p> <p><i>Format and content</i></p> <p>...</p> <p>4.2 The notification shall be in plain language and contain as much of the following information as is readily available, but its dispatch shall not be delayed due to the lack of complete information:</p> <p>...</p> <p>m) presence and description of dangerous goods on board the aircraft.</p> <p>...</p>					



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 13 — <i>Aircraft Accident and Incident Investigation</i>	<p><b>CHAPTER 4. NOTIFICATION</b> ...</p> <p><b>ACCIDENTS OR SERIOUS INCIDENTS IN THE TERRITORY OF A CONTRACTING STATE TO AIRCRAFT OF ANOTHER CONTRACTING STATE</b> ...</p> <p>RESPONSIBILITY OF THE STATE OF REGISTRY, THE STATE OF THE OPERATOR, THE STATE OF DESIGN AND THE STATE OF MANUFACTURE</p> <p><b>Information — Participation</b></p> <p>4.5 Recommendation.— The State of Registry, the State of the Operator, the State of Design and the State of Manufacture should acknowledge receipt of the notification of an accident or serious incident (4.1 refers).</p> <p>4.6 Upon receipt of the notification, the State of Registry, the State of the Operator, the State of Design and the State of Manufacture shall, as soon as possible, provide the State of Occurrence with any relevant information available to them regarding the aircraft and flight crew involved in the accident or serious incident. Each State shall also inform the State of Occurrence whether it intends to appoint an accredited representative and if such an accredited representative is appointed, the name and contact details; as well as the expected date of arrival if the accredited representative will travel to the State of Occurrence.</p> <p>Note 1.— In accordance with 5.18, the State of Registry, the State of the Operator, the State of Design and the State of Manufacture have the right to appoint an accredited representative to participate in the investigation.</p> <p>Note 2.— In accordance with 5.22, the attention of the State of Registry, the State of the Operator, the State of Design and the State of Manufacture is drawn to their obligation to appoint an accredited representative when specifically requested to do so by the State conducting the investigation of an accident to an aircraft over 2 250 kg. Their attention is also drawn to the usefulness of their presence and participation in the investigation.</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>4.7 Upon receipt of the notification, the State of the Operator shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of Occurrence with details of dangerous goods on board the aircraft.</p> <p>...</p>					
Annex 13 — <i>Aircraft Accident and Incident Investigation</i>	<p><b>CHAPTER 4. NOTIFICATION</b></p> <p>...</p> <p><b>ACCIDENTS OR SERIOUS INCIDENTS IN THE TERRITORY OF THE STATE OF REGISTRY, IN A NON-CONTRACTING STATE OR OUTSIDE THE TERRITORY OF ANY STATE</b></p> <p>RESPONSIBILITY OF THE STATE OF THE OPERATOR, THE STATE OF DESIGN AND THE STATE OF MANUFACTURE</p> <p>...</p> <p><b>Forwarding</b></p> <p>4.8 When the State of Registry institutes the investigation of an accident or serious incident, that State shall forward a notification, in accordance with 4.2 and 4.3 above, with a minimum of delay and by the most suitable and quickest means available, to:</p> <p>a) the State of the Operator; b) the State of Design; c) the State of Manufacture; and d) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg or is a turbojet-powered aeroplane.</p> <p><b>Information — Participation</b></p> <p>...</p> <p>4.11 Upon receipt of the notification, the State of the Operator shall, with a minimum of delay and by the most suitable and quickest means available, provide the State of Registry with details of dangerous goods on board the aircraft.</p> <p>...</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 13 — <i>Aircraft Accident and Incident Investigation</i>	<p><b>ATTACHMENT C. LIST OF EXAMPLES OF SERIOUS INCIDENTS</b></p> <p>...</p> <p>2. The incidents listed are typical examples of incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.</p> <p>...</p> <p>Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.</p> <p>...</p>					
Annex 14 — <i>Aerodromes (Vol. I, Aerodrome Design and Operations)</i>	<p>...</p> <p><b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b></p> <p><b>CHAPTER 1. GENERAL</b></p> <p>...</p> <p><b>1.1 Definitions</b></p> <p>...</p> <p><i>Apron.</i> A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.</p> <p>...</p> <p><b>CHAPTER 3. PHYSICAL CHARACTERISTICS</b></p> <p>...</p> <p><b>3.13 Aprons</b></p> <p><i>General</i></p>				<ul style="list-style-type: none"> <li>— <i>Airport Services Manual, Part 1 — Rescue and Fire Fighting (Doc 9137)</i></li> <li>— <i>Too much to extract, here is outline:</i> <ol style="list-style-type: none"> <li>1. <i>Chapter 12. Aircraft firefighting and rescue procedures</i></li> <li>2. <i>12.1 Features common to all emergencies</i></li> <li>3. <i>12.2 Fighting aircraft fires</i></li> <li>4. <i>12.3 Rescue tactics and associated equipment requirements</i></li> <li>5. <i>12.4 Accidents involving dangerous</i></li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>— Need to ensure alignment between Technical Instructions/Doc 9137</li> <li>— Training recommendation for RFFSG for dangerous goods in Annex 14, Volume I (8.2): do we need link/reference from Annex 18/Technical Instructions?</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>3.13.1 <b>Recommendation.</b>— <i>Aprons should be provided where necessary to permit the on- and off-loading of passengers, cargo or mail as well as the servicing of aircraft without interfering with the aerodrome traffic.</i></p> <p>...</p> <p><b>CHAPTER 5. VISUAL AIDS FOR NAVIGATION</b></p> <p><b>5.1 Indicators and signalling devices</b></p> <p>5.1.1 Wind direction indicator</p> <p>...</p> <p>5.4.3 Information signs</p> <p>...</p> <p>5.4.3.6 <b>Recommendation.</b>— <i>Where necessary, a destination sign should be provided to indicate the direction to a specific destination on the aerodrome, such as cargo area, general aviation, etc.</i></p> <p>...</p> <p><b>CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS</b></p> <p><b>9.1 Aerodrome emergency planning</b></p> <p>...</p> <p>9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.</p> <p><i>Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, natural disaster and public health emergencies.</i></p> <p><i>Note 2.— Examples of public health emergencies are increased risk of travellers or cargo spreading a serious communicable disease internationally through air transport and severe outbreak of a communicable disease potentially affecting a large proportion of aerodrome staff.</i></p> <p>...</p> <p>9.2.6 If, after selecting the category appropriate to the longest aeroplane's overall</p>				<p><i>goods</i></p> <p>6. <i>12.5 Post-accident procedures</i></p>	

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>length, that aeroplane’s fuselage width is greater than the maximum width in Table 9-1, column 3, for that category, then the category for that aeroplane shall actually be one category higher.</p> <p><i>Note 1.— See guidance in the Airport Services Manual (Doc 9137), Part 1, for categorizing aerodromes, including those for all-cargo aircraft operations, for rescue and fire fighting purposes.</i></p> <p>...</p> <p><b>ATTACHMENT A. GUIDANCE MATERIAL SUPPLEMENTARY TO ANNEX 14, VOLUME I</b></p> <p>...</p> <p><b>18. Rescue and fire fighting services</b></p> <p>...</p> <p>18.2 Training</p> <p>The training curriculum should include initial and recurrent instruction in at least the following areas:</p> <p>...</p> <p>j) dangerous goods;</p> <p>...</p>					
<p>Annex 14 — <i>Aerodromes (Vol. II, Heliports)</i></p>	<p>...</p> <p><b>CHAPTER 6. HELIPORT EMERGENCY RESPONSE</b></p> <p><b>6.1 Heliport emergency planning</b></p> <p><b>General</b></p> <p><i>Introductory Note.— Heliport emergency planning is the process of preparing a heliport to cope with an emergency that takes place at the heliport or in its vicinity. Examples of emergencies include crashes on or off the heliport, medical emergencies, dangerous goods occurrences, fires and natural disasters.</i></p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	...					
Annex 15 — <i>Aeronautical Information Services</i>	<p>...</p> <p><b>APPENDIX 1. CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP)</b> <i>(See Chapter 4.)</i></p> <p><b>PART 1 — GENERAL (GEN)</b> ...</p> <p><b>GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS</b> ...</p> <p><b>GEN 1.4 Entry, transit and departure of cargo</b></p> <p>Regulations (including customs, and requirements for advance notification and applications for permission) concerning entry, transit and departure of cargo. ...</p> <p><b>PART 3 — AERODROMES (AD)</b> ...</p> <p><b>AD 2. AERODROMES</b> ...</p> <p><b>**** AD 2.4 Handling services and facilities</b></p> <p>Detailed description of the handling services and facilities available at the aerodrome, including:</p> <p>1) cargo-handling facilities; ...</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 16 — <i>Environmental Protection (Volume I — Aircraft Noise Eighth Edition, July 2017)</i>	<p><b>ATTACHMENT C. GUIDELINES FOR NOISE CERTIFICATION OF INSTALLED AUXILIARY POWER UNITS (APU) AND ASSOCIATED AIRCRAFT SYSTEMS DURING GROUND OPERATION</b></p> <p><i>Note.— See Part II, Chapter 9.</i></p> <p><b>1. INTRODUCTION</b></p> <p>...</p> <p><b>4. NOISE EVALUATION PROCEDURES</b></p> <p><b>4.1 General</b></p> <p>4.1.1 Test procedures are described for measuring noise at specific locations (passenger and cargo doors, and servicing positions) and for conducting general noise surveys around aircraft.</p> <p>...</p> <p><b>4.4 Test procedure</b></p> <p>...</p> <p>4.4.2 Acoustical measurement locations</p> <p>...</p> <p>4.4.2.2 Locations for measuring noise should be as follows:</p> <p>a) <i>cargo door locations</i>: measurements should be made at each cargo door location, with the door open, while the aircraft is in a typical ground handling configuration. These measurements should be taken at the centre of the opening, in the plane of the fuselage skin;</p> <p>...</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 16 — <i>Environmental Protection (Volume II — Aircraft Engine Emissions Fourth Edition, July 2017)</i>	None.					
Annex 16 — <i>Environmental Protection (Volume III — Aeroplane CO<sub>2</sub> Emissions First Edition, July 2017)</i>	<p>...</p> <p><b>APPENDIX 2. REFERENCE GEOMETRIC FACTOR</b></p> <p>...</p> <p>2. RGF includes all pressurized space on the main or upper deck including aisles, assist spaces, passage ways, stairwells and areas that can accept cargo and auxiliary fuel containers. It does not include permanent integrated fuel tanks within the cabin or any unpressurized fairings, nor crew rest/work areas or cargo areas that are not on the main or upper deck (e.g. 'loft' or under floor areas). RGF does not include the cockpit crew zone.</p> <p>...</p>					
Annex 17 — <i>Security</i>	<p>FOREWORD</p> <p>...</p> <p><b>Introduction</b></p> <p>In order that a comprehensive document may be available to States for implementation of the security measures prescribed by this Annex, an Attachment hereto reproduces extracts from other Annexes, <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (Doc 9284), PANS-ATM and PANS-OPS bearing on the subject of action to be taken by States to prevent unlawful interference with civil aviation, or when such interference has been committed.</p> <p>...</p>					—



Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
Annex 17 — Security	<p><b>CHAPTER 1. DEFINITIONS</b></p> <p>...</p> <p><b>Cargo.</b> Any property carried on an aircraft other than mail, stores and accompanied or mishandled baggage.</p> <p>...</p> <p><b>Commercial air transport operation.</b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.</p> <p>...</p> <p><b>High-risk cargo or mail.</b> Cargo or mail presented by an unknown entity or showing signs of tampering shall be considered high risk if, in addition, it meets one of the following criteria:</p> <ul style="list-style-type: none"> <li>a) specific intelligence indicates that the cargo or mail poses a threat to civil aviation; or</li> <li>b) the cargo or mail shows anomalies that give rise to suspicion; or</li> <li>c) the nature of the cargo or mail is such that baseline security measures alone are unlikely to detect prohibited items that could endanger the aircraft. Regardless of whether the cargo or mail comes from a known or unknown entity, a State’s specific intelligence about a consignment may render it as high risk.</li> </ul> <p>Regardless of whether the cargo or mail comes from a known or unknown entity, a State’s specific intelligence about a consignment may render it as high risk.</p> <p>...</p> <p><b>Known consignor.</b> A consignor who originates cargo or mail for its own account and whose procedures meet common security rules and standards sufficient to allow the carriage of cargo or mail on any aircraft.</p> <p><b>Regulated agent.</b> An agent, freight forwarder or any other entity who conducts business with an operator and provides security controls that are accepted or required by the appropriate authority in respect of cargo or mail.</p>	Chapter 13 — Dangerous goods security provisions	Part 1, Chapter 5 — Dangerous goods security		<p><i>Doc8973, e.g.</i></p> <p>8.3.6.17 A dangerous goods awareness training programme for screeners of passenger baggage, cargo and mail should be included in States’ NCASTPs. The Technical Instructions provide the training requirements for all personnel engaged in the transport of dangerous goods by air, including screeners of passenger baggage, cargo and mail. This includes a list of subject matter relating to dangerous goods transport with which various categories of personnel should be familiar (Table 1-4 of the Technical Instructions). Learning objectives include:</p>	<ul style="list-style-type: none"> <li>— Cargo definition differs from Annex 18 (same as Annex 9)</li> <li>— High risk cargo versus high consequence dangerous goods distinction needs to be clear</li> <li>— Training for security personnel is a recommendation in Doc 8973 (see previous column)</li> <li>— Reference to Table 1-4 needs to be removed when new competency-based training provisions are incorporated in the Technical Instructions</li> <li>— Known consignor/ regulated agent concept in Security Manual — can it be applied to dangerous goods</li> </ul>

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p><b>Screening.</b> The application of technical or other means which are intended to identify and/or detect weapons, explosives or other dangerous devices, articles or substances which may be used to commit an act of unlawful interference.</p> <p><i>Note.— Certain dangerous articles or substances are classified as dangerous goods by Annex 18 and the associated Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) and must be transported in accordance with those instructions. In addition, the Aviation Security Manual (Doc 8973 — Restricted) provides a list of prohibited items that must never be carried in the cabin of an aircraft.</i></p> <p>...</p> <p><b>Security restricted area.</b> Those areas of the airside of an airport which are identified as priority risk areas where in addition to access control, other security controls are applied. Such areas will normally include, <i>inter alia</i>, all commercial aviation passenger departure areas between the screening checkpoint and the aircraft, the ramp, baggage make-up areas, including those where aircraft are being brought into service and screened baggage and cargo are present, cargo sheds, mail centres, airside catering and aircraft cleaning premises.</p> <p>...</p> <p><b>Transfer cargo and mail.</b> Cargo and mail departing on an aircraft other than that on which it arrived.</p> <p>...</p> <p><b>CHAPTER 4. PREVENTIVE SECURITY MEASURES</b></p> <p>...</p> <p><b>4.6 Measures relating to cargo, mail and other goods</b></p> <p>4.6.1 Each Contracting State shall ensure that appropriate security controls, including screening where practicable, are applied to cargo and mail, prior to their being loaded onto an aircraft engaged in commercial air transport operations.</p> <p>4.6.2 Each Contracting State shall establish a supply chain security process, which includes the approval of regulated agents and/or known consignors, if such entities are involved in implementing screening or other security controls of cargo and mail.</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>4.6.3 Each Contracting State shall ensure that cargo and mail to be carried on a commercial aircraft are protected from unauthorized interference from the point screening or other security controls are applied until departure of the aircraft.</p> <p>4.6.4 Each Contracting State shall ensure that enhanced security measures apply to high-risk cargo and mail to appropriately mitigate the threats associated with it.</p> <p>4.6.5 Each Contracting State shall ensure that operators do not accept cargo or mail for carriage on an aircraft engaged in commercial air transport operations unless the application of screening or other security controls is confirmed and accounted for by a regulated agent, or an entity that is approved by an appropriate authority. Cargo and mail which cannot be confirmed and accounted for by a regulated agent or an entity that is approved by an appropriate authority shall be subjected to screening.</p> <p>• • •</p> <p>4.6.8 Each Contracting State shall ensure that cargo and mail that has been confirmed and accounted for shall then be issued with a security status which shall accompany, either in an electronic format or in writing, the cargo and mail throughout the secure supply chain.</p> <p>4.6.9 Each Contracting State shall ensure that transfer cargo and mail has been subjected to appropriate security controls prior to being loaded on an aircraft engaged in commercial air transport operations departing from its territory.</p> <p>4.6.10 Each Contracting State shall ensure that, where screening of cargo and mail is conducted, screening is carried out using an appropriate method or methods, taking into account the nature of the consignment.</p> <p>4.6.11 <b>Recommendation.</b>— <i>Each Contracting State should establish appropriate mechanisms to confirm that transfer cargo and mail entering its territory has been subjected to appropriate security controls.</i></p> <p><i>Note.</i>— <i>Guidance material on this issue can be found in the Aviation Security Manual (Doc 8973 — Restricted).</i></p>					

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	<p>...</p> <p><b>CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS</b></p> <p><b>9.1 Aerodrome emergency planning</b></p> <p>...</p> <p>9.1.2 The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.</p> <p><i>Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, natural disaster and public health emergencies.</i></p> <p>...</p> <p><b>ATTACHMENT TO ANNEX 17</b></p> <p>...</p> <p><b>EXTRACTS FROM ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR</b></p> <p><b>CHAPTER 2. APPLICABILITY</b></p> <p>...</p> <p><b>2.2 Dangerous Goods Technical Instructions</b></p> <p>2.2.1 Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions. Each Contracting State shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.</p> <p>2.2.2 <b>Recommendation.</b>— <i>Each Contracting State should inform ICAO of difficulties encountered in the application of the Technical Instructions and of any amendments which it would be desirable to make to them.</i></p> <p>...</p> <p><b>CHAPTER 4. ENTRY AND DEPARTURE OF CARGO AND OTHER ARTICLES</b></p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p><b>A. General</b> ...</p> <p>4.6 Contracting States shall not normally require the physical examination of cargo to be imported or exported and shall use risk management to determine which goods shall be examined and the extent of that examination. ...</p> <p><b>4.1 DANGEROUS GOODS TRAINING PROGRAMMES</b> <b>4.1.1 Establishment and maintenance</b> Initial and recurrent dangerous goods training programmes must be established and maintained by or on behalf of: ...</p> <p>g) agencies engaged in the security screening of passengers and crew and their baggage and/or cargo or mail; and ...</p> <p><b>CHAPTER 10. TRAINING PROGRAMMES</b> <b>10.1 Establishment of training programmes</b> Initial and recurrent dangerous goods training programmes shall be established and maintained in accordance with the Technical Instructions. ...</p> <p><b>CHAPTER 13. DANGEROUS GOODS SECURITY PROVISIONS</b> Each Contracting State shall establish dangerous goods security measures, applicable to shippers, operators and other individuals engaged in the transport of dangerous goods by air, to be taken to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment. These measures should be commensurate with security provisions specified in other Annexes and the Technical Instructions.</p>					

Annex	Extract	Related provisions in Annex 18	Related provisions in Technical Instructions	Related provisions in the Supplement	Associated guidance material	Comments
	<p>...</p> <p><b>CHAPTER 13. SECURITY*</b></p> <p>...</p> <p><b>13.4 Training programmes</b></p> <p>...</p> <p>13.4.2 The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplane so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.</p> <p>...</p>					
Annex 19 — <i>Safety Management</i>					<i>Safety Management Manual (Doc 9859)</i>	Will align Annex 18 with Annex 19

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