



工作文件

危险物品专家组 (DGP)

第二十七次会议

2019年9月16日至20日, 蒙特利尔

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议程项目2: 管理航空特有的安全风险和查明异常情况

2.1: 如有必要, 拟定对附件18 — 《危险物品的安全航空运输》的修订提案

2.2: 如有必要, 拟定对《危险物品安全航空运输技术细则》

(Doc 9284) 号文件的修订提案, 以便纳入2021年—2022年版

删除附件18和《技术细则》中货机和客机的定义

(由Schwartz Scott提交)

摘要

附件18和《技术细则》中客机和全货(以下简称货)机的定义导致在仅货机(CAO)有危险物品在机上时允许谁登上货机方面的一致。这两个定义也与《国际民用航空公约》其他领域所接受的定义不一致。危险物品的定义可用于拒绝让在正常和紧急运行情况下能够提供重要安全效益的人员登机, 却同时允许在紧急情况下可对飞行机组人员造成分散注意力和额外工作的人登机。

危险物品专家组的行动: 请危险物品专家组审议删除附件18和《技术细则》中货机和客机定义的提案, 如本工作文件附录中所示, 并与其他专家组共同开展工作, 确保登上商用航空器的任何人都具有适当的资格并训练有素。

* 本文件仅提供摘要和附录的翻译。

1. INTRODUCTION

1.1 As stated in the general principles of the Technical Instructions, the role of the dangerous goods regulatory structure is to “ensure that should an incident occur it cannot lead to an accident.” It should not be to determine who is permitted to be aboard commercial flights, unless it is directly related to the safe handling and carriage of dangerous goods (for example, a courier traveling with cargo with special handling requirements). Who can be aboard and what non-dangerous goods related training is required falls under airworthiness, operations, and aviation security regulations.

1.2 The definitions of cargo and passenger aircraft in Annex 18 and the Technical Instructions are based on aircraft types and operating procedures that were developed decades ago when the type and amount of dangerous goods transported and the aircraft in use were very different than today. Both the risk profile and risk mitigation possibilities have changed since the 1960’s, but the definitions and the underlying safety assumptions have not.

1.3 Other Annexes rarely distinguish between cargo and passenger operations and have no formal definitions for them. When there are distinctions between passenger and cargo operations, they are risk based, and have more to do with underlying safety differences rather than providing for different levels of safety. And when there is a distinction, it is assumed that passenger flights are those with fare paying passengers on board. As shown below, the definitions in Annex 18 and the Technical Instructions include several types of personnel that are not fare-paying passengers.

1.4 Annex 18, Chapter 1 Definitions and the Technical Instructions Part 1;1.3.1 Definitions both state:

“**Cargo aircraft.** Any aircraft, other than a passenger aircraft, which is carrying goods or property.

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Passenger aircraft. An aircraft that carries any person other than a crew member, an operator’s employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo.”

1.5 The current definitions in Annex 18 and the Technical Instructions can be interpreted by some to exclude off-duty pilots from traveling on cargo aircraft with CAO freight on board. The Air Line Pilots Association, International has maintained a database of over 1000 instances where an extra pilot on the flight deck has been beneficial to flight safety. This extra safety margin is provided by pilots from other airlines as well as those of the operator. Local pilot knowledge often enhances flight safety on routine flights and has resulted in saved lives in emergency situations. United 232 in 1989 and a Lion Air flight the day before the JT610 accident are only two examples. Therefore, in the interest of flight safety, the DGP should not restrict certificated pilots, whether they are from the operating carrier or another airline from any cargo aircraft.

1.6 Some have proposed to allow all airline employees, couriers travelling to or from assignments, and other persons on these flights. During normal operations and during emergencies, these passengers can be distractions for the flight crew, and would rarely be of assistance. It would be ironic that because of language in Annex 18 and related documents, they could be allowed on certain flights while fully qualified flight crews that have been demonstrated to save lives and prevent incidents could be prohibited.

1.7 In any case, these decisions have little to do with the safe transport of dangerous goods and should be regulated by other bodies.

1.8 It is proposed here to harmonize dangerous goods text with other Annexes and remove the arbitrary definitions for cargo and passenger aircraft and rely on the same meaning of the terms used in other areas of regulation.

2. **ACTION BY THE DGP**

2.1 The DGP is invited to consider whether the definitions for passenger and cargo aircraft should be made by other ICAO panels and be deleted from the dangerous goods documents as shown in the appendices to this working paper and to work with other panels to ensure that those allowed on board cargo aircraft are properly qualified and trained.

附录A

对附件18的拟议修订

国际标准和建议措施

第1章 定义

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~~货机—除客机以外载运物品或物资的任何航空器。~~

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~~客机—载运除机组人员、具有公务身份的运营人雇员、国家主管当局授权代表或货运物或其他货物押运人之外的任何人员的航空器。~~

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附录B

对《技术细则》第1部分的拟议修订

第 1 部分

概论

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第 3 章

一般说明

本章部分内容受国家差异条款BE1的影响；见表A-1

3.1 定义

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~~货机 除客机以外载运物品或物资的任何航空器。~~

...

~~客机 载运除机组成员、具有官方身份的运营人的雇员、国家有关当局授权的代表或托运货物或其他货物的押运人外的任何人员的航空器。~~

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