

# 民航明传电报



签批盖章

等级 特急

局发明电〔2016〕2177号

## 关于征集国际民航组织危险品专家组第十六次工作组会议工作文件的通知

民航各地区管理局，各运输航空公司，各机场公司，中国民航大学、中国民航管理干部学院、民航科学技术研究院、民航第二研究所，中国航空运输协会：

国际民航组织危险品专家组第十六次工作组会议将于2016年10月17日至21日在加拿大蒙特利尔召开。按照国际民航组织函件要求，现就征集该会议工作文件事宜通知如下：

### 一、会议背景

国际民航组织对于危险品运输的指导文件主要包括国际民用航空公约附件18《危险品的安全航空运输》、《危险物品安全航空运输技术细则》(Doc9284号文件)及补篇和《与危险物品有关的

共 11 页

航空器事故征候应急响应指南》(Doc9481号文件)等。国际民航组织危险品专家组定期召开会议,对各国提交的工作文件进行审议,对涉及到的上述指导文件的相关内容进行修订、完善。

## 二、征集文件内容

今年国际民航组织危险品专家组第十六次工作组会议将对上述指导文件,特别是《危险物品安全航空运输技术细则》(Doc9284号文件,2015-2016版)进行修订。请各单位结合工作实际,对在执行上述指导文件过程中存在的问题、涉及文件的具体内容以及修改意见和建议,按照附件的格式编写工作文件(中文或英文均可)并报送我司。

## 三、报送要求

鉴于上述指导文件的修订工作直接关系到我国危险品航空运输事业发展,关系到全行业的切身利益,请各单位高度重视此次文件征集工作,组织法律基础好、业务水平高、责任心强、熟悉行业发展的专业人员认真研提相关文件。后续我司将在专家充分研讨的基础上,将相关文件提交国际民航组织危险品专家组第十六次工作组会议讨论,并视情邀请工作文件编写人参会讨论。

请各单位在8月20日前将工作文件及联系方式以电子邮件或传真的形式报送我司。

联系人:杨强,电话:010-64091968,传真:010-64019982,  
邮箱: yangq@mail.castc.org.cn.

特此通知。

附：危险品专家组会议工作文件中文及英文模板

运输司

2016年8月8日

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抄送：各监管局，国际司。

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承办单位：综合业务处

电话：64091929

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国际民用航空组织  
工作文件

DGP/24-WP/58<sup>1</sup>  
6/9/13

## 危险品专家组 (DGP)

### 第二十四次会议

2013年10月28日至11月8日, 蒙特利尔

议程项目2: 拟定对《危险物品安全航空运输技术细则》(Doc 9284号文件)的修订建议,  
以便纳入2015年—2016年版

### 允许在激活状态下运输的电子设备 需防止非航空安全原因发出声光警报

(由徐青提交)

#### 概要

这一工作文件建议: 要求允许在激活状态下运输的电子设备需防止非航空安全原因在运输途中发出声光警报。

危险物品专家组的任务: 邀请危险物品专家组以同意在PI967和PI970中增加相应条款, 对包装说明中允许在激活状态下运输的电子设备提出进一步的限制。

#### 1. 引言

1.1 虽然大多数情况下, 电池驱动的相关设备必须在非工作状态下运输, 但 PI967 和 PI970 里依然允许部分不产生热量、不干扰导航仪器的设备可以在激活状态下进行运输。很多电子设备在电量过低时, 或者是在数据读取错误时会发出蜂鸣警报。在运输过程中, 一旦货物中发出蜂鸣警报将会触发相应的紧急应急程序, 造成现场操作单位的过度应急响应。

1.2 如附录 B 中的例子, 如果货物中的报警不是发生在飞行过程完成后的存储环节, 而是发生在机上运输环节或是机坪待装环节, 其应急响应后果可能要复杂得多。

1.3 如果排除运输过程中操作不当导致报警的原因, 导致此类货物报警的可能原因有二:

<sup>1</sup> 中文版由中国提交

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- a) 设备内有激活状态下的电池。
- b) 该设备在电量低或读取错误等情况下会报警。

由于原因 a) 在目前的规则中是允许的，所以必须对原因 b) 进行限制。

1.4 虽然附录 B 中的案例并不多见，但近几年来，在货物中放入工作状态下的温度记录仪、方向记录仪、位置记录仪等仪器设备的货物越来越多，因此建议专家组考虑要求对于允许在激活状态下运输的电子设备需防止非安全原因发出声光警报。

## 2. 危险品专家组的任务

- 2.1 建议专家组对限制此类设备在运输中发出声光警报的必要性进行讨论。
- 2.2 建议对《技术细则》第四部分的包装说明 967 和 970 进行修改，见附录 A。

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DGP/24-WP58  
附录 A

附录 A  
对技术细则修改的建议

第 4 部分  
包装说明

第 11 章  
第 9 类 — 杂项类危险品

包装说明 967  
第 II 节

射频识别 (RFID) 标签、手表和温度记录仪等无法产生危险热量的装置，在故意激活状态下可以运输。这些装置在激活状态下，必须满足规定的电磁辐射标准，确保装置的运行不会对航空器系统产生干扰，且必须确保运输途中该装置不会因非航空安全原因（如电量低、读取错误等）而发出灯光报警。

包装说明 970  
第 II 节

射频识别 (RFID) 标签、手表和温度记录仪等无法产生危险热量的装置，在故意激活状态下可以运输。这些装置在激活状态下，必须满足规定的电磁辐射标准，确保装置的运行不会对航空器系统产生干扰，且必须确保运输途中该装置不会因非航空安全原因（如电量低、读取错误等）而发出灯光报警。

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DGP/24-WP58  
附录 B

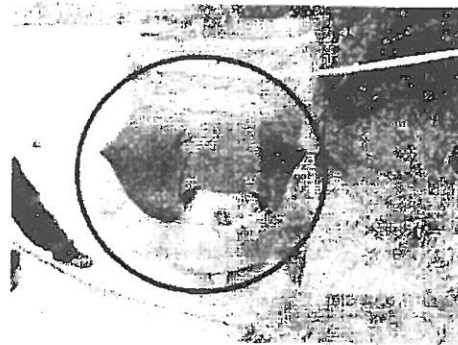
## 附录 B

### 案例介绍

2012年9月，浦东机场1件进港货物在库区内安静地存放了4天后，于第五天突然发出“嘟嘟嘟”的有规律的异响。机场货站立即启动了应急相应程序，将货物置于防爆桶内隔离放置以确保安全。

后经联系货主确认，该货物是内含锂电池的设备，“嘟嘟嘟”声是由该设备发出，属正常情况，绝无爆炸物。

处置照片：



—完—



International Civil Aviation Organization

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**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)  
MEETING OF THE WORKING GROUP OF THE WHOLE**

**The Montreal, 19 to 30 Oct 2015**

Agenda Item 1: Development of proposals, if necessary, for amendments to Annex 18 — The Safe Transport of Dangerous Goods by Air

Agenda Item 2: Development of recommendations for amendments to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) for incorporation in the 2017-2018 Edition

**AMENDMENTS TO DEFINITIONS PERTAINING TO DANGEROUS GOODS**

**(Presented by Q. Xu)**

**SUMMARY**

This paper invites the working group to consider some amendments to definitions pertaining to dangerous goods in 1.3.1 of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) and to Annex 18 — *The Safe Transport of Dangerous Goods by Air*.

**Action by the DGP:** The DGP is invited to amend the definitions of dangerous goods accident, dangerous goods incident and dangerous goods security in the Technical Instructions as shown in Appendix A and the definitions of dangerous goods accident and dangerous goods incident in Annex 18 as shown in Appendix B.

**1. INTRODUCTION**

1.1 In the 2009-2010 Edition of the Technical Instructions, the definition of dangerous goods is as follows:

*Dangerous goods.* Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in these



Instructions, or which are classified according to these Instructions.

It indicates that dangerous goods are capable of posing a risk not only to health, safety and property, but also to the environment.

1.2 In the current definitions of dangerous goods accident, dangerous goods incident, and dangerous goods security in the Technical Instructions, only risk to health, safety and property are mentioned, and there is no mention of risk to the environment at all. The current definitions are as follows:

***Dangerous goods accident.*** An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage.

***Dangerous goods incident.*** An occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants is also deemed to be a dangerous goods incident.

*Note.*— A dangerous goods accident or incident may also constitute an aircraft accident or incident as specified in Annex 13 — Aircraft Accident and Incident Investigation.

***Dangerous goods security.*** Measures or precautions to be taken by operators, shippers and others involved in the transport of dangerous goods aboard aircraft to minimize theft or misuse of dangerous goods that may endanger persons or property.

1.3 This paper proposes to amend the definitions of dangerous goods accident, dangerous goods incident and dangerous goods security accordingly in order to make the definitions pertaining to dangerous goods consistent throughout the Technical Instructions.

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Appendix A

## APPENDIX A

### PROPOSED AMENDMENTS TO THE TECHNICAL INSTRUCTIONS

#### Part 1

#### GENERAL

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#### Chapter 3

#### GENERAL INFORMATION

*Parts of this Chapter are affected by State Variation BE 1; see Table A-1*

#### 3.1 DEFINITIONS

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**Dangerous goods accident.** An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person, risk to the environment or major property damage.

**Dangerous goods incident.** An occurrence other than a dangerous goods accident associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, risk to the environment, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes an aircraft or its occupants is also deemed to be a dangerous goods incident.

*Note.* — A dangerous goods accident or incident may also constitute an aircraft accident or incident as specified in Annex 13 — Aircraft Accident and Incident Investigation.

**Dangerous goods security.** Measures or precautions to be taken by operators, shippers and others involved in the transport of dangerous goods aboard aircraft to minimize theft or misuse of dangerous goods that may endanger persons or property or may pose a risk to the environment.

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Appendix B

APPENDIX B

PROPOSED AMENDMENT TO ANNEX 18

ANNEX 18

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

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INTERNATIONAL STANDARDS AND RECOMMENDED  
PRACTICES

CHAPTER 1. DEFINITIONS

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*Dangerous goods accident.* An occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person, risk to the environment or major property damage.

*Dangerous goods incident.* An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, risk to the environment, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants is also deemed to constitute a dangerous goods incident.

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— END —