



**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/16)**

Montreal, 17 to 21 October 2016

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 2019-2020 Edition

2.7: Part 7 — Operator's Responsibilities

ALLOWANCE FOR THE INFORMATION TO THE PILOT-IN-COMMAND AS DATA

(Presented by D. Brennan)

REVISED

SUMMARY

This working paper proposes revision to Part 7;4.1 to allow for the operator to provide the information to the pilot-in-command on dangerous goods carried as cargo in electronic form in lieu of being “written or printed”.

Action by the DGP-WG: The DGP-WG is invited to revise Part 7;4.1 as shown in the appendix to this working paper.

1. INTRODUCTION

1.1 The air transport industry continues to explore ways of improving processes to achieve greater efficiencies and to enhance safety. Many of these process improvements involve moving to the use of electronic data to remove potential transcription errors and to facilitate faster and better communication to the recipient of the data.

1.2 Currently the provisions of Part 7;4.1.1 call for the information to the pilot-in-command on the dangerous goods carried as cargo on aircraft to be “legible written or printed information”. This text suggests that the information to the pilot-in-command (NOTOC) must be on a piece of paper and makes no allowance for electronic data transmission.

1.3 Many operators are moving to, or have adopted, the use of electronic flight bags (EFB) for the flight crew. The EFB replaces the old style flight bag that contains documents such as aircraft manuals, route and aerodrome charts and company operational manuals. EFBs are also being used to provide flight plans, load sheets and other flight specific data.

1.4 A further opportunity now exists to enable the operator to transmit the NOTOC information directly to the flight crew via the EFB. This has the benefit of being provided directly to the flight crew without the need to actually print a document. The use of systems to manage and transmit the NOTOC data also means that the operator can introduce validation of the data to ensure that the data is in conformance with the allowances set out in Table 3-1, the requirements of Part 7;4.1.1.1 and company operational requirements.

1.5 To make allowance for the change in technology it is proposed to revise the provisions of Part 7;4.1 to make allowance for the use of electronic data in lieu of paper for the information to the pilot-in-command. There is no proposal to change the actual information that must be provided, i.e. the requirements for the confirmation from the person responsible for loading the aircraft that there was no evidence of damage to or leakage from packages or ULDs or to remove the requirement that the pilot-in-command must confirm receipt of the information. Similarly, document / data retention requirements remain unchanged.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise Part 7;4.1 as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 4

PROVISION OF INFORMATION

Parts of this Chapter are affected by State Variations AU 4, CA 4, CA 12, FR 5, GB 4, KP 3, MY 4, MY 5, US 12, US 13, US 15, VE 3, VU 3, VU 4; see Table A-1

INTRODUCTORY NOTE

Operators' responsibilities for the provision of information to passengers are shown in Part 8.

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 printed~~ information concerning dangerous goods that are to be carried as cargo. The information may be provided to the pilot-in-command in written or printed form or as electronic data; 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.

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4.1.6 ~~This~~ Where the information provided to the pilot-in-command is provided in written or printed form the information must be legible and should be presented on a dedicated form and should not be by means of air waybills, dangerous goods transport documents, invoices, etc.

4.1.7 The pilot-in-command must indicate on a copy of the information provided to the pilot-in-command, or in some other way, that the information has been received.

4.1.8 ~~A legible copy of the~~ The information provided to the pilot-in-command must be retained on the ground. This information, or where provided in written or printed form, the copy, must have an indication on it, or with it, that the pilot-in-command has received the information. A copy, or the information contained in it, must be readily accessible to the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations until after the arrival of the flight.

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4.11 RETENTION OF DOCUMENTS OR INFORMATION

4.11.1 The operator must ensure that at least one copy of the documents or information appropriate to the transport by air of a consignment of dangerous goods is retained for a minimum period of three months after the flight on which the dangerous goods were transported. As a minimum, the documents or information which must be retained are the dangerous goods transport documents, the acceptance checklist (when this is in a form which requires completion), the identification of the person who performed the acceptance check and the ~~written~~ information to the pilot-in-command. These documents or the information must be made available to the appropriate national authority upon request.

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