



**WORKING PAPER**

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

**The Hague, 3 to 7 November 2008**

**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 2011/2012 Edition**

**2.7: Part 7 — Operator's Responsibilities**

**SIGNING OF INFORMATION TO PILOT-IN-COMMAND**

(Presented by G A Leach)

**SUMMARY**

This paper seeks clarification and advice on when the person responsible for loading the aircraft should sign the NOTOC and how the person can satisfy themselves that dangerous goods that have been loaded into a unit load device have been checked for damage or leakage.

Action by the DGP-WG is in paragraph 2.

**1. INTRODUCTION**

1.1 Part 7;4.2 of the Technical Instructions requires that the information provided to the pilot-in-command (NOTOC) must include a signed confirmation, or some other indication, from the person responsible for loading the aircraft that there was no evidence of any damage to or leakage from the packages loaded on the aircraft'.

1.2 According to Part 7; 3.1.1, the packages of dangerous goods are required to be inspected for damage or leakage immediately prior to loading (onto the aircraft or into the unit load device).

1.3 Following audits in the United Kingdom of operators from various States, it is apparent that the requirement of Part 7;4.2 is being interpreted differently by some operators. For example, some operators understand the requirement to mean that the NOTOC can only be signed after the dangerous goods have been loaded onto the aircraft, whilst others interpret it as meaning that it can be signed prior to loading, since that is the stage at which the dangerous goods have been inspected for damage or leakage.

1.4 It is also noted that where the dangerous goods are loaded into a unit load device, this will normally be carried out in the warehouse/freight shed of the operator, or more commonly, the operator's handling agent. Often, this is carried out some time in advance of the unit load devices being sent for loading onto the aircraft. Since signed confirmation is required to be that of the person responsible for loading the aircraft, it is questioned in practice how that person is supposed to confirm that there was no evidence of damage or leakage when they were loaded into the unit load device some hours earlier, often by someone from another company.

## **2. ACTION BY THE DGP-WG**

2.1 The DGP-WG is invited to:

- a) Clarify whether it is intended that the NOTOC is signed by the person responsible for loading prior to the dangerous goods being loaded onto the aircraft or after they have been loaded onto the aircraft; and
- b) provide advice concerning how the person responsible for loading the aircraft can satisfy themselves that dangerous goods that have been loaded into a unit load device have been checked for damage or leakage.

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