



危险物品专家组 (DGP)

第二十三次会议

2011年10月11日至21日, 蒙特利尔

议程项目5: 在可能的范围内, 解决空中航行委员会或专家组查明的非经常性的工作项目:

5.3: 审查向机长提供信息的规定

对机长通知单规定的拟议修订

(由J. McLaughlin提交)

概要

本份工作文件建议修订《技术细则》7;4 中关于机长通知单的规定, 供危险物品专家组审议。

危险物品专家组的行动: 请危险物品专家组审议与运行专家组秘书举行的讨论, 内容涉及飞行签派员在管理机长通知单所载信息方面的作用。结合本份工作文件, 将提供一份关于这些讨论的信息文件。假若此类做法适宜, 且在危险物品专家组第二十三次会议之前专家组得以开展适当审议, 则危险物品专家组不妨考虑在《技术细则》7;4.1 中采取以下做法。将根据本份工作文件附录的建议, 对 7;4.1.1 进行修订。

1. INTRODUCTION

1.1 The DGP has devoted considerable time and attention to issues associated with the Notice-to-Pilot-in-Command (NOTOC) during this biennium. This review has considered information requirements, processes associated with the NOTOC, and what technological developments could be leveraged in order to better address the informational needs of pilots and airport rescue and fire fighting personnel (ARFF).

1.2 Pilots, represented by the International Federation of Air Line Pilots' Associations (IFALPA), have urged the DGP to maintain all required information on the NOTOC. At a June 2011 Rescue and Firefighting Working Group meeting associated with the Aerodromes Panel (AP), we understand that ARFF experts expressed concern over making amendments to the information currently required under Part 7;4 of the Technical Instructions. Meeting notes and/or a report have not been published as of the submission date of this paper, but these sentiments align with other discussions

held with ARFF experts. Such a position is understandable, especially in light of numerous and unpredictable emergency response scenarios that ARFF personnel may be called upon to address. The exact information required can be dictated by the type of aircraft, type of operation, weather, ARFF resources, as well as the precise nature of dangerous goods transported.

1.3 Some acknowledge that ARFF personnel require more information about dangerous goods than a pilot in certain emergency situations. For operators and their pilots who believe some NOTOCs have more information than can be safely utilized during an emergency and wish to have a document with less dangerous goods information provided, this course of action is permitted. Although this would also include a copy of all the required information in addition to a summary, a summary is permitted and should be included if there is a safety concern. In fact Part 7;4.1.9 of the Technical Instructions already provides this recommendation:

4.1.9 In the event that the volume of information provided to the pilot-in-command is such that in-flight radiotelephony transmission would be impracticable in an emergency situation, a summary of the information should also be provided by the operator, containing at least the quantities and class or division of the dangerous goods in each cargo compartment

1.4 At the DGP Working Group of the Whole Meeting in Atlantic City (DGP-WG/11, 4 to 8 April 2011), the panel member nominated by the United States proposed that flight dispatchers be required to have information provided in the NOTOC (DGP-WG/11-IP/8 refers). The intent of this proposal was to allow ARFF personnel to have NOTOC information provided to them in an expeditious manner. Flight dispatchers already share responsibility with the pilot for many aspects of a flight, including emergency situations. In fact, it is possible to read Annex 6 — *Operation of Aircraft* Part 4;6 as already requiring the dispatcher to serve in this capacity. Moreover, this proposal reflects the current practices of many operators. At the DGP-WG/11, it was determined that it would be important to coordinate with the Operations Panel (OPSP), as requirements for the flight dispatcher reside in Annex 6. Discussions with the OPSP Secretary on this issue continue. Strong consideration is being given to placing a note in Annex 6 Part 4;6, clarifying that a flight dispatcher already has responsibilities with respect to the NOTOC. Additional information on these discussions will be able to be provided at DGP/23.

1.5 The approach presented in this paper would require that pilots, dispatchers, the operator's station of departure, and the operator's intended arrival station have all information currently required under Part 7; 4 of the Technical Instructions.

1.6 By expanding into flight planning documents, the DGP would realize a secondary benefit of better positioning itself to leverage air traffic management systems, such as the briefing on FAA's Flight Object presented at DGP-WG/11as, even though using different terms, these systems are being proposed globally. In the future, it is likely that more information will be able to be shared in a more effective and efficient systematic approach.

— — — — —

附录

第 7 部分

运营人的责任

.....

第 4 章

通报情况

.....

4.1 向机长通报的信息

4.1.1 运营人必须在拟装运危险物品的航空器起飞前尽早以准确且清楚的书写或打印形式将有关作为货物运输的危险物品的信息通报机长和[飞行签派员](#)。

注：这包括有关在前一起飞地点所装运危险物品以及后续航程中拟装运危险物品的信息。

.....

—完—