



فريق خبراء البضائع الخطرة

الاجتماع الثامن والعشرون

اجتماع افتراضي، من ١٥ إلى ١٩/١١/٢٠٢١

البند رقم ٢ من جدول الأعمال: إدارة المخاطر المتعلقة بالسلامة الجوية وتحديد أوجه التعارض (المرجع: REC-A-DGS-2023)

البند رقم ٢-٢: إعداد ما يلزم من اقتراحات لتعديل وثيقة "التعليمات الفنية للنقل الآمن للبضائع الخطرة بطريق الجو" (Doc 9284) لإدخالها في طبعة ٢٠٢٣-٢٠٢٤

أحكام استخدام الإخطارات الإلكترونية لقائد الطائرة

(ورقة مقدّمة من ب. غو)

الموجز

يُقدّم في ورقة العمل هذه إدخال تعديلات على الفقرة ٤-١-١ من الجزء ٧ في وثيقة "التعليمات الفنية" لتسهيل استخدام الإخطار الإلكتروني لقائد الطائرة (NOTOC).

الإجراء المعروض على فريق خبراء البضائع الخطرة: يُرجى من فريق الخبراء أن ينظر في تعديل الفقرة ٤ من الجزء ٧ في وثيقة "التعليمات الفنية" بإضافة ما يلي:

أ) النص على تزويد قائد الطائرة بالمعلومات الإلكترونية عن البضائع الخطرة التي تُنقل كسحنة في الفقرة ٤-١-١ أ) من الجزء ٧؛

ب) النص على إمكانية توفير التوقيع (أو التوقيعات) في صيغة إلكترونية إذا قُدمت المعلومات إلى قائد الطائرة بواسطة تقنيات المعالجة الإلكترونية للبيانات (EDP) أو التبادل الإلكتروني للبيانات (EDI)، وذلك في فقرة ٤-١-٨ جديدة في الجزء ٧؛

ج) شرط أن يكون المشغل أو وكيله قادراً على نسخ المعلومات الإلكترونية المقدّمة إلى قائد الطائرة في شكل مطبوع في فقرة ٤-١-١٣ جديدة في الجزء ٧؛

كما هو مبين في المرفق بورقة العمل هذه.

1. INTRODUCTION

1.1 Paperless operations are widely carried out within the civil aviation industry. Many documents are exchanged electronically such as air waybills and shipper declarations for dangerous goods. However, the provisions for notification to captain (NOTOC) in Part 7;4.1.1 a) of the Technical Instructions still requires that the pilot-in-command be provided "... with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo."

1.2 Provisions for electronic NOTOCs were proposed at the twenty-seventh meeting of the Dangerous Goods Panel (DGP/27, 16 to 20 September 2019) (see paragraph 2.2.9 of the DGP/27 Report), but there were concerns that electronic data might not always be accessible by the flight crew in the event of an emergency and might not be in a format that could be provided to first responders. The panel agreed to wait until work of an external group that had been established to study the emergency response information needs of relevant stakeholders to determine what information was needed for each and how it could be provided was complete. The members of the external group were relevant stakeholders, including pilots, rescue and firefighting personnel and dangerous goods experts.

1.3 A message format for the NOTOC for electronic data processing (EDP) and electronic data interaction (EDI) exists, which covers all the information required by the Technical Instructions. Flight crews and ground handling operators are more willing to use electronic information transmission instead of face-to-face handover of paper documents during the COVID-19 pandemic, for health reasons.

1.4 Allowing electronic NOTOCs would not be an attempt to cancel paper NOTOCs, but only to provide airlines with one more way of information transmission. Airlines would be able to choose to use paper or electronic form according to the actual situation.

2. ACTION BY THE DGP

2.1 The DGP is invited to consider amending Part 7;4 of the Technical Instructions by adding:

- a) a provision for electronic information concerning dangerous goods that are to be carried as cargo to the pilot-in-command in Part 7;4.4.1 a);
- b) a provision for electronic signature(s) if the information to the pilot-in-command is provided by EDP or EDI transmission techniques in a new Part 7;4.1.8; and
- c) a requirement for the operator or his agent to be able to reproduce electronic information provided to the pilot-in-command in printed form in a new Part 7;4.1.13;

as show shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

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Chapter 4

PROVISION OF INFORMATION

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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 or electronic information concerning dangerous goods that are to be carried as cargo; and

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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 If the information to the pilot-in-command is provided by EDP or EDI transmission techniques, electronic signature(s) are acceptable.

4.1.8—9 A legible copy of the information provided to the pilot-in-command must be retained on the ground. This 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.

4.1.910 In addition to the languages which may be required by the State of the Operator, English should be used for the information provided to the pilot-in-command.

4.1.4011 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.

4.1.4412 The dangerous goods listed in Table 7-9 need not appear on the information provided to the pilot-in-command.

4.1.13 If the information provided to the pilot-in-command is kept electronically or in a computer system, the operator or his agent must be able to reproduce it as a paper document.

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