



WORKING PAPER

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

Abu Dhabi, United Arab Emirates, 7 to 11 November 2010

- Agenda Item 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel**
5.4: Review of provisions for information to the pilot-in-command

TIMING OF NOTOC DELIVERY

(Presented by M. Rogers)

SUMMARY

This working paper proposes to introduce a requirement that the NOTOC be delivered to the flight crew prior to the aircraft moving under its own power.

Action by the DGP-WG is in paragraph 2.

1. INTRODUCTION

1.1 Part 7 of the Technical Instructions requires that the “operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.” This information is commonly known as the Notice to Aircraft Commander, or NOTOC.

1.2 With the advent of electronic delivery of the NOTOC (e.g. via ACARS), it is now technically possible to transmit the information required by the Technical Instructions after the aircraft has begun to taxi, but before takeoff.

1.3 One operator has explored adopting this method, believing that it is only “practicable” to transmit the information after the aircraft has been fully loaded (e.g. after departure from the gate), but that because the information is sent with weight and balance information required by the crew before takeoff, the information would always be provided before departure (interpreted as takeoff).

1.4 Providing information during taxi would significantly reduce the amount of time available to the crew to review the information, and would increase the difficulty in resolving any discrepancies or having any non-compliant shipments removed.

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

2.1 The DGP-WG is invited to revise Part 7;4.1.1 as follows:

Chapter 4

PROVISION OF INFORMATION

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4.1 INFORMATION TO THE PILOT-IN-COMMAND

4.1.1 The operator of an aircraft in which dangerous goods are to be carried must provide the pilot-in-command, as early as practicable before departure of the aircraft, but in no case later than when the aircraft moves under its own power with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

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