



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

Atlantic City, United States, 4 to 8 April 2011

Agenda Item 5: Resolution, where possible, of the non-recurrent work items identified by the Air Navigation Commission or the panel:

5.3: Review of provisions for information to the pilot-in-command

THE ROLE OF FLIGHT DISPATCHER

(Presented by J. McLaughlin)

SUMMARY

This paper discusses information pertinent to the DGP's ongoing NOTOC review.

1. INTRODUCTION

1.1 At the Working Group of the Whole Meeting in Abu Dhabi (DGP-WG/10), panel members were invited to seek input from interested parties within their States about NOTOC requirements, processes, and any potential revisions sought (see DGP-WG/10-WP/51, paragraph 3.5.10).

1.2 As discussions on this topic continue, one issue which warrants particular consideration is the difficulty in providing information to airport rescue fire-fighting (ARFF) personnel at unintended arrival airports. To address this difficulty, the DGP-WG may wish to consider that a flight dispatcher have responsibilities in communicating NOTOC information.

1.3 A flight dispatcher is defined in Annex 6 – Operation of Aircraft as:

A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

1.4 Many air carriers already transmit NOTOC information, along with weight/balance manifests, passenger manifests, flight plan information, etc. to the flight dispatcher. All air carriers are required to have a flight dispatcher when a flight is operational. When an onboard emergency of any type occurs, the pilot and dispatcher work together to ensure a safe resolution. In many countries, dispatchers

are not only highly trained but are also certificated. Dispatchers also are likely to have many tools to communicate with ATS providers, ARFF personnel, and other relevant parties.

2. CONSIDERATIONS BY THE DGP-WG

2.1 The DGP-WG is invited to consider how the flight dispatcher can ensure the dissemination of critical and time-sensitive information on the NOTOC to all relevant entities.

2.2 As duties of this position appropriately reside in Annex 6, coordination would be required with the Operations of Aircraft Panel (OPSP). If it is the DGP-WG's preference, we would be willing to further explore this issue in conjunction with the DGP and OPSP Secretaries.

2.3 One proposal that the DGP-WG could submit to the OPSP for consideration could be as follows:

4.6 Duties of flight operations officer/flight dispatcher

4.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall:

- a) assist the pilot-in-command in flight preparation and provide the relevant information;
- b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit; and
- c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.

4.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall:

- a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and
- b) convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight; and

c) Convey information contained in the Notice to Pilot in Command that is required by ATS providers, and when practicable, emergency responders. See Part 7:4 of the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air

Note.— It is equally important that the pilot-in-command also convey similar information to the flight operations officer/ flight dispatcher during the course of the flight, particularly in the context of emergency situations.

3. ADDITIONAL CONSIDERATIONS

3.1 We look forward to continued discussions on the NOTOC with interested parties, both domestically and as a part of the DGP.

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