



WORKING PAPER

DANGEROUS GOODS PANEL (DGP)

TWENTY-SEVENTH MEETING

Montréal, 16 to 20 September 2019

Agenda Item 2: Managing air-specific safety risks and identifying anomalies

2.2: Develop proposals, if necessary, for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2021-2022 Edition

PROVISIONS FOR THE USE OF ELECTRONIC NOTICES TO PILOT-IN-COMMAND

(Presented by Aidong Song)

SUMMARY

This working paper proposes amendments to Part 7; 4.1.1 of the Technical Instructions to facilitate the use of electronic information to the pilot-in-command (NOTOC).

Action by the DGP: The DGP is invited to consider the amendment proposed in the appendix to this working paper.

1. INTRODUCTION

1.1 Paperless operations have been promoted in civil aviation industry gradually and now the flight crews can receive electronic flight documents through electronic flight bag (EFB), including e-air waybill (AWB) and other documents. But the notice to the pilot-in-command (NOTOC), which is one of the documents provided to flight crew which can't be provided electronically because of the provision in Part 7;4.1.1 a) of the Technical Instructions, which reads "provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo".

1.2 E-NOTOCs can meet all the requirements which apply to paper-NOTOCs listed in the Technical Instructions, and it is faster and more convenient to be provided in daily operations. Applying e-NOTOC in flight operation will save manpower and time cost. Moreover, it is more convenient to retain the e-NOTOC and search information in it.

1.3 As for the network connection of EFB, operators can set up contingency plans to deal with this situation.

2. **ACTION BY THE DGP**

2.1 The DGP is invited to consider the proposed amendment to Part 7; 4.4.1 a) of the Technical Instructions shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

...

Chapter 4

PROVISION OF INFORMATION

...

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
- b) provide personnel with responsibilities for operational control of the aircraft (e.g. the flight operations officer, flight dispatcher, or designated ground personnel responsible for flight operations) with the same information that is required to be provided to the pilot-in-command (e.g. a copy of the written information provided to the pilot-in-command). Each operator must specify the personnel (job title or function) to be provided this information in their operations manual and/or other appropriate manuals.

...

— END —