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Addendum No. 1
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DANGEROUS GOODS PANEL (DGP)

TWENTY-NINTH MEETING

Montréal, 13 to 17 November 2023

Agenda Item 7: Review of Annex 6 provisions having an impact on dangerous goods (REC-A-DGS-2025)

PROVISIONS FOR THE USE OF ELECTRONIC DATA FOR INFORMATION TO THE PILOT-IN-COMMAND

(Presented by S. Schwartz)

ADDENDUM NO. 1

SUMMARY

This addendum provides a position document from the International Federation of Air Line Pilots' Associations (IFALPA) related to the use of electronic data for information to the pilot-in-command. The document can also be downloaded at:

<https://www.ifalpa.org/publications/library/notocs--2759>.

1. INTRODUCTION

1.1 The panel is invited to consider formulating an amendment to the Technical Instructions to include provisions for the notification to the captain in command to be provided electronically based on the criteria included in the International Federation of Air Line Pilots' Associations (IFALPA) position document presented in the appendix to this working paper, e.g.:

4.1.2 The operator may provide the information to the pilot-in-command by EDP or EDI techniques in lieu of written or printed information provided the following criteria are met:

- a) the information is available at all times during the flight, including emergencies;
- b) the functionality and usability of the dangerous goods information is improved;
- c) the flight crew is presented with a more complete description of the dangerous goods onboard; and
- d) the onward dissemination of dangerous goods information to rescue and firefighting services can occur in a robust, clear, and expedient manner that meets or exceeds the effectiveness of providing written or printed information.

APPENDIX

**POSITION DOCUMENT RELATED TO THE NOTIFICATION TO CAPTAIN
(NOTOC) FROM THE INTERNATIONAL FEDERATION OF AIR LINE
PILOTS' ASSOCIATIONS (IFALPA)**

NOTOCs

NOTE

This paper is an update to, and supersedes 18POS16, of the same name

BACKGROUND

The NOTification TO Captain (NOTOC) is an essential document. It is the sole regulatory source of information provided to the flight crew as to the nature and quantity of the Dangerous Goods (DG) carried as cargo, and serves to assess the severity of an inflight incident.

According to ICAO Doc 9284 - Technical Instructions for the Safe Transport of DG by Air, the operator of an aircraft must, "provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo." ICAO Doc 9481 – Emergency Response Guide for incidents involving DG - further clarifies that, in an accident or incident, a procedure should be established for this form to be immediately made available by the flight crew to Rescue and Fire-Fighting (RFF) services.

Various stakeholders are advocating for an electronic NOTOC (eNOTOC) format, removing the requirement for a paper copy. Eliminating the paper NOTOC may reduce the availability of critical information to the flight crew during an emergency, and may prevent the reliable transfer of such information to RFF services.

IFALPA is also concerned about efforts to remove information that is now required to be included in the NOTOC such as UN number, proper shipping name, or description of the regulated items.

POSITION

Any procedural or operational change should advance the highest level of aviation safety. IFALPA supports the evolution towards an electronic format of the NOTOC provided:

- There is no change to the current requirement for such information to be available at all times during the flight, including emergencies, due to its safety-critical nature.
- The new format improves the functionality and usability of the DG information.
- The flight crew is presented with a more complete description of the DG onboard.
- The onward dissemination of DG information to RFF services occurs in a robust, clear, and expedient manner that meets or exceeds the effectiveness of the current process.

Until all the above requirements are achieved, a written or printed version of the NOTOC should remain in use.