



WORKING PAPER

**DANGEROUS GOODS PANEL (DGP)
WORKING GROUP MEETING (DGP-WG/16)**

Montreal, 17 to 21 October 2016

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)* for incorporation in the 2019-2020 Edition

2.7: Part 7 — Operator's Responsibilities

INFORMATION TO THE PILOT-IN-COMMAND

(Presented by A. Stubblefield)

SUMMARY

This working paper invites the DGP to consider a revision to the information to pilot-in-command to include the date of flight.

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

1. INTRODUCTION

1.1 In the course of comparing United States (U.S.) national regulations to Part 7;4 requirements, it was observed that the Technical Instructions do not require information to the pilot-in-command to include the date of the flight.

1.2 The date of the flight on the information to the pilot-in-command can serve as an important safety control for operators that have daily flights to and from the same airports. Without the date of the flight, the pilot-in-command has no means to cross check that they have the correct document for their flight.

1.3 An additional rationale for requiring the date of the flight on the information to the pilot-in-command is to support the three month retention period required under Part 7;4.11.1. Including the date of the flight on the information to the pilot-in-command more readily ensures that operators will comply with the existing Technical Instruction retention requirements. In fact, with most paperwork retention systems, the date of the flight on the information to the pilot-in-command could be considered to already be implicitly required.

1.4 Including the date of the flight on the information to the pilot-in-command also reduces the need for a regulator to request supporting documentation to validate compliance with information to the pilot-in-command requirements.

1.5 Flights can be delayed and/or span multiple dates. This proposal does not intend to require the information to the pilot-in-command to be reprocessed in the event of a delay or to require multiple dates. The benefits referenced above can be realized by requiring only the date of the intended departure when the information to the pilot-in-command is provided to the flight crew.

1.6 In the U.S., all operators, including operators certificated in other States, must provide the date of flight as a requirement for the information to the pilot-in-command. It should be noted that no significant compliance issues or costs have been associated with this requirement.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to consider whether the date of the flight on the information to the pilot-in-command could provide relevant information to operator personnel, including their flight crews. The DGP is invited to amend Part 7;4.1.1.1 as shown in the appendix to this working paper.

2.2 If there is support for including this information on the information to the pilot-in-command as shown in the appendix, the DGP may also consider whether additional language is required to clarify that “the date of the flight” means only the date of the intended/scheduled flight, and that no changes would be needed unless there was a very substantial delay or if other changes in the information to the pilot-in-command were required.

APPENDIX

PROPOSED AMENDMENT TO PART 7 OF THE TECHNICAL INSTRUCTIONS

Part 7

OPERATOR'S RESPONSIBILITIES

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Chapter 4

PROVISION OF INFORMATION

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4.1 INFORMATION TO THE PILOT-IN-COMMAND

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4.1.1.1 Except as otherwise provided, the information required by 4.1.1 must include the following:

a) the date of the flight;

ab) the air waybill number (when issued);

Existing subparagraphs are re-lettered accordingly

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