NOTOCs

BACKGROUND

The NOtification TO Captain (NOTOC) is an essential document for flight crew as it is the sole source of information to assess the severity of an inflight incident involving dangerous goods carried as cargo.

According to the ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods 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." The information is also expected to be communicated directly to Rescue and Fire-Fighting Services (RFFS) first responders after an accident or incident.

Various initiatives from the industry are pushing for an electronic NOTOC format. Proposals include removing the requirement for a written or printed copy, raising concerns about data availability during an emergency, and the reliable transfer of such information to RFFS.

IFALPA is also concerned about efforts to reduce the content of the data transmitted to the pilot-in-command, including, but not limited to UN number, proper shipping name, or description of the regulated items.

POSITION

IFALPA is opposed to removing any of the dangerous goods information currently provided to the pilot-in-command on the NOTOC.

IFALPA supports the evolution towards a portable, electronic format of the NOTOC that uses technology to improve the functionality and usability of the dangerous goods information provided to flight crew. Such a format should, however, be available at all times in flight, including emergencies, and allow the onward dissemination of dangerous goods information to RFFS first responders in a robust, clear, and expedient manner that meets or exceeds the effectiveness of the current process. Until this is achieved, a written or printed version should remain in use.