DGP-WG/04-WP/25
27/8/04

DANGEROUS GOODS PANEL (DGP)

MEETING OF THE WORKING GROUP OF THE WHOLE

Abu Dhabi, 4 to 8 October 2004

Agenda Item 2: Development of recommendations for amendments to the *Technical Instructions* for incorporation in the 2007/2008 edition
2.3: Part 3 — Dangerous Goods List and Limited Quantities Exceptions

UN 3166 - ENGINES, INTERNAL COMBUSTION

(Presented by J. Abouchaar)

1. INTRODUCTION

1.1 The bold type entries for UN 3166 - **Engines internal combustion** were revised in the 2003-2004 edition of the Technical Instructions to align with the revised text of the UN Model Regulations. The entries now read:

Engines, internal combustion (flammable gas powered); and
Engines, internal combustion (flammable liquid powered).

1.2 Both entries show Packing Instruction 900 for both passenger and cargo aircraft and Cargo Aircraft Only. However, flammable gas powered engines are forbidden on a passenger aircraft and must be consigned as CAO.

1.3 In addition, engines, when not fully enclosed by packaging are not subject to the marking requirements of Part 5;2 or the labelling requirements of Part 5;3 per Special Provision A87. As a consequence, the only indication for flammable gas powered engines being restricted as CAO may be the aircraft limitation shown on the Shipper's Declaration.

1.4 The difficulty then for acceptance personnel is that there is no effective check during acceptance for them to verify that the consignment complies with all relevant DGR requirements.

2. PROPOSAL 1

2.1 Amend the entries for Engines internal combustion to show:

Engines, internal combustion, **flammable gas powered;** and
Engines, internal combustion, **flammable liquid powered**

3. PROPOSAL 2

3.1 An alternative proposal to that above is for the Panel to keep the proper shipping name for **Engines, internal combustion** aligned with that of the UN Model Regulations and instead to review the restriction on the carriage on passenger aircraft of flammable gas powered engines.

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