



**WORKING PAPER**

**DANGEROUS GOODS PANEL (DGP)**

**TWENTY-FIRST MEETING**

**Montréal, 5 to 16 November 2007**

**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 2009-2010 Edition**

**Agenda Item 3: Development of recommendations for amendments to the *Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) for incorporation in the 2009-2010 Edition**

**TRANSPORT OF FLAMES**

(Presented by G.A. Leach)

**SUMMARY**

This working paper proposes to add guidance material to the Supplement to the Technical Instructions in respect of the transport of sporting flames.

Action by the DGP is in paragraph 2.

**1. INTRODUCTION**

1.1 From time to time, requests are received by States for approval to transport a flame in the cabin of an aircraft, in connection with sporting events (e.g. Olympic flame); applications have also been received in respect of the “World Peace Flame” (see <http://www.worldpeaceflame.com/wpf/en/wpf/index.php>). The frequency of requests has resulted in a number of States developing approvals containing conditions to ensure this practice can be safely undertaken. However, it is apparent that many other States are not so familiar with such requests and it is suggested they would benefit from suitable guidance material being added to the Supplement.

1.2 Whilst it may at first appear undesirable to allow a flame to be carried in the passenger cabin, this can be safely achieved by using a kerosene Davy Lamp (or similar), developed for use in explosive atmospheres; approvals granted have required such equipment to be used as a condition. Other conditions include:

- a) prohibition on refilling the lamp on board the aircraft;
- b) requiring incidents to be reported;

- c) limiting the amount of kerosene in the lamp;
- d) requiring the lamp to be accompanied by a designated person;
- e) requiring a fire extinguisher to be in close proximity to the lamp; and
- f) notification of the captain.

## 2. ACTION BY THE DGP

2.1 The DGP is invited to take the following actions:

- a) *insert* a new Introductory note on page 4-(i) of the Technical Instructions:

Note 10.— Carriage of flames

With the approval of the appropriate authority of the State of Origin, or transit (where applicable), of Destination and of the Operator, lamps fuelled by UN 1223 — Kerosene or UN 3295 — Hydrocarbons, liquid, n.o.s., carried by a passenger to transport a symbolic flame (e.g. Olympic flame, Peace flame) may be carried in accordance with the provisions of Special Provision 2XX (which appears in the Supplement).

- b) *amend* Table S-3-1 as follows:

Name	UN No.	Class or division	Subsidiary risk	Labels	State variations	Special provisions	UN packing group	Passenger aircraft		Cargo aircraft	
								Packing instruction	Max. net quantity per package	Packing instruction	Max. net quantity per package
1	2	3	4	5	6	7	8	9	10	11	12
Kerosene	1223	3		Liquid flammable		A2XX	III	309 Y309	60 L 10 L	310	220 L
Hydrocarbons, liquid, n.o.s.	3295	3		Liquid flammable		A2XX	I II II III III	302 305 Y305 309 Y309	1 L 5 L 1 L 60 L 10 L	303 307	30 L 60 L 220 L

- c) *create* a new Special Provision A2XX:

A2XX For the purpose of transporting a symbolic flame, the appropriate States of Origin, of destination and of the Operator may approve the carriage of lamps fuelled by UN 1223 — Kerosene, or UN 3295 — Hydrocarbons, liquid, n.o.s., carried by a passenger as carry on baggage only. Lamps must be of a “Davy” type or similar apparatus. In addition, the following conditions apply as a minimum:

- a) lamps may be lit, but must not be refilled on board the aircraft;
- b) lamps may contain not more than 200 mL of fuel and must be sealed and leakproof;

- c) while on board the aircraft, the lamps must be under the constant supervision of a designated person, who must not be a member of the operating crew;
- d) at least one halon/bcf fire extinguisher must be kept within reach of the designated representative at all times. The nominated person must be trained in the use of the extinguisher;
- e) the pilot-in-command of the flight must be given a verbal briefing and provided with a copy of the approval; and
- f) Part 7;4.1.1 b), c), e), 4.3, 4.4 and 4.8 of the Technical Instructions must apply.

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