



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

2.3: Part 3 — Dangerous Goods List, Special Provisions and Limited and Excepted Quantities

REVISION OF SPECIAL PROVISION A59

(Presented by D. Brennan)

SUMMARY

This working paper proposes revision to Special Provision A59 to clarify that “completely deflated” for unserviceable tyres means a pressure not exceeding 200 kPa.

Action by the DGP-WG: The DGP-WG is invited to revise Special Provision A59 as shown in the appendix to this working paper.

1. INTRODUCTION

1.1 The recent dangerous goods accident involving an unserviceable aircraft tyre that was shipped fully inflated generated some discussion as to just what “completely deflated” meant, i.e. could an aircraft tyre that was no longer serviceable be shipped with some residual pressure, or must the tyre be completely deflated to ambient pressure, for example by removal of the valves.

1.2 The issue here is that aircraft tyres when removed from the aircraft as being “unserviceable” are not necessarily scrapped or disposed of. Depending on the condition of the carcass of the tyre it may be determined that the tyre is still in fit condition to be re-treaded and returned to a serviceable state for further use.

1.3 The issue here is that for an aircraft tyre to be re-treaded there is a need to ensure that the carcass of the tyre is kept in the best possible condition. For this the operator wants to ensure that the nitrogen gas used to inflate the tyre is retained and that no air, which may contain water vapour, enters the

tyre. The best way to achieve this is to deflate the tyre to a lower pressure but maintain a pressure above atmospheric pressure.

1.4 As the threshold for being classified as a Division 2.2 gas is a pressure of 200 kPa or more at 20°C it is proposed to revise Special Provision A59 to change “completely deflated” to instead require that unserviceable tyres be deflated to a gauge pressure of less than 200 kPa which as per Part 2;2.2.2 would no longer be regulated as dangerous goods in Division 2.2.

2. ACTION BY THE DGP-WG

2.1 The DGP-WG is invited to revise Special Provision A59 as shown in the appendix to this working paper.

APPENDIX

PROPOSED AMENDMENT TO PART 3 OF THE TECHNICAL INSTRUCTIONS

Part 3

DANGEROUS GOODS LIST,
SPECIAL PROVISIONS AND
LIMITED AND EXCEPTED QUANTITIES

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Chapter 3

SPECIAL PROVISIONS

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Table 3-2. Special provisions

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A59	A tire assembly unserviceable or damaged is not subject to these Instructions if the tire is completely deflated <u>to a gauge pressure of less than 200 kPa at 20°C</u> . A tire assembly with a serviceable tire is not subject to these Instructions provided the tire is not inflated to a gauge pressure exceeding the maximum rated pressure for that tire. However, such tires (including valve assemblies) must be protected from damage during transport, which may require the use of a protective cover.
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