

# Service Letter

## SL-MD02-005

Revision 1

### 1 Technical Details

#### 1.A Subject

Shipping instructions for M+D Flugzeugbau turbines

#### 1.B Reason

Engines are considered dangerous goods in the sense of the ICAO/IATA DGR already after a completed test run. They fall into class 9 (miscellaneous).

#### 1.C Information

Jet Engine are not considered to be dangerous goods, when the fuel system is purged and has no free liquid and all fuel lines are sealed or capped, according to IATA Dangerous Goods Regulations – Special Provisions A70. Customers need to prepare and purge their engine before shipment. The attached Appendix can be used to confirm execution of the purging task.

#### **Shipping the engine to M+D**

If the Customer/Owner of the engine wants to ship the engine to M+D for maintenance or repair. The customer/owner is responsible for the correct declaration of the shipping good.

#### **Preparing the engine for shipment**

- After disassembling the engine from the Glider, seal the nozzle exhaust with a cleaning cloth with one hand and fix the turbine wheel, to prevent rotation.
- Hold an air gun in the engine inlet and additionally seal the air inlet of the turbine with a cleaning cloth.
- Pressurize the interior of the turbine using compressed air (max. 1.5 bar).
- The residual fuel escapes from the fuel system at the fuel inlet fitting, collect it with a cleaning cloth
- Spray engine from the outside or (through the air intake) inside with brake cleaner and then blow off the engine with shop air. After drying, the engine is ready for shipment.
- Close all connections with blind caps
- Note execution of Engine Preparation for shipping in the Engine Service and Maintenance Record of the Engine Log Book
- Pack the engine in a pressure seal bag and pack it in the M+D Flugzeugbau plastic hard case including the Engine Log Book. (Engine will be rejected without Engine Log Book)
- The certificate to confirm the execution of the preparation for dispatch can be made informally and must be attached to the box.

#### 1.D References

None

#### 1.E Appendices

Appendix 1      Purging Certificate



# Purging Certificate

Date: \_\_\_\_\_

To:

From:

We \_\_\_\_\_ hereby confirm that our engine shipment  
from \_\_\_\_\_  
to \_\_\_\_\_

comply with the latest edition of IATA Dangerous Goods Regulations (DGR) special provisions A70 and it is safe for air transportation as a "NOT RESTRICTED (non-dangerous) shipment.

I/We have ensured that our engine shipment is packed in a manner suitable for air transportation as a non-dangerous shipment and agree to declare these words "Engine. Not Restricted as per IATA DGR SP A70" in the house air waybill in compliance with IATA Dangerous Goods Regulations special provisions A70 requirement.

We, the undersigned, certify that the contents of this shipment are not classified as hazardous material, dangerous goods or prohibited articles by IATA (international Air Transport Association), ICAO (International Civil Aviation Organisation), International Maritime Dangerous Goods Code, or any applicable governmental department, or other relevant organization.

I/We acknowledge that we will be liable for damages resulting from any misstatement or omission of shipping information. We understand the air and road carriage of this shipment is based on the shipment documentation, and this certification that I/we have provided.

Signature: \_\_\_\_\_

Name of shipper: \_\_\_\_\_  
Name of authorized signatory: \_\_\_\_\_  
Title of authorized signatory: \_\_\_\_\_  
Date of declaration: \_\_\_\_\_  
Engine Type/Model \_\_\_\_\_  
Serial Number \_\_\_\_\_

Statement:

**CONFIRMATION:** By signing this certificate, the above Authorized Signatory confirms that He/she is liable for accuracy of the declaration contained herein.