

(b) [Reserved]

[Amdt. 175-1, 41 FR 16106, Apr. 15, 1976, as amended by Amdt. 175-12, 45 FR 13091, Feb. 28, 1980; Amdt. 175-25, 47 FR 54824, Dec. 6, 1982; Amdt. 175-47, 55 FR 52685, Dec. 21, 1990]

**§ 175.310 Transportation of flammable liquid fuel in small, passenger-carrying aircraft.**

A small aircraft or helicopter operated entirely within the State of Alaska or into a remote area elsewhere in the United States may carry, in other than scheduled passenger operations, not more than 76 L(20 gallons) of flammable liquid fuel, if:

- (a) Transportation by air is the only practical means of providing suitable fuel;
- (b) The flight is necessary to meet the needs of a passenger;
- (c) The fuel is carried in metal containers that are either:
  - (1) In strong tight metal containers of not more than 20 L (5.3 gallons) capacity, each packed inside a UN 4G fiberboard box or each packed inside a UN 4C1 wooden box, or in the case of a small aircraft in Alaska, each packed inside a wooden box of at least 1.3 cm (0.51 inch) thickness;
  - (2) Airtight, leakproof, inside containers of not more than 40 L (11 gallons) capacity and of at least 28-gauge metal, each packed inside a UN 4C1 wooden box or, in the case of a small aircraft in Alaska, each packed inside a wooden box of at least 1.3 cm (0.51 inch) thickness;
  - (3) UN 1A1 steel drums of not more than 20 L (5.3 gallons) capacity; or
  - (4) Fuel tanks attached to flammable liquid fuel powered equipment under the following conditions:

- (i) Each piece of equipment is secured in an upright position;
- (ii) Each fuel tank is filled in a manner that will preclude spillage of fuel during loading, unloading, and transportation; and
- (d) In the case of a helicopter, the fuel is carried on external cargo racks;
- (e) Each area or compartment in which the fuel is loaded is suitably ventilated to prevent the accumulation of fuel vapors;
- (f) Before each flight, the pilot-in-command:
  - (1) Informs each passenger of the location of the fuel and the hazards involved; and
  - (2) Prohibits smoking, lighting cigars, pipe, cigarette or flame, and the use of anything that might cause an open flame or spark, while loading or unloading or in flight; and
  - (g) Fuel is transferred to the fuel tanks only while the aircraft is on the surface.

[Amdt. 175-1, 41 FR 16106, Apr. 15, 1976, as amended by Amdt. 175-1A, 41 FR 40686, Sept. 20, 1976; Amdt. 175-12, 45 FR 13091, Feb. 28, 1980; Amdt. 175-21, 46 FR 58696, Dec. 3, 1981; Amdt. 175-47, 55 FR 52686, Dec. 21, 1990; 66 FR 45383, 45384, Aug. 28, 2001]

**§ 175.320 Cargo aircraft only; only means of transportation.**

(a) Notwithstanding §172.101 of this subchapter, when means of transportation other than air are impracticable or not available, hazardous materials listed in the following table may be carried on a cargo aircraft only, subject to the conditions stated in the table and in paragraph (b) of this section and, when appropriate, paragraph (c) of this section:

Material	Class	Conditions
Detonators, detonator assemblies and boosters with detonators.	Division 1.1 or 1.2 explosives	Permitted only when no other hazardous material is aboard the aircraft.
Detonators, detonator assemblies and boosters with detonators.	Division 1.4 explosives .....	With the exception of Division 1.1 or 1.2 Detonators, detonator assemblies and boosters with detonators, permitted only when there are no Division 1.1 or 1.2 (Class A) explosives aboard aircraft.
Fuel, aviation, turbine engine; methyl alcohol; or toluene.	Class 3 (flammable liquid) ....	Permitted in metal drums authorized for Packing Group I or II liquid hazardous materials having rated capacities of 220 L (58.1 gallons) or less. May not be transported in the same aircraft with Class 1 (explosives), Class 5 (oxidizer), or Class 8 (corrosive) materials. Permitted in installed tanks each having a capacity of more than 450 L (118.9 gallons) subject to the conditions specified in paragraph (c) of this section.