

name of the airport official[s] granting the advance permission required by the first sentence of paragraph (b)(2) of this section.

(7) The aircraft and the loading arrangement to be used must be approved for safe carriage of the particular materials concerned by the FAA Civil Aviation Security Office responsible for the operator's overall aviation security program or the appropriate FAA Civil Aviation Security Office serving the place where the material is to be loaded.

(8) When Division 1.1 or 1.2 (explosive) materials are carried aboard cargo aircraft only under the provisions of this section, the aircraft operator shall take all possible action to insure that routes over heavily populated areas are avoided commensurate with considerations of flight safety. During the approach and landing phase, the aircraft operator shall request appropriate vectors when under radar control to avoid heavily populated areas.

(9) During loading and unloading, no person may smoke, carry a lighted cigarette, cigar, or pipe, or operate any device capable of causing an open flame or spark within 15 m (50 feet) of the aircraft.

(10) If the movement involves international transportation, permission for the shipment may also be required from the appropriate authorities of the countries of origin, destination, transit and overflight prior to departure.

(c) The following additional conditions apply to the carriage of Class 3 (flammable) and combustible liquid materials in tanks each having a capacity of more than 420 liters (111 gallons) under the authority of this section:

(1) The tanks and their associated piping and equipment and the installation thereof must have been approved for the material to be transported by the appropriate FAA Regional Office.

(2) In the case of an aircraft being operated by a certificate holder, the operator shall list the aircraft and the approval information in its operating specifications. If the aircraft is being operated by other than a certificate holder, a copy of the FAA Regional Of-

fice approval required by this section must be carried on the aircraft.

(3) The crew of the aircraft must be thoroughly briefed on the operation of the particular bulk tank system being used.

(4) During loading and unloading and thereafter until any remaining fumes within the aircraft are dissipated:

(i) Only those electrically operated bulk tank shutoff valves that have been approved under a supplemental type certificate may be electrically operated.

(ii) No engine or electrical equipment, avionic equipment, or auxiliary power units may be operated, except position lights in the steady position and equipment required by approved loading or unloading procedures, as set forth in the operator's operations manual, or for operators that are not certificate holders, as set forth in a written statement.

(iii) No person may fill a container, other than an approved bulk tank, with a Class 3 (flammable and combustible liquid) materials or discharge a Class 3 (flammable and combustible liquid) materials from a container, other than an approved bulk tank, while that container is inside or within 15 m (50 feet) of the aircraft.

(iv) When filling an approved bulk tank by hose from inside the aircraft, the doors and hatches must be fully open to insure proper ventilation.

(v) Static ground wires must be connected between the storage tank or fueler and the aircraft, and between the aircraft and a positive ground device.

[Amdt. 175-1, 41 FR 16106, Apr. 15, 1976]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 175.320, see the List of CFR Sections Affected which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 175.630 Special requirements for Division 6.1 (poisonous) material and Division 6.2 (infectious substance) material.

(a) A hazardous material bearing a POISON, POISON INHALATION HAZARD, or INFECTIOUS SUBSTANCE label may not be carried in the same compartment of an aircraft with material which is marked as or known to be a foodstuff, feed, or any other edible

material intended for consumption by humans or animals unless either the Division 6.1 (poisonous) material or material in Division 6.2 (infectious substance) and the foodstuff, feed, or other edible material are loaded in separate unit load devices which, when stowed on the aircraft, are not adjacent to each other, or the Division 6.1 (poisonous) material or material in Division 6.2 (infectious substance) are loaded in one closed unit load device and the foodstuff, feed or other material is loaded in another closed unit load device.

(b) No person may operate an aircraft that has been used to transport any package bearing a POISON or POISON INHALATION HAZARD label unless, upon removal of such package, the area in the aircraft in which it was carried is visually inspected for evidence of leakage, spillage, or other contamination. All contamination discovered must be either isolated or removed from the aircraft. The operation of an aircraft contaminated with such Division 6.1 (poisonous) materials is considered to be the carriage of poisonous materials under paragraph (a) of this section.

[Amdt. 175-85, 62 FR 1236, Jan. 8, 1997, as amended at 64 FR 10781, Mar. 5, 1999]

§ 175.700 Special limitations and requirements for Class 7 (radioactive) materials.

(a) In addition to other requirements, no person may carry in a passenger-carrying aircraft any package required to be labeled in accordance with § 172.403 of this subchapter with a Radioactive Yellow-II or Radioactive Yellow-III label unless:

(1) For a package required to be labeled Radioactive Yellow-III, the transport index does not exceed 3.0;

(2) The package is carried on the floor of the cargo compartment, or freight container; and

(3) The package is carried in the aircraft in accordance with §§ 175.701 and 175.703(c).

(b) In addition to the reporting requirements of § 171.15 of this subchapter, the carrier shall also notify the offeror at the earliest practicable moment following any incident in which there has been breakage, spill-

age, or suspected radioactive contamination involving Class 7 (radioactive) materials shipments. Aircraft in which Class 7 (radioactive) materials have been spilled may not again be placed in service or routinely occupied until the radiation dose rate at every accessible surface is less than 0.005 mSv per hour (0.5 mrem per hour) and there is no significant removable radioactive surface contamination as determined in accordance with § 173.443 of this subchapter. When contamination is present or suspected, the package and/or materials it has touched must be segregated as far as practicable from personnel contact until appropriate radiological advice or assistance is obtained. The Regional Office of the U.S. Department of Energy or appropriate State or local radiological authorities can provide advice or assistance, and should be notified in cases of obvious leakage, or if it appears likely that the inside container may have been damaged. For personnel safety, the carrier shall take care to avoid possible inhalation, ingestion, or contact by any person with Class 7 (radioactive) materials that may have leaked or spilled from its package. Any loose Class 7 (radioactive) materials and associated packaging materials must be left in a segregated area pending disposal instructions from responsible radiological authorities.

(c) Except as provided in §§ 173.4, 173.422 and 173.423 of this subchapter, no person shall carry any Class 7 (radioactive) materials aboard a passenger carrying aircraft unless that material is intended for use in, or incident to research, medical diagnosis or treatment.

(d) Type B(M) packages may not be offered or accepted for transportation, nor transported, on passenger-carrying aircraft.

[Amdt. 175-13, 45 FR 20101, Mar. 27, 1980, as amended by Amdt. 175-19, 46 FR 24185, Apr. 30, 1981; Amdt. 175-26, 48 FR 10245, Mar. 10, 1983; Amdt. 175-31, 49 FR 38134, Sept. 27, 1984; 50 FR 18668, May 2, 1985; Amdt. 175-47, 55 FR 52687, Dec. 21, 1990; Amdt. 175-50, 58 FR 50505, Sept. 27, 1993; Amdt. 175-51, 59 FR 49134, Sept. 26, 1994; Amdt. 175-53, 60 FR 50333, Sept. 28, 1995; 62 FR 51561, Oct. 1, 1997; 63 FR 52850, Oct. 1, 1998; 64 FR 51919, Sept. 27, 1999]