

load device was stowed must be inspected for evidence of leakage or contamination immediately upon removal of the unit load device from the aircraft, and the packages or overpacks inspected for evidence of damage or leakage when the unit load device is unloaded. In the event of leakage or suspected leakage, the compartment in which the package, overpack, or unit load device was carried must be inspected for contamination and any dangerous level of contamination removed.

(b) Except as provided in §175.700, the operator of an aircraft must remove from the aircraft any package, baggage or cargo that appears to be leaking or contaminated by a hazardous material. In the case of a package, baggage or cargo that appears to be leaking, the operator must ensure that other packages, baggage or cargo in the same shipment are in proper condition for transport aboard the aircraft and that no other package, baggage or cargo has been contaminated or is leaking. If an operator becomes aware that a package, baggage or cargo not identified as containing a hazardous material has been contaminated, or the operator has cause to believe that a hazardous material may be the cause of the contamination, the operator must take reasonable steps to identify the nature and source of contamination before proceeding with the loading of the contaminated baggage or cargo. If the contaminating substance is found or suspected to be a hazardous material, the operator must isolate the package, baggage or cargo and take appropriate steps to eliminate any identified hazard before continuing the transportation of the item by air.

(c) No person may place aboard an aircraft, a package, baggage or cargo that is contaminated with a hazardous material or appears to be leaking.

(d) If a package containing a material in Division 6.2 (etiologic or infectious substance) is found to be damaged or leaking, the person finding the package shall:

- (1) Avoid handling the package or keep handling to a minimum;
- (2) Inspect packages adjacent to the leaking package for contamination and withhold from further transportation

any contaminated packages until it is ascertained that they can be safely transported;

(3) Comply with the reporting requirement of §171.15 of this subchapter; and

(4) Notify the consignor or consignee.

[Amdt. 175-25, 47 FR 54824, Dec. 6, 1982, as amended by Amdt. 175-47, 55 FR 52685, Dec. 21, 1990; 66 FR 45184, Aug. 28, 2001; 68 FR 45038, July 31, 2003]

Subpart C—Specific Regulations Applicable According to Classification of Material

§ 175.305 Self-propelled vehicles.

(a) Self-propelled vehicles are exempt from the drainage requirements of §173.220 of this subchapter when carried in aircraft designed or modified for vehicle ferry operations and when all of the following conditions are met:

(1) Authorization for this type operation has been given by the appropriate authority in the government of the country in which the aircraft is registered;

(2) Each vehicle is secured in an upright position;

(3) Each fuel tank is filled in a manner and only to a degree that will preclude spillage of fuel during loading, unloading, and transportation; and

(4) Each area or compartment in which a self-propelled vehicle is being transported is suitably ventilated to prevent the accumulation of fuel vapors.

(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;