

information contained in the notification of pilot-in-command can be obtained. The aircraft operator must ensure the telephone number is monitored at all times the aircraft is in flight. The telephone number is not required to be placed on the notification of pilot-in-command if the phone number is in a location in the cockpit available and known to the flight crew.

(9) Confirmation that the package must be carried only on cargo aircraft if its transportation aboard passenger-carrying aircraft is forbidden; and

(10) An indication, when applicable, that a hazardous material is being carried under terms of a special permit.

(b) A copy of the written notification to pilot-in-command shall be readily available to the pilot-in-command during flight. Emergency response information required by subpart G of part 172 of this subchapter must be maintained in the same manner as the written notification to pilot-in-command during transport of the hazardous material aboard the aircraft.

(c) The aircraft operator must—

(1) Retain a copy of the shipping paper required by §175.30(a)(2) or an electronic image thereof, that is accessible at or through its principal place of business and must make the shipping paper available, upon request, to an authorized official of a federal, state, or local government agency at reasonable times and locations. For a hazardous waste, each shipping paper copy must be retained for three years after the material is accepted by the initial carrier. For all other hazardous materials, each shipping paper copy must be retained by the operator for one year after the material is accepted by the initial carrier. Each shipping paper copy must include the date of acceptance by the carrier. The date on the shipping paper may be the date a shipper notifies the air carrier that a shipment is ready for transportation, as indicated on the air bill or bill of lading, as an alternative to the date the shipment is picked up or accepted by the carrier. Only an initial carrier must receive and retain a copy of the shipper's certification, as required by §172.204 of this subchapter.

(2) Retain a copy of each notification of pilot-in-command, an electronic

image thereof, or the information contained therein for 90 days at the airport of departure or the operator's principal place of business.

(3) Have the information required to be retained under this paragraph readily accessible at the airport of departure and the intended airport of arrival for the duration of the flight leg.

(4) Make available, upon request, to an authorized official of a Federal, State, or local government agency (including an emergency responders) at reasonable times and locations, the documents or information required to be retained by this paragraph.

(d) The documents required by paragraphs (a) and (b) this section may be combined into one document if it is given to the pilot-in-command before departure of the aircraft.

[71 FR 14604, Mar. 22, 2006, as amended at 72 FR 25177, May 3, 2007]

Subpart B—Loading, Unloading and Handling

§ 175.75 Quantity limitations and cargo location.

(a) No person may carry on an aircraft a hazardous material except as permitted by this subchapter.

(b) Except as otherwise provided in this subchapter, no person may carry a hazardous material in the cabin of a passenger-carrying aircraft or on the flight deck of any aircraft, and the hazardous material must be located in a place that is inaccessible to persons other than crew-members. Hazardous materials may be carried in a main deck cargo compartment of a passenger aircraft provided that the compartment is inaccessible to passengers and that it meets all certification requirements for a Class B aircraft cargo compartment in 14 CFR 25.857(b) or for a Class C aircraft cargo compartment in 14 CFR 25.857(c). A package bearing a KEEP AWAY FROM HEAT handling marking must be protected from direct sunshine and stored in a cool and ventilated place, away from sources of heat.

(c) For each package containing a hazardous material acceptable for carriage aboard passenger-carrying aircraft, no more than 25 kg (55 pounds) net weight of hazardous material may

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be loaded in an inaccessible manner. Loaded in an inaccessible manner means cargo that is loaded in such a manner that a crew member or other authorized person cannot handle, and when size and weight permit, separate such packages from other cargo during flight. This includes materials loaded in a freight container in an accessible cargo compartment. In addition to the 25 kg limitation above, an additional 75 kg (165 pounds) net weight of Division 2.2 (non-flammable compressed gas) may be loaded in an inaccessible manner. These requirements do not apply to Class 9 and ORM-D materials.

(d) Each package containing a hazardous material acceptable only for cargo aircraft must be loaded in such a manner that a crew member or other authorized person can access, handle and when size and weight permit, separate such packages from other cargo during flight.

(e) For cargo aircraft only, the requirements of paragraph (c) and (d) do not apply to the following hazardous materials:

(1) Class 3—Packing Group III (that do not meet the definition of another hazard class), Division 6.1 (except those also labeled FLAMMABLE), Division 6.2, Class 7, Class 9 or ORM-D;

(2) Division 2.2 in that an additional 75 kg (165 pounds) net weight of Division 2.2 material is authorized in inaccessible locations.

(3) Packages of hazardous materials transported aboard a cargo aircraft, when other means of transportation are impracticable or not available, in accordance with procedures approved in writing by the FAA Regional or Field Security Office in the region where the operator is located.

(4) Packages of hazardous materials carried on small, single pilot, cargo aircraft if:

(i) No person is carried on the aircraft other than the pilot, an FAA inspector, the shipper or consignee of the material, a representative of the shipper or consignee so designated in writing, or a person necessary for handling the material;

(ii) The pilot is provided with written instructions on the characteristics and proper handling of the materials; and

(iii) Whenever a change of pilots occurs while the material is on board, the new pilot is briefed under a hand-to-hand signature service provided by the operator of the aircraft.

(5) At a minimum, quantity limits and loading instructions in the following Quantity and Loading Tables must be followed to maintain acceptable quantity and loading between packages containing hazardous materials. The Quantity and Loading Tables are as follows:

Section 175.75 Quantity and Loading Tables

PASSENGER AIRCRAFT		
Packages Authorized for Transport Onboard a Passenger Aircraft		
In an accessible cargo compartment		
If packages are accessible	If packages are inaccessible	If packages are in a freight container
No limit	25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).	25 kg per container plus an additional 75 kg of Division 2.2 material. (see Note 1).
In an inaccessible cargo compartment		
If packages are not in a freight container	If packages are in a freight container	
25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).	25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).	

CARGO ONLY AIRCRAFT
Packages Authorized for Transport Onboard a Passenger Aircraft

In an accessible cargo compartment		
If packages are accessible	If packages are inaccessible	If packages are in a freight container
No limit	25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).	25 kg per container plus an additional 75 kg of Division 2.2 material. (see Note 1).

In an inaccessible cargo compartment	
If packages are not in a freight container	If packages are in a freight container
25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).	25 kg per compartment plus an additional 75 kg of Division 2.2 material. (see Note 1).

Packages Only Authorized for Transport Aboard a Cargo Aircraft

In an accessible cargo compartment			
If packages are accessible	If packages are inaccessible	If packages are in a freight container and are accessible	If packages are in a freight container and are inaccessible
No limit	Forbidden. (see Note 1)	No Limit	Forbidden. (see Note 1).

In an inaccessible cargo compartment	
If packages are not in a freight container	If packages are in a freight container
Forbidden. (see Note 1)	Forbidden. (see Note 1).

Note 1: The following materials are not subject to this restriction:
a. Class 3, PG III (unless the hazardous material meets the definition of another hazard class).
b. Class 6 (unless also labeled as a flammable liquid).
c. Class 7 (unless the hazardous material meets the definition of another hazard class).

[71 FR 14604, Mar. 22, 2006, as amended at 72 FR 55693, Oct. 1, 2007]

EDITORIAL NOTE: The following amendment could not be incorporated into §175.75 because of the inaccurate amendatory instruction. For the convenience of the user the amendatory instruction and text is set forth as follows:

At 71 FR 54395, Sept. 14, 2006, §175.75 was amended in part by revising paragraph (e)(5).

§ 175.75 Quantity limitations and cargo location.

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(e) * * *

(5) At a minimum, quantity limits and loading instructions in the following quantity and loading tables must be followed to maintain acceptable quantity and loading distances between packages containing haz-

ardous materials. These requirements do not apply to Class 9 or ORM-D materials. The quantity and loading tables are as follows:

Section 175.75 Quantity and Loading Tables

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CARGO ONLY AIRCRAFT

[Packages authorized for transport onboard a passenger aircraft]

In an accessible cargo compartment		
If packages are accessible	If packages are inaccessible	If packages are in a Freight Container
No limit	25 kg per compartment plus an additional 75 kg of Division 2.2 material (see Note 1).	25 kg per container plus an additional 75 kg of Division 2.2 material (see Note 1).

In an inaccessible cargo compartment	
If packages are not in a freight container	If packages are in a freight container
25 kg per compartment plus an additional	25 kg per compartment plus an additional 75 kg of Division 2.2 material (see Note 1).
75 kg of Division 2.2 material	25 kg per compartment plus an additional 75 kg of Division 2.2 material (see Note 1).