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Class 7 material, any loose Class 7 material, associated packaging material, and any other materials that have been contaminated must be segregated as far as practicable from personnel contact until radiological advice or assistance is obtained from the U.S. Department of Energy or appropriate State or local radiological authorities.

(c) An aircraft in which Class 7 material has been released must be taken out of service and may not be returned to service or routinely occupied until the aircraft is checked for radioactive contamination and it is determined in accordance with §173.443 of this subchapter that the 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 surface contamination.

(d) Each aircraft used routinely for transporting Class 7 materials shall be periodically checked for radioactive contamination, and an aircraft must be taken out of service if contamination exceeds the level specified in paragraph (c). The frequency of these checks shall be related to the likelihood of contamination and the extent to which Class 7 materials are transported.

(e) In addition to the reporting requirements of (§§171.15 and 171.16 of this subchapter and §175.31 of this part, an aircraft operator shall notify the offeror at the earliest practicable moment following any incident in which there has been breakage, spillage, or suspected radioactive contamination involving Class 7 (radioactive) materials shipments.

§175.706 Separation distances for undeveloped film from packages containing Class 7 (radioactive) materials.

No person may carry in an aircraft any package of Class 7 (radioactive) materials required by §172.403 of this subchapter to be labeled Radioactive Yellow–II or Radioactive Yellow–III closer than the distances shown in the table below to any package marked as containing underdeveloped film.

Transport index	Minimum separation distance to nearest undeveloped film for various times in transit									
	Up to 2 hours		2 to 4 hours		4 to 8 hours		8 to 12 hours		Over 12 hours	
	Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet	Meters	Feet
0.1 to 1.0	0.3	1	0.6	2	0.9	3	1.2	4	1.5	5
1.1 to 5.0	0.9	3	1.2	4	1.8	6	2.4	8	3.3	11
5.1 to 10.0	1.2	4	1.8	6	2.7	9	3.3	11	4.5	15
10.1 to 20.0 ...	1.5	5	2.4	8	3.6	12	4.8	16	6.6	22
20.1 to 30.0 ...	2.1	7	3	10	4.5	15	6	20	8.7	29
30.1 to 40.0 ...	2.4	8	3.3	11	5.1	17	6.6	22	9.9	33
40.1 to 50.0 ...	2.7	9	3.6	12	5.7	19	7.2	24	10.8	36

§175.900 Handling requirements for carbon dioxide, solid (dry ice).

Carbon dioxide, solid (dry ice) when shipped by itself or when used as a refrigerant for other commodities, may be carried only if the operator has made suitable arrangements based on the aircraft type, the aircraft ventilation rates, the method of packing and stowing, whether animals will be carried on the same flight and other factors. The operator must ensure that the ground staff is informed that the dry ice is being loaded or is on board the aircraft. For arrangements between the shipper and operator, see §173.217 of this subchapter. Where dry ice is contained in a unit load device (ULD) or other type of pallet prepared by a single shipper in accordance with §173.217 and the operator after the acceptance adds additional dry ice, the operator must ensure that the information provided to the Pilot-in-Command and the marking on the ULD when used as a packaging reflects that revised quantity of dry ice.

[73 FR 4719, Jan. 28, 2008]

PART 176—CARRIAGE BY VESSEL

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AUTHORITY: 49 U.S.C. 5101–5128; 49 CFR 1.53.

Subpart A—General

§ 176.1 Purpose and scope.

This part prescribes requirements in addition to those contained in parts 171, 172, and 173 of this subchapter to be observed with respect to the transportation of hazardous materials by vessel.

§ 176.2 Definitions.

As used in this part—