



U.S. Department  
of Transportation

**Research and  
Special Programs  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

JAN 28 2000

Mr. Timothy H. Shaw  
484 West Main Street  
Milan, MI 48160

Ref. No. 99-0265

Dear Mr. Shaw:

This is in response to your letter dated September 25, 1999, regarding the requirement for showing the letters, "UN" on shipping documents under the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180). Specifically, you ask if the notification to the Pilot-in-Command may omit the letters "UN" before the corresponding hazardous material identification number.

The answer is no. Section 175.33(a)(1), Notification of pilot-in-command, requires that the notification to the pilot contain the identification number of the material as specified in § 172.101, Hazardous Materials Table (HMT), or the International Civil Aviation Organization's (ICAO) Technical Instructions. Section 4.1.2 of Part 4, Chapter 4 of the ICAO Technical Instructions requires that an identification number be preceded by the letters "UN."

It is the opinion of this Office that the information provided to the Pilot-in-Command, as specified in 4.1.1 of Part 5, Chapter 4 must be consistent with the documentation requirements identified in the paragraph above.

I hope this satisfies your request.

Sincerely,

Delmer F. Billings  
Chief, Standards Development  
Office of Hazardous Materials Standards



990265

175.33

484 West Main Street  
Milan, MI 48160  
September 24, 1999

Mr. Edward Mazzullo  
Director of Hazardous Materials Standards  
USDOT / RSPA  
DHM-10  
400 Seventh Street S.W.  
Washington, DC 20590-0001  
VIA FACSIMILE 202-366-3012

Nelson  
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99-0265

Dear Mr. Mazzullo,

On October 1, 1998, I wrote to Mr. Alan Roberts concerning the following issue. To date I have not received a response.

49CFR §175.33 details the information that must be given to the Pilot-in Command of any aircraft transporting hazardous materials aboard (including attached to or suspended from) aircraft as soon as practicable before flight.

49CFR §175.33(a)(1) requires (among other elements), the UN number as specified in 49CFR §172.101, or the ICAO Technical Instructions. The enclosed "Dangerous Goods Load Notification to Captain" (carrier / customer / certification information deleted) for 'Paint related material,' UN1263, shows the UN number as "1263."

49CFR §172.101 shows this number as "UN1263," the ICAO Technical Instructions shows this entry as "1263" under the column heading "UN No."

Note that the column on the 'Dangerous Goods Load Notification to Captain' is headed "UN / ID Number."

My question: Does the entry for UN Number on the enclosed 'Dangerous Goods Load Notification to Captain' for "Paint Related Material," satisfy the identification number requirement of 49CFR §175.33?

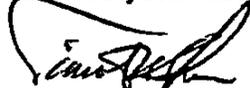
The 1999/2000 edition of the ICAO Technical Instructions; Part 5, Chapter 4, 'Information to Pilot-in-Command,' Paragraph 4.1.1(b) requires "...and UN number as listed in these instructions;..." (italics added), be provided to the Captain by the operator.

The 1999/2000 edition of the ICAO Technical Instructions; Part 4; Chapter 4, 'Documentation' Paragraph 4.1.2 requires the shipper to include on the shipping paper "...UN number (if any) preceded by the letters "UN"..."

Does the 'UN Number' "as listed in these instructions" include the prefix 'UN'? Or by virtue of a column heading, is the 'UN number' simply a four-digit identifier, with the prefix necessary only under specific circumstances? I realize that the 'UN' identifier is required only for those entries to which a UN identifier has been assigned.

I look forward to your interpretation.

Respectfully submitted,



Timothy H. Shaw  
734-623-0500 ext. 222 days  
734-439-2475 evenings  
Encl. (1)