



U.S Department
of Transportation

Research and
Special Programs
Administration

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

NOV 16 1998

Mr. Ronnie Screws
Compliance Officer
Peerless Coatings, Inc.
1611 22nd Street S.E.
Cullman, AL 35055-5465

Ref. No. 98-0302

Dear Mr. Screws:

This is in response to your letter dated October 2, 1998, regarding the applicability of the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180) to shipments of flammable liquids on your company aircraft.

The Department of Transportation governs the transportation of hazardous materials in interstate, foreign, and intrastate commercial movements. Hazardous materials transported aboard your company aircraft are in commerce, and are subject to the HMR. The purpose and scope of the HMR may be found in § 171.1.

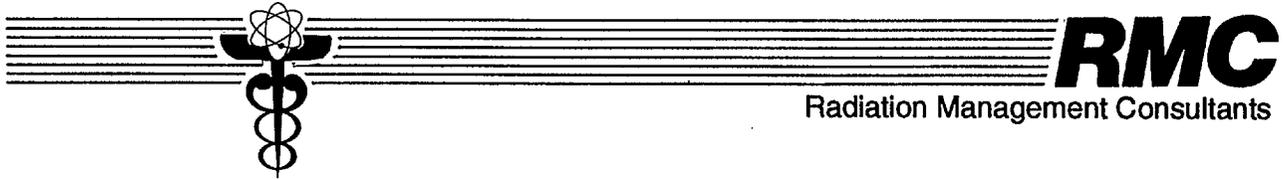
I hope this satisfies your inquiry. If this office can be of further assistance, please contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Delmer F. Billings".

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

File 175



March 19, 1998

Edward Mazzullo
Director
Office of Hazardous Materials Standards
Research and Special Programs Administration
US Department of Transportation
400 7th Street, S.W.
Washington D.C. 20590

Dear Director:

In the course of my work as an emergency medical consultant to the nuclear power and chemical industries, I have been confronted with, on numerous occasions the following dilemma. Many medical helicopter programs (MED EVAC) pilots and directors have advised me that they do not/will not transport a patient who is contaminated with ANY level of radioactive contamination; even if this patient is in dire need of lifesaving transport (*flight*) to a trauma center.

I am furthermore advised that flying this type of patient is "prohibited by the FAA."

Under what regulatory provision, if any, would this action be prohibited or allowed. The utility-companies, which I represent, along with myself, are concerned that eventually an incident will occur which will result in an unnecessary death.

Thank you for your attention with this matter. Please contact me at (215) 824-1300 if you require any further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Gil Cosnett".

Gil Cosnett
Clinical Instructor

GC:slp



Nelson
\$173.22
98-0302

Peerless Coatings, Inc.

1611 22nd St. S.E., Cullman, AL 35055-5465 (256) 734-5000

171.1

October 2, 1998

Mr. Edward Mazzullo, DHM-10
Research and Special Projects Administration (RSPA)
Office of Hazardous Material Standards
400 Seventh Street Southwest
Washington, DC 20590

Dear Mr. Mazzullo:

My name is Ronnie Screws, I am the Compliance Officer for Peerless Coatings, Inc., a manufacturer of industrial coatings. Peerless Coatings, Inc. also owns a Cessna 414 aircraft. My direct supervisor has asked me to determine if transporting 0 - 10 gallon amounts of a flammable liquid (UN1263) on the above mentioned company aircraft falls under DOT regulations.

Please forward a written interpretation of this situation with regards to current DOT regulations. Your help would be greatly appreciated.

Respectfully,

R. H. Screws

Ronnie Screws
Compliance Officer

RS/km

*meets cargo aircraft
171.8
1 passenger carrying
any other cargo other than
chemicals or explosives*

*UN1263
Paint related material
3, PG I, II, III
T8, T31
EX. 173.150
pkgs 173.201
30L MAX
COO. E*

Score
171.1