



U.S. Department
of Transportation

**Research and
Special Programs
Administration**

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

JUN 28 2002

Mr. Muthusamy Chandran
Senior Officer
Singapore Airlines Ltd.
Airline House 05A
Singapore

Ref. No. 02-0137

Dear Mr. Chandran:

This is in response to your April 16, 2002 letter regarding the classification of a material under the Hazardous Materials Regulations (HMR; 49 CFR parts 171-180). Specifically, you ask if Mobil Jet Oil or Skdrol contained in hydraulic parts is considered a hazardous material for air transportation.

Although you did not provide material safety data sheets (MSDS) for these products, you state that the MSDS for these materials do not indicate they are hazardous for air transportation and that they can be air freighted as normal cargo. Subsequently, the materials in your hydraulic parts would have to exhibit some characteristic that would make them hazardous for transportation, including by air. If the materials in your hydraulic parts do not meet the definition of a hazardous material, such as a flammable liquid, and the internal fluid is identical in nature to the material listed in the MSDS, then it would appear that the hydraulic parts you described are not subject to the HMR.

It is up to the offerer to determine if their material is hazardous or not. Additionally, your material may be subject to applicable requirements of the International Civil Aviation Organization's Technical Instructions.

I hope this satisfies your request.

Sincerely,

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



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Mr. Ed Mazullo
Department of Transport
Research and Special
Programs Administration
Office of Hazardous Materials Standards
400 Seventh Street S.W.
Washington, DC 20590
United States of America

16th April 2002

Dear Mr Ed,

I have a question, which has been nagging me for sometime. I hope you can help me with it.

Mobile Jet Oil, used in aircraft engines and Skdrol LD4, used in hydraulic parts are not classified as dangerous goods as per their respective manufacturers Material Safety Data Sheet. These fluids can be air freighted as normal cargo.

When the unserviceable parts are removed from the aircraft, is the Mobil Jet Oil or Skdrol contained in these parts, considered dangerous.

Can these parts be still air freighted as normal cargo or should they be declared as dangerous goods.

If it is to be declared as dangerous goods, under which Proper Shipping Name should these fluids be classified.

I do hope to receive your reply as soon as possible. I would like to thank you in advance for taking your time in replying to me.

Once again thank you very much.

Yours Truly,

A handwritten signature in cursive script, appearing to read "Chandran".

M Chandran
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