RADIOLOCATION SERVICE FREQUENCY TABLE

Frequency band	Class of Stations	Limitations
Kilohertz		
* * * * *		
1605 to 1715	.....do	4, 5, 6, 28, and 29.
* * * * *		
1900 to 1950	.....do	6, 25, 26, 27, and 30.
1950 to 2000	.....do	6, 25, 27, and 30.
* * * * *		

2. New paragraphs § 90.103(c) (25), (26), (27), (28), (29), and (30) are added to read:

(c) * * *

* * * * * *

(25) Station assignments on frequencies in this band will be made subject to the conditions that the maximum output power shall not exceed 375 watts and the maximum authorized bandwidth shall not exceed 1.0 kHz.

(26) Each frequency assignment in this band is on an exclusive basis within the primary service area to which assigned. The primary service area is the area where the signal intensities are adequate for radiolocation purposes from all stations in the radiolocation system of which the station in question is a part; that is, the primary service area of the station coincides with the primary service area of the system. The normal minimum geographical separation between stations of different licensees shall be at lease 1200 mi. (1931 km.) when the stations are operated on the same frequency or on different frequencies separated by less than 1.0 kHz. Where geographical separation of less than 1200 mi. (1931 km.) is requested under these circumstances, it must be shown that the desired separation will result in a protection ratio of at least 20 decibels throughout the primary service area of other stations.

(27) Notwithstanding the bandwidth limitations otherwise set forth in this section of the rules, wideband systems desiring to operate in this band may use such bandwidth as is necessary for proper operation of the system provided that the field strength does not exceed 120 microvolts per meter per square root Hertz (120 uv/m/Hz$^{1/2}$) at 1 mile. Such wideband operations shall be authorized on a secondary basis to stations operating within otherwise applicable technical standards.

(28) Since the 1605–1705 kHz band has been reallocated for AM broadcasting, no new assignments in the 1605–1705 kHz portion of this band shall be made after September 30, 1985.

(29) Beginning July 1, 1986, licensees of stations authorized frequencies in the 1605–1705 kHz portion of this band may request modification of their authorizations to change frequencies to the 1900–2000 kHz band.

(30) Until July 1, 1987, this band will be available only for licensees of stations operating in the 1605–1705 kHz portion of the 1605–1715 kHz band requesting modification of their authorizations to change frequencies to this band. On July 1, 1987, requests for new station authorizations in this band will be accepted and, if necessary, will be subject to the random selection procedures outlined in § 1.972 of the Commission's Rules.

PART 97—AMATEUR RADIO SERVICES

3. Section 97.7 is amended by revising the table in paragraph (a) by replacing each of the single entries for 160 meters under the General, Advanced and Amateur Extra control operator license classes with two separate entries for 160 meters, and by adding a new limitation (16) to paragraph (b) as follows:

§ 97.7 Control operator frequency privileges.

(a) * * *

Control operator license class	Meter band	Terrestrial location of the amateur radio station			Limitations (see para. (k)
		ITU region 1	ITU region 2	ITU region 3	
* * * *		*	*	*	
			Kilohertz		
General	160	.....	1800–1900	1800–1900	
	160	.....	1900–2000	1900–2000	16
* * * *		*	*	*	
			Kilohertz		
Advanced	160	.....	1800–1900	1800–1900	
	160	.....	1900–2000	1900–2000	16
* * * *		*	*	*	
			Kilohertz		
Amateur	160	.....	1800–1900	1800–1900	
Extra	160	.....	1900–2000	1900–2000	16
* * * *		*	*	*	

(b) Limitations:

* * * * *

(16) Amateur stations operating in this frequency band must not cause harmful interference to the radiolocation service and are afforded no protection from interference due to the operation of stations in the radiolocation service in this band.

[FR Doc. 85–26483 Filed 11–5–85; 8:45 am]
BILLING CODE 6712–01–M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR, Parts 172, 173, 174 and 176

[Docket No. HM–180 and HM–188B; Amdt. Nos. 172–98, 173–191, 174–47, and 176–22]

Placarding of Empty Tank Cars; Transportation of Hazardous Materials Between Canada and the United States; Corrections

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Correction of final rules.

SUMMARY: This document corrects a final rule in Docket HM–180 published on September 26, 1985, (50 FR 39005) concerning the placarding of empty tank cars and a final rule in Docket HM–188B published on October 11, 1985 (50 FR 41516) concerning transportation of hazardous materials between Canada and the United States. This action is necessary to correct editorial and typographical errors contained in these final rules.

In Docket HM–188B, the reference "§ 171.12a" is incorrectly shown as "§ 173.12a" in the changes to § 173.314 and § 176.11 which appear on FR page 41521.

In Docket HM–180, the revision to § 172.525(a)(2), which appears on FR page 39007 is corrected to exclude the POISON GAS, EXPLOSIVES, AND RADIOACTIVE placards from the requirement to display the identification number across the midsection of each RESIDUE placard, in order to be consistent with the requirements of § 172.334(a). In the change to paragraph (a)(10) of Appendix B to Part 172, which appears on FR page 39008, the word "above" in the next to the last sentence is corrected to read "below". In the change to § 174.25(c), which appears on FR page 39008, the language in the first sentence is corrected to except tank cars containing combustible liquids from the provisions for using "RESIDUE" as part of shipping paper descriptions, and the

last sentence is corrected to show the "RQ" is entered on the shipping paper for an empty tank car only if the tank car still contains a reportable quantity of a hazardous substance.

FOR FURTHER INFORMATION CONTACT: Lee Jackson, Office of Hazardous Materials Transportation (OHMT), U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590 (202-426-2075).

In consideration of the foregoing the following corrections are made in Dockets HM-180 and HM-188B.

1. On page 50 FR 39007 (Docket HM-180), the first sentence of paragraph (a)(2) of § 172.525 is revised to read as follows:

§ 172.525 Standard requirements for the RESIDUE placard.

(a) * * *

(2) Except for the POISON GAS, RADIOACTIVE or EXPLOSIVES placard, the midsection of each RESIDUE placard must display the appropriate identification number as specified in § 172.332 (c) and (d). * * * * * * * * * *

2. On page 50 FR 39008 (Docket HM-180), in paragraph (c)(10) of Appendix B to Part 172, the penultimate sentence is amended by changing "above" to "below".

3. On page 50 FR 41521 (Docket HM-188B), in item 9, § 173.314(h) and item 13, § 176.11(b), the reference to "§ 173.12a" is corrected to read "§ 171.12a".

4. On page 50 FR 39008 (Docket HM-180), paragraph (c) of § 174.25 is revised to read as follows:

§ 174.25 Additional information on waybills, switching orders and other billings.

* * * * *

(c) For a tank car that contains only the residue of a hazardous material, other than a combustible liquid, the shipping papers must contain the words "RESIDUE: Last Contained * * *", the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word RESIDUE. For example, "RESIDUE: Last Contained Sulfuric acid, Corrosive material, UN1830, Placarded: CORROSIVE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

* * * * *

Issued in Washington, DC on November 1, 1985 under the authority delegated in 49 CFR, 1.53, Part 1, Appendix A.

M. Cynthia Douglass,

Administrator, Research and Special Programs Administration.

[FR Doc. 85-26498 Filed 11-5-85; 8:45 am]

BILLING CODE 4910-60-M

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49 CFR Part 173

[Docket No. HM-172B; Amdt. No. 173-194]

Cylinder Retester Identification Procedures

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Final rule.

SUMMARY: This final rule amends the requirements for the periodic retesting of cylinders by requiring that cylinders be marked with the cylinder retester's identification number. This action will provide the means to trace the retester of a given cylinder and thereby enhance DOT's ability to provide safety oversight of cylinder retesting. The intended effect of this action is to identify individuals who are retesting DOT cylinders. In adopting these procedures and requirements, it is necessary to revise § 173.300a to reflect that DOT approved independent inspection agencies will be eligible to perform inspections in functional areas other than the currently stated limitation to manufacturer's testing under Part 178.

EFFECTIVE DATE: January 15, 1986.

FOR FURTHER INFORMATION CONTACT: David E. Henry, Office of Hazardous Materials Transportation (OHMT), Research and Special Programs Administration, Washington, D.C. 20590, (202) 472-5892 or Marilyn Morris, (202) 426-2075.

SUPPLEMENTARY INFORMATION:

I. Background

On October 4, 1984, RSPA published a Notice of Proposed Rulemaking (NPRM) in the **Federal Register** (49 FR 39177). The NPRM proposed certain procedures requiring a cylinder retester to mark a retested DOT cylinder with an identification number (issued by RSPA). The proposed identification number would be placed between the month and year of the retest date on each cylinder retested. The NPRM also proposed additional changes to permit an approved independent inspection agency to perform inspection functions as authorized by any provision in the Hazardous Materials Regulations (HMR) (49 CFR Parts 171-179) for which it has been qualified. This final rule contains amendments to the OHMT which are based on the proposals contained in the NPRM and the comments received in response to that NPRM. Interested persons should refer to Notice 84-12 (49 FR 39177) for detailed background information.

RSPA received 32 written comments in response to Notice 84-12, most of which came from manufacturers of fire fighting equipment. Comments were also received from two trade associations, the Air Transport Association (ATA), and The Chlorine Institute, Inc. The majority of the respondents were supportive of the proposal.

A discussion of the significant comments and amendments adopted in this final rule follows:

Three commenters expressed their concern that cylinder logos (an identifying statement) which each of their companies have used for years to identify their own cylinders, and which are recognized in their own geographic areas, would no longer be allowed; one of the three commenters suggested that the use of a symbol or logo should be allowed as an option. RSPA disagrees. RSPA views logos, to which several companies subscribe, as only being recognizable in small geographic areas. There are situations where two or more companies located in different parts of the country are using the same logos. In the case of symbols, there is no easy way to distinguish a retester's symbol from those of cylinder owners, users, manufacturers, or inspectors. In addition, RSPA is unable to register retester's logos on its automatic data processing equipment.

The ATA, which represents carriers that contract with independent agencies for the hydrostatic retesting of cylinders, and four other commenters expressed concern that the proposed markings will require aditional space on the cyclinder shoulder, and more work for retesters because of the additional required markings. RSPA disagrees. During the past few years, RSPA has observed the proposed identification system in use, both domestically and internationally. A number of retesters have been marking their cylinders in the manner proposed in the NPRM, using one die containing all characters of the identification number. The one die concept has produced legible markings and the process takes less of the retester's time than the application of single character dies. RSPA has observed the one die concept for marking cylinders undergoing retest, and found that the amount of space needed for marking the retested cylinders only increased slightly.