to Boulder City, Parker and Blythe, as appropriate.

The proposed changes would enable the Los Angeles Center to develop a common SID that would combine twelve existing SIDs into one radar vector common SID without transitions. This common SID would vastly simplify the departure procedures out of Los Angeles International Airport and also reduce charting.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on September, D.C., on September 22, 1976.

WILLIAM E. BROADWATER,
Chief, Airspace and Air Traffic Rules Division.

[FR Doc.76-28420 Filed 9-29-76;8:45 am]

Office of Hazardous Materials Operations

[49 CFR Part 172]

[Docket No. HM-141]

COLOR CODING OF COMPRESSED GAS PACKAGES

Advance Notice of Proposed Rule Making

The Materials Transportation Bureau (Bureau) has been asked to consider amending Part 172 of the Hazardous Materials Regulations as they apply to the identification of compressed gases in cylinders by means of a color coding system (system) applied to the individual compressed gas cylinder (cylinder). There have been numerous bills considered by both houses of Congress in the past several years to establish this system. The purpose of the system is to provide safety for any person within the sphere of hazard surrounding the cylinder whether the cylinder is in transportation, use, or storage. Further, it was anticipated that the system would protect any person using the gas from the cylinder by identifying the gas contained in the cylinder.

To develop a Notice of Proposed Rulemaking, certain information is required and, therefore, the Bureau is providing this opportunity for comment from the public for the development of a system of color coding compressed gas packagings. Comments should be addressed to the following subjects:

(1) How useful is a color coding concept?

(2) Should all types of compressed gas packagings be included in the system such as cylinders, cargo tanks, tank cars, and portable cargo tanks?

(3) Should there be a volume limitation for packagings related by the system?

(4) Should this volume limitation be expressed by volume of gas contained or water capacity in the packaging?

(5) Should one of the following standards be adopted:

(a) The Defense Supply Agency Standard Interim F11GT/162, Appendix B, Reference Drawing Group B;

(b) American National Standards Institute Standard ANSI Z48.1-1954 (R1971) Method of Marking Portable Compressed Gas Containers to Identify the Material Contained;

(c) Color coding by use of a four color code system to identify the UN numbering system for compressed gases, this color code system is to be similar to that used by the Electronic Industry Association Standard RS-359, August 1968 (Reaffirmed August 1972). This color coding numbering system could be accomplished by painting the entire packaging in a four color combination or by use of a 2-inch x 12-inch pressure sensitive material which has four color bands 3 inches wide;

(d) Single color code system for each compressed gas;

(e) Metal stamping or embossing name of package contents on the shoulder of the package or markings similar to those specified in CGA Phamphlet C-7, Appendix A; or

(f) Paint stencil or silk screen name of contents in one location longitudinal to the package sidewall?

Since 49 CFR, Parts 172-176, already contains requirements for: (1) shipping papers, way bills, switching orders, and other billing, (2) marking of portable tanks, (3) marking or placarding rail cars and motor vehicles, and (4) labeling of cylinders, substantiation should be provided in the comments for establishing the fact that the proposed color coding system selected will significantly enhance safety above and beyond that provided by the current regulations and further will fully meet the necessary overall safety needs of the public. Inasmuch as it is now required that economic impact evaluations are to be made prior to rulemaking, the public should indicate the anticipated costs of any identification system that might be selected from those mentioned by the Department or proposed by the commenter.

Interested persons are invited to give their views on the proposed system. Communication should identify the docket number and be submitted (five copies) to the Section of Dockets, Office of Hazardous Materials Operations, Department of Transportation, Washington, D.C., 20590. Communications received on or before November 30, 1976 will be considered before a Notice of Proposed Rulemaking is prepared. All comments received will be available for examination by interested persons in the Section of Dockets, Office of Hazardous Materials Operations, Room 6500, Trans Point Building, 2100-2nd Street, S.W., Washington, D.C., both before and after the closing date for comment.

(49 U.S.C. 1803, 1804, 1808 and 49 CFR 1.53 (e) and paragraph (a) (4) of App. A to Part 102)

Issued at Washington, D.C. on September 22, 1976.

ALAN I. ROBERTS,
Director, Office of Hazardous Materials Operations.

[FR Doc. 76-28311 Filed 9-29-76;8:45 am]

Materials Transportation Bureau

[49 CFR Part 173]

[Docket No. HM-139; Notice No. 76-7]

TRANSPORTATION OF HAZARDOUS MATERIALS

Conversion of Individual Exemptions to Regulations of General Applicability

The Materials Transportation Bureau is considering amending the regulations governing the transportation of hazardous materials to incorporate therein a number of changes based on existing exemptions which have been granted to individual applicants allowing them to perform particular functions in a manner that varies from that specified by the regulations. Adoption of these exemptions as rules of general applicability would provide wider access to the benefits of transportation innovations recognized as effective and safe.

Comments by: October 30, 1976.

Addressed to: Docket Section, Office of Hazardous Materials Operations, Department of Transportation, Washington, D.C. 20590. Comments should refer to Docket No. HM-139 and be submitted in triplicate.

For further information: Complete copies of the exemptions and their related applications and supporting documentation are available for inspection and copying at the Public Docket Room, Office of Hazardous Materials Operations, Department of Transportation, Room 6500, Trans Point Building, 2100 Second Street, SW., Washington, D.C.

BACKGROUND

The regulations governing the transportation of hazardous materials as they have evolved from early in this century tend to be extremely specific in describing how particular hazardous materials must be packaged for shipment and how they are to be handled and stowed during transportation. Also, tending to be extremely specific are the regulations pertaining to tanks and tank cars for the carriage of bulk hazardous materials by highway or railroad. Amendments to the regulations have not kept pace with commercial development of new commodities and new packaging materials and techniques. Often the exemptions issued had little or no safety implication, but strictly speaking are determined necessary to assure compliance. As a result, the granting of one or more forms of administrative relief (e.g. special permits, exemptions, waivers, deviation authorizations) became a necessary practice for the various Federal agencies responsible for administering hazardous materials regulations on a mode-by-mode basis before the consolidation of rule making and exemption responsibility in the Materials Transportation Bureau.

A permanent remedy of the problem may require a restructuring of some of the regulations to make them more flexible. The Bureau believes that many existing practices and techniques now sanctioned only by virtue of exemptions granted to an individual holder or groups of holders are prime candidates for adoption directly into the regulations. In addition, there are some applications for exemption that obviously present little or no safety concern. In such cases, provision should be made in the regulations for general use of the practice or technique. Each of the proposed amendments described in the table below is founded upon either: (1) Actual shipping experience gained under an exemption, or (2) the data and analysis supplied in the application. In each case the resulting level