

The proposed designation is required to provide controlled airspace protection for IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach procedure to Emanuel County Airport, utilizing the Swainsboro TVOR (non-Federal) is proposed in conjunction with the designation of this transition area.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on October 2, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-12077; Filed, Oct. 8, 1969;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 69-SO-100]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation and Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Statesville, N.C., transition area and alter the Hickory, N.C., control zone and transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Regional Headquarters, Air Traffic Division, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Chief, Airspace Branch. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Regional Headquarters, Room 724, 3400 Whipple Street, East Point, Ga.

The Statesville transition area would be designated as:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Statesville Municipal Airport; within 2 miles each side of Hickory VOR 114° radial, extending from the 5-mile radius area to 3.5 miles southeast of the VOR, excluding the portion within the Hickory transition area.

The Hickory control zone described in § 71.171 (34 F.R. 4557 and 5430) would be redesignated as:

Within a 5-mile radius of Hickory Municipal Airport (lat. 35°44'30" N., long. 81°23'20" W.); within 2.5 miles each side of the 042° bearing from Hickory RBN (lat. 35°44'00" N., long. 81°23'30" W.), extending from the 5-mile radius zone to 8.5 miles northeast of the RBN; within 2 miles each side of Hickory VOR 222° radial, extending from the 5-mile radius zone to the VOR.

The Hickory transition area described in § 71.181 (34 F.R. 4637 and 5430) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Hickory Municipal Airport (lat. 35°44'30" N., long. 81°23'20" W.); within 9.5-miles southeast and 4.5 miles northwest of the 042° bearing from Hickory RBN (lat. 35°44'00" N., long. 81°23'30" W.), extending from the RBN to 18.5 miles northeast; within 3 miles each side of Hickory VOR 058° and 222° radials, extending as a corridor from the 8.5-mile radius area to 8.5 miles northeast of the VOR.

The proposed Statesville transition area is required for the protection of IFR operations in climb from 700 to 1,200 feet above the surface and in descent from 1,500 to 1,000 feet above the surface. A prescribed instrument approach to Statesville Municipal Airport, utilizing the Hickory VOR, currently exists. Controlled airspace protection for this approach was contained in the Hickory transition area. Since we propose to designate a Statesville transition area, it is appropriate to revoke the controlled airspace protection contained in the Hickory transition area and redesignate it in the Statesville transition area.

The application of Terminal Instrument Approach Procedures (TERPs) and current airspace criteria to Hickory terminal area requires the following actions:

CONTROL ZONE

Increase the extension predicated on the 042° bearing from Hickory RBN 1 mile in width and 0.5 mile in length.

TRANSITION AREA

1. Increase the basic radius circle from 8 to 8.5 miles.
2. Designate an extension 9.5 miles southeast and 4.5 miles northwest of the 042° bearing from Hickory RBN, extending from the 8.5-mile radius area to 18.5 miles northeast of the RBN.
3. Increase the extension predicated on Hickory VOR 058° and 222° radials 1 mile in width and 0.5 mile in length.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on September 29, 1969.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 69-12078; Filed, Oct. 8, 1969;
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Hazardous Materials Regulations Board

[49 CFR Part 173]

[Docket No. HM-35; Notice No. 69-28]

TRANSPORTATION OF HAZARDOUS MATERIALS

Flammable Liquids in MC 330 and MC 331 Cargo Tanks; Emergency Discharge Controls for Cargo Tanks

The Hazardous Materials Regulations Board is considering amending the Department's Hazardous Materials Regulations to (1) authorize specification MC 330 and MC 331 cargo tanks for transporting certain flammable liquids for which those tanks are not presently authorized, (2) require the bottom outlets on MC 330 and MC 331 cargo tanks currently prescribed in §§ 173.123, 173.134, 173.136, and 173.141 to be equipped with valves conforming with § 173.337-11(c), and (3) require bottom outlets on MC 304 cargo tanks in flammable liquid service to be equipped with valves conforming with § 173.342-5(a).

For several years MC 330 cargo tanks, used primarily in compressed gas service, have been authorized for the transportation of ethyl chloride, pyroforic liquids, methyl dichlorosilane, trichlorosilane, and various mercaptans. On the basis of the satisfactory experience in the service of these flammable liquids and on the basis of a special permit for the transportation of flammable liquids, n.o.s., in MC 330 cargo tanks, it appears that MC 330 and MC 331 cargo tanks are suitable for the general category of flammable liquids not otherwise specified.

Specification MC 330 and MC 331 cargo tanks currently authorized in §§ 173.123, 173.134, 173.136, and 173.141 are required to be equipped with suitable automatic excess flow valves or automatic quick closing internal valve but are not required to have emergency discharge controls for operation in the event of fire or other accident. To provide the level of safety generally provided for cargo tanks that are presently used primarily in flammable liquid service the Board believes that bottom outlets on MC 330 and MC 331 cargo tanks should be equipped with valves employing a secondary closing means remote from tank filling or discharge openings.

In addition, the Board believes that MC 304 cargo tanks currently in flammable liquid service should employ emergency discharge controls similar to those used by other types of specification cargo tanks used primarily in the service of flammable liquids. Accordingly, it is proposed to require the bottom outlets on these cargo tanks to be equipped with valves conforming with the emergency discharge controls specified for MC 307 cargo tanks.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the

Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, D.C. 20590. Communications received on or before December 9, 1969, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of Secretary, Hazardous Materials Regulations Board, both before and after the closing date for comments.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 173 as follows:

In § 173.119 subparagraphs (a) (17), (e) (3), and (f) (5) would be amended to read as follows:

§ 173.119 Flammable liquids not specifically provided for.

(a) * * *

(17) Specification MC 300, MC 301, MC 302, MC 303, MC 304, MC 305, MC 306, MC 307, MC 330,¹ or MC 331¹ (§§ 178.340, 178.341, 178.342, 178.337). Tank motor vehicles. Bottom outlets on specification MC 304 cargo tanks must be equipped with valves conforming with § 178.342-5(a). Bottom outlets on specification MC 330 and MC 331 cargo tanks must be equipped with valves conforming with § 178.337-11(c).

[Note 1 remains unchanged]

* * * * *

(e) * * *

(3) Specification MC 300, MC 301, MC 302, MC 303, MC 304, MC 305, MC 306, MC 307, MC 330,¹ or MC 331¹ (§§ 178.340, 178.341, 178.342, 178.337). Tank motor vehicles. Bottom outlets on specification MC 304 cargo tanks must be equipped with valves conforming with § 178.342-5(a). Bottom outlets on specification MC 330 and MC 331 cargo tanks must be equipped with valves conforming with § 178.337-11(c).

* * * * *

(f) * * *

(5) Spec. MC 304, MC 307, MC 330,¹ MC 331¹ (§§ 178.340, 178.342, 178.337). Tank motor vehicles. Bottom outlets on spec. MC 304 cargo tanks must be equipped with valves conforming with § 178.342-5(a). Bottom outlets on spec. MC 330 and MC 331 cargo tanks must be equipped with valves conforming with § 178.337-11(c).

* * * * *

In § 173.123 subparagraph (a) (6) would be amended to read as follows:

§ 173.123 Ethyl chloride.

(a) * * *

¹ In addition to other requirements of this section necessary interior cleaning of the tanks must be performed between changes in lading. Safety relief devices must be in accordance with spec. MC 331 (§ 178.337).

(6) Specs. MC 330 or MC 331 (§ 178.337). Tank motor vehicles. Tank bottom outlets must be equipped with valves conforming with § 178.337-11(c).

* * * * *

In § 173.134 subparagraph (a) (6) would be amended to read as follows:

§ 173.134 Pyroforic liquids, n.o.s.

(a) * * *

(6) Spec. MC 330 or MC 331 (§ 178.337). Tank motor vehicles having a minimum design pressure of 175 p.s.i. Safety relief devices must communicate with the vapor space when tanks are fully loaded. Tank bottom outlets must be equipped with valves conforming with § 178.337-11(c).

* * * * *

In § 173.135 subparagraph (a) (9) would be amended to read as follows:

§ 173.135 Dimethyl dichlorosilane, ethyl dichlorosilane, ethyl trichlorosilane, methyl trichlorosilane, trimethyl chlorosilane, and vinyl trichlorosilane.

(a) * * *

(9) Spec. MC 300, MC 303, MC 304, MC 306, or MC 307 (§§ 178.340, 178.341, 178.342). Tank motor vehicles having cargo tanks of steel or stainless steel construction. Tank bottom outlets must be equipped with valves conforming with § 178.342-5(a).

In § 173.136 subparagraph (a) (8) would be amended to read as follows:

§ 173.136 Methyl dichlorosilane and trichlorosilane.

(a) * * *

(8) Spec. MC 330 or MC 331 (§ 178.337). Tank motor vehicles. Tank bottom outlets must be equipped with valves conforming with § 178.337-11(c).

* * * * *

In § 173.141 subparagraph (a) (8) would be amended to read as follows:

§ 173.141 Amyl mercaptan, butyl mercaptan, ethyl mercaptan, isopropyl mercaptan, propyl mercaptan, and aliphatic mercaptan mixtures.

(a) * * *

(8) Spec. MC 330 or MC 331 (§ 178.337). Tank motor vehicles. Tank bottom outlets must be equipped with valves conforming with § 178.337-11(c).

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In § 173.148 subparagraph (a) (5) would be amended to read as follows:

§ 173.148 Monoethylamine.

(a) * * *

(5) Spec. MC 304 or MC 307 (§§ 178.340, 178.342). Tank motor vehicles. Tank bottom outlets must be equipped with valves conforming with § 178.342-5(a).

This proposal is made under the authority of sections 831-835 of title 18, United States Code, and section 9 of the Department of Transportation Act (49 U.S.C. 1657).

Issued in Washington, D.C., on September 25, 1969.

C. P. MURPHY,
Rear Admiral, U.S. Coast Guard,
by direction of Commandant,
U.S. Coast Guard.

Issued in Washington, D.C., on September 25, 1969.

F. C. TURNER,
Administrator,
Federal Highway Administration.

[F.R. Doc. 69-12090; Filed, Oct. 8, 1969; 8:48 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 224]

[Docket No. 21269; EDR-171]

ACCESS TO AIRCRAFT FOR SAFETY PURPOSES; FREE TRANSPORTATION FOR CERTAIN FEDERAL AVIATION ADMINISTRATION, NATIONAL TRANSPORTATION SAFETY BOARD, AND WEATHER BUREAU EMPLOYEES

Notice of Proposed Rule Making

OCTOBER 6, 1969.

Notice is hereby given that the Civil Aeronautics Board has under consideration proposed amendments to Part 224 of its economic regulations (14 CFR Part 224) which would permit air carriers to provide additional free transportation to FAA Air Traffic Service evaluation personnel.

The principal features of the proposed amendment are described in the attached explanatory statement and the proposed amendment is set forth in the proposed rule. The amendment is proposed under the authority of sections 204(a), 301-314, 403, 404, 601-610, and 701 of the Federal Aviation Act of 1958, as amended (72 Stat. 743, 744-754, 758, 760, 775-780, and 781; 49 U.S.C. 1324, 1341-1355, 1373, 1374, 1421-1430, and 1441), and the Department of Transportation Act, 80 Stat. 931.

Interested persons may participate in the proposed rule making through submission of twelve (12) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant material received on or before November 10, 1969, will be considered by the Board before taking final action on the proposed rule. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 712 Universal Building, 1825 Connecticut Avenue NW., Washington, D.C. upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

EXPLANATORY STATEMENT

Section 224.2 of Part 224 of the economic regulations presently permits air