In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

(1) In § 71.171 (34 F.R. 4557), the following control zone is amended to read:

MANKATO, MINN.

Within a 5-mile radius of Mankato Municipal Airport (latitude 44°13'15" N., longitude 93°55'00" W.); and within 2 miles each side of the 167° bearing from Mankato Municipal Airport, extending from the 5-mile radius zone to 8 miles south of the airport. This control zone is effective during the specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

(2) In § 71.181 (34 F.R. 4637), the following transition area is amended to read:

MANKATO, MINN.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Mankato Municipal Airport (latitude 44°13'15" N., longitude 93°55'00" W.); and that airspace extending upward from 1,200 feet above the surface within 5 miles east and 5 miles west of the 167° bearing from Mankato Municipal Airport, extending from the airport to 13 miles south of the airport; and within 5 miles each side of the 347° bearing from Mankato Municipal Airport, extending from the airport to 12 miles north of the Airport.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued at Kansas City, Mo., on March 26, 1969.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 69-4803; Filed, Apr. 22, 1969; 8:48 a.m.]

[14 CFR Part 75]

[Airspace Docket No. 69-EA-19]

JET ROUTE SEGMENTS

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 75 of the Federal Aviation Regulations that would realign Jet Route No. 30 segment between Appleton, Ohio, and Front Royal, Va.; and realign and extend Jet Route No. 149 segment between Casanova, Va., and Fort Wayne, Ind.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. 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 amendments. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

The Federal Aviation Administration proposes the following airspace proposals:

1. Realign J-30 segment from Appleton to Front Royal via the intersection of the Appleton 111° T (113° M) and Bellaire, Ohio, 142° T (146° M) radials.

2. Realign and extend J-149 segment from Casanova to Fort Wayne, Ind., via the intersection of Casanova 280° T (286° M) and Rosewood, Ohio, 116° T (117° M) radials; and the Rosewood VORTAC.

The realigned segment of J-30 would be utilized as an arrival route for traffic landing at Washington National and Washington Dulles Airports. The realigned and extended segment of J-149 would be utilized as a departure route for jet traffic departing the Washington terminal area.

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

Issued in Washington, D.C., on April 14, 1969.

T. MCCORMACK,
Acting Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 69-4804; Filed, Apr. 22, 1969; 8:49 a.m.]

Hazardous Materials Regulations Board

[49 CFR Parts 171, 173, 178]

[Docket No. HM-22; Notice No. 69-10]

MATTER INCORPORATED BY REFERENCE

Notice of Proposed Rule Making

The Hazardous Materials Regulations Board is considering amending the Hazardous Materials Regulations to (1) include a section specifically stating the terms by which material is incorporated by reference in these regulations and the availability of the material incorporated by reference; and (2) make appropriate changes throughout the regulations consistent with the proposed new section on incorporation by reference. It is also proposed to delete present §§ 171.6 and 171.7 since procedural matters are covered by Part 170 of the regulations.

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 May 29, 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 the Secretary, Hazardous Materials Regulations Board, both before and after the closing date for comments.

As mentioned above, the Board proposes to delete present §§ 171.6 and 171.7 since this material is now covered by Part 170. New § 171.7 would contain the specific statement of incorporation by reference. In addition, each section in Parts 170–179 which contains an incorporation by reference would be amended to make the reference consistent with § 171.7. Where the required change is merely the deletion of a date or another minor change the proposed rewording has not been set forth. Where more than a minor change is involved the specific reworded section is set forth below.

By accomplishing this revision the Board believes that the updating of the Hazardous Materials Regulations to pick up new or revised codes will be made simpler since in most cases only § 171.7 will need to be amended.

Besides revision to provide current reference to a standard, it is proposed to amend § 173.306(e)(1) to require that all openings in pressure vessels installed in refrigerating machines, except openings for safety devices, be equipped with shutoff valves which must be closed prior to and during transportation. The Board believes that shutoff valves should be required on individual vessels of refrigerating equipment to afford the same level of safety as when more than one vessel is involved. Shutoff valves, closed during transportation, reduce or eliminate the hazard due to loss of large quantities of refrigerant gas from vessels should other components of a refrigerating system fail or be damaged. It is also proposed to require marking of shipping name on packages regardless of the mode of transportation.

In consideration of the foregoing, it is proposed to amend certain sections of the Hazardous Materials Regulations as follows:

I. Part 171 would be amended as follows:

(A) Section 171.6 in the Table of Contents would be canceled; § 171.7 would be amended to read as follows:

Sec.
171.7 Matter incorporated by reference.

§ 171.6 [Canceled]

(B) Section 171.6 would be canceled in its entirety.

(C) Section 171.7 would be amended in its entirety to read as follows:

§ 171.7 Matter incorporated by reference.

(a) There are incorporated by reference in Parts 170–179 of this chapter all materials referred to therein that are not specifically set forth. These materials are hereby made a part of these regulations.

Materials subject to change are incorporated as they are in effect on the date of adoption of the amendment referencing that material unless the reference provides otherwise.

(b) All incorporated materials are available for inspection in the Docket Room, Room 304, 400 Sixth Street SW., Washington, D.C. 20590.

(c) Materials incorporated by reference are available for distribution as follows:

(1) ASME: American Society of Mechanical Engineers, United Engineering Center, 345 East 47th Street, New York, N.Y. 10017.

(2) USA Standard: United States of America Standards Institute, 10 East 40th Street, New York, N.Y. 10016 (formerly American Standards Association (ASA)).

(3) CGA: Compressed Gas Association, Inc., 500 Fifth Avenue, New York, N.Y. 10036.

(4) NGPA: National Gas Processor's Association, 808 Home Federal Building, 404 South Boston, Tulsa, Okla. 74102.

(5) Bureau of Explosives: Bureau of Explosives, Association of American Railroads, 2 Pennsylvania Plaza, New York, N.Y. 10001.

(6) AAR: Association of American Railroads, 59 East Van Buren Street, Chicago, Ill. 60605.

(7) ASTM: American Society for Testing and Materials, 1916 Race Street, Philadelphia, Pa. 19103.

(8) API: American Petroleum Institute, 1271 Avenue of the Americas, New York, N.Y. 10020.

(9) AISI: American Iron and Steel Institute, 1000 16th Street NW., Washington, D.C. 20036.

(10) Chlorine Institute, 342 Madison Avenue, New York, N.Y. 10017.

(11) MCA: Manufacturing Chemists' Association, Inc., 1825 Connecticut Avenue NW., Washington, D.C. 20009.

(12) NFPA: National Fire Protection Association, 60 Batterymarch Street, Boston, Mass. 02110.

(d) The full title and application of publications incorporated by reference in Parts 170–179 of this chapter are as follows:

(1) ASME Code: means sections VIII and IX of the 1968 edition of the "American Society of Mechanical Engineers Boiler and Pressure Vessel Code" and addenda thereto through December 31, 1968.

(2) AAR Specifications for Tank Cars: means the 1968 edition of the "Association of American Railroads Specification for Tank Cars".

(3) Compressed Gas Association:

(i) CGA Pamphlet C–3 is titled, "Standards for Welding and Brazing on Thin Walled Containers," 1968 edition;

(ii) CGA Pamphlet C–6 is titled, "Standards for Visual Inspection of Compressed Gas Cylinders," 1968 edition;

(iii) CGA Pamphlet C–8 is titled, "Standard for Requalification of ICC–3HT Cylinders," 1962 edition;

(iv) CGA Pamphlet S–1.2 is titled, "Safety Relief Device Standards Part 2—Cargo and Portable Tanks for Compressed Gases," 1966 edition.

(4) USA Standard B9.1 is titled "Safety Code for Mechanical Refrigeration," 1964 edition.

II. Part 173 would be amended as follows:

(A) Paragraph (e) in § 173.306 would be amended in its entirety to read as follows:

§ 173.306 Exemptions from compliance with regulations for shipping compressed gas.

* * * * *

(e) *Refrigerating machines and hydraulic accumulators.* (1) Refrigerating machines or components thereof which are to be shipped only once to a point of installation are exempt from specification packaging, labeling, and the requirements of Part 177 of this chapter, except § 177.817 and Part 397 of Chapter III of this title, only under the following conditions:

(i) Each pressure vessel must not contain more than 1,000 pounds of Group I refrigerant as classified in USA Standard B9.1 or not more than 50 pounds of refrigerant other than Group I.

(ii) Machines or components having two or more charged vessels must not contain an aggregate of more than 2,000 pounds of Group I refrigerant or more than 100 pounds of refrigerant other than Group I.

(iii) Each pressure vessel must be equipped with a safety device meeting the requirements of USA Standard B9.1.

(iv) Each pressure vessel must be equipped with a shutoff valve at each opening except openings used for safety devices and no other connection. Such valves must be closed prior to and during transportation.

(v) Pressure vessels must be manufactured, inspected and tested in accordance with USA Standard B9.1, or when over 6 inches internal diameter, in accordance with the ASME Code.

(vi) All parts subject to refrigerant pressure during shipment must be tested in accordance with USA Standard B9.1.

(vii) The liquid portion of the refrigerant, if any, must not completely fill any pressure vessel at 130° F.

(viii) The amount of refrigerant, if liquefied, must not exceed the filling density prescribed in § 173.304.

(B) Paragraph (j)(1) in § 173.315 would be amended to read as follows:

§ 173.315 Compressed gases in cargo tanks and portable tank containers.

* * * * *

(j) * * *

(1) Each container must be constructed in compliance with the requirements of the ASME Code (earlier editions starting with 1943 are authorized) and must be marked to indicate compliance in the manner specified by the respective Code.

* * * * *

III. Part 178 would be amended as follows:

(A) Paragraph (a) in § 178.245–1 would be amended in its entirety to read as follows:

§ 178.245 Specification 51; steel portable tanks.

§ 178.245–1 Requirements for design and construction.

(a) Tanks must be of seamless or welded steel construction or combination of both and must have in excess of 1,000 pounds water capacity. Fusion welded tanks must be postweld heat treated and radiographed to provide the highest joint efficiency provided by the ASME Code. Tanks must be designed and constructed in accordance with and fulfill the requirements of the ASME Code. Tanks constructed in accordance with the requirements of Part UHT of the ASME Code must comply with the following additional requirements:

(1) Welding procedure and welder performance tests must be made annually in accordance with section IX of the ASME Code. In addition to the essential variables named therein the following must be considered to be essential variables: Number of passes, thickness of plate, heat input per pass, and manufacturer of rod and flux. The number of passes, thickness of plate and heat input per pass may not vary more than 25 percent from the procedure qualification. Records of the qualification must be retained for at least 5 years by the tank manufacturer and made available to duly identified representatives of the Department of Transportation or the owner of the tank.

(2) Impact tests must be made on a lot basis. A lot is defined as 100 tons or less of the same heat and having a thickness variation no greater than plus or minus 25 percent. The minimum impact required for full-sized specimens shall be 20 foot-pounds (or 10 foot-pounds for half-sized specimens) at 0° F. Charpy V-Notch in both the longitudinal and transverse direction. If the lot test does not pass this requirement, individual plates may be accepted if they individually meet this impact requirement.

* * * * *

(B) In § 178.255–1 paragraphs (a), (b), and (c) would be amended; in § 178.255–2 paragraph (a) would be amended to read as follows:

§ 178.255 Specification 60; steel portable tanks.

§ 178.255–1 General requirements.

(a) Tanks must be of fusion welded construction, cylindrical in shape with seamless heads concave to the pressure. Tank shells may be of seamless construction.

(b) Tanks must be designed and constructed in accordance with and fulfill all the requirements of the ASME Code.

(c) Tanks including all permanent attachments must be postweld heat treated as a unit.

* * * * *

§ 178.255–2 Material.

(a) Material used in the tank must be steel of good weldable quality and conform with the requirements of the ASME Code.

* * * * *

(C) In § 178.337–1 paragraphs (a), (f) would be amended; in § 178.337–2 paragraph (a) (1) and (2) would be amended; in § 178.337–4 paragraph (b) would be amended; in § 178.337–6 paragraph (a) would be amended; in § 178.337–16 paragraph (a), paragraph (b) (1) and (2) would be amended to read as follows:

§ 178.337 Specification MC 331; cargo tanks constructed of steel, primarily for transportation of compressed gases as defined in the Compressed Gas Section. Requirements to be met in all particulars with respect to all such tanks constructed after September 1, 1965.

§ 178.337–1 General requirements.

(a) *ASME Code construction.* Tanks must be seamless or welded steel construction or combination of both and must be designed and constructed in accordance with and fulfill the requirements of the ASME Code. Each tank must also meet the following additional requirements:

* * * * *

(f) *Postweld heat treatment.* Postweld heat treatment must be as prescribed in the ASME Code except that each tank constructed in accordance with Part UHT of the ASME Code must be postweld heat treated. Each chlorine tank must be fully radiographed and postweld heat treated in accordance with the provisions of the ASME Code under which it is constructed. Where postweld heat treatment is required, the tank must be treated as a unit after completion of all the welds in and/or to the shells and heads. The method must be as prescribed in the ASME Code. Welded attachments to pads may be made after postweld heat treatment.

§ 178.337–2 Material.

(a) * * *

(1) All material used for construction of the tank and appurtenances must be suitable for use with the commodities to be transported therein and must comply with the requirements of the ASME Code and/or requirements of the American Society for Testing and Materials in all respects.

(2) Impact tests are required on steel used in fabrication of each tank constructed in accordance with Part UHT of the ASME Code. The tests must be made on a lot basis. A lot is defined as 100 tons or less of the same heat treatment processing lot having a thickness variation no greater than plus or minus 25 percent. The minimum impact required for full size specimens must be 20 foot-pounds in the longitudinal direction at −30° F., Charpy V-Notch and 15 foot-pounds in the transverse direction at −30° F., Charpy V-Notch. The required values for subsize specimens must be reduced in direct proportion to the cross-sectional area of the specimen beneath the notch. If a lot does not meet this requirement, individual plates may be accepted if they individually meet this requirement.

* * * * *

§ 178.337–4 Joints.

* * * * *

(b) Welding procedure and welder performance tests must be made annually in accordance with section IX of the ASME Code. In addition to the essential variables named therein, the following must be considered to be essential variables: Number of passes; thickness of plate; heat input per pass; and manufacturer's identification of rod and flux. When fabrication is done in accordance with Part UHT of the ASME Code, filler material of nickel-molybdenum-vanadium type must not be used. The number of passes, thickness of plate, and heat input per pass may not vary more than 25 percent from the procedure or welder qualifications. Records of the qualification must be retained for at least 5 years by the tank manufacturer and made available to duly identified representatives of the Department of Transportation or the owner of the tank.

* * * * *

§ 178.337–6 Closure for manhole.

(a) Each tank constructed in accordance with Part UHT of the ASME Code and other tanks above 3,500 gallons water capacity must be provided with a manhole conforming to paragraph UG–46(g) (1) and other requirements of the ASME Code.

§ 178.337–16 Testing.

(a) *Inspection and tests.* Inspection of materials of construction of the tank and its appurtenances and original test and inspection of the finished tank and its appurtenances must be as required by the ASME Code and as further required by this specification except that for tanks constructed in accordance with Part UHT of the ASME Code the original test pressure must be at least twice the tank design pressure.

(b) * * *

(1) Each tank constructed in accordance with Part UHT of the ASME Code must be subjected, after postweld heat treatment and hydrostatic tests, to a wet fluorescent magnetic particle inspection to be made on all welds in or on the tank shell and heads both inside and out. The method of inspection must conform to Appendix VI of the ASME Code, paragraph UA–70 through UA–72 except that permanent magnets shall not be used.

(2) On tanks of over 3,500 gallons water capacity other than those described in subparagraph (1) of this paragraph unless fully radiographed, a test must be made of all welds in or on the shell and heads both inside and outside by either the wet fluorescent magnetic particle method conforming to Appendix VI of the ASME Code, liquid dye penetrant method, or ultrasonic testing in accordance with ASME Case Interpretation No. 1275–N. Permanent magnets must not be used to perform the magnetic particle inspection.

* * * * *

(D) Paragraph (a) in § 178.340–4 would be amended to read as follows:

§ 178.340 General design and construction requirements applicable to specifications MC 306 (§ 178.341), MC 307 (§ 178.342), and MC 312 (§ 178.343) cargo tanks.

§ 178.340–4 Structural integrity.

(a) *Maximum stress values.* The maximum calculated stress value must not exceed 20 percent of the minimum ultimate strength of the material as authorized in § 178.340–3, except when ASME Code pressure vessel design requirements apply.

* * * * *

These proposals are made under the authority of sections 831–835 of title 18, United States Code, section 9 of the Department of Transportation Act (49 U.S.C. 1647), and title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421–1430 and 1472(h)).

Issued in Washington, D.C., on April 17, 1969.

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

JOHN R. JAMIESON,
Deputy Administrator, Federal Highway Administration.

R. N. WHITMAN,
Administrator, Federal Railroad Administration.

SAM SCHNEIDER,
Board Member, for the Federal Aviation Administration.

[F.R. Doc. 69–4858, Filed, Apr. 22, 1969; 8:52 a.m.]

[49 CFR Parts 173, 178]

[Docket No. HM–28; Notice No. 69–11]

NEW SPECIFICATION 8BW CYLINDER FOR ACETYLENE

Notice of Proposed Rule Making

The Hazardous Materials Regulations Board is considering amending § 173.303 of the Hazardous Materials Regulations (49 CFR 170–189) to authorize the shipment of acetylene in a proposed new specification 8BW cylinder. It is also proposed to add § 178.62 to set forth the requirements for the new specification cylinder which would be constructed in accordance with requirements for specification 4BW cylinders (§ 178.61) and filled with a porous filling as required for specification 8AL cylinders (§ 178.60–20).

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