

(ii) * * *

(b) The immersion test water from the preceding test (a) of this subdivision shall be measured for tritium or promethium 147 content by an apparatus that has been calibrated to measure tritium or promethium 147, as appropriate. If more than 0.1 percent of the original amount of tritium or promethium 147 in any device is found to have leaked into the immersion test water, the leaking device shall be rejected.

(c) The levels of radiation from each device containing promethium 147 shall be measured. Any device which has a radiation level in excess of 0.5 millirad per hour at 10 centimeters from any surface when measured through 50 milligrams per square centimeter of absorber, shall be rejected.

(iii) An application for a license or for amendment of a license may include a description of quality control procedures proposed as alternatives to those prescribed by subdivision (ii) of this subparagraph, and proposed criteria for acceptance under those procedures. The Commission will approve the proposed alternative procedures if the applicant demonstrates that they will assure the rejection of any device which has a leakage rate exceeding 0.1 percent of the original quantity of tritium or promethium 147 in any 24-hour period.

(3) Each person licensed under this paragraph shall file an annual report with the Director, Division of Materials Licensing, which shall state the total quantity of tritium or promethium 147 transferred to persons generally licensed under § 30.21(d). The report shall identify each general licensee by name, state the kinds and numbers of luminous devices transferred, and specify the quantity of tritium or promethium 147 in each kind of device. Each report shall cover the year ending June 30 and shall be filed within thirty (30) days thereafter.

(m) *Certain automobile lock illuminators.* (1) * * *

(ii) * * *

(a) Chemical and physical form and maximum quantity of tritium or promethium 147 in each lock illuminator;

(c) Details of the method of binding or containing the tritium or promethium 147;

(e) Procedures for and results of prototype testing to demonstrate that the lock illuminator will not become detached from the lock and the tritium or promethium 147 will not be released to the environment under the most severe conditions likely to be encountered in normal use of the lock illuminator;

(iii) Each lock illuminator will contain no more than 15 millicuries of tritium or 2 millicuries of promethium 147. The levels of radiation from each lock illuminator containing promethium 147 will not exceed 1 millirad per hour at

1 centimeter from any surface when measured through 50 milligrams per square centimeter of absorber.

(iv) The Commission determines that:

(a) The tritium or promethium 147 is bound in the luminous compound in a nonwater soluble and nonlabile form, and the compound is incorporated and bound in the lock illuminator in such a manner that the tritium or promethium 147 will not be released under the most severe conditions which are likely to be encountered in normal use and handling;

(b) The tritium or promethium 147 is incorporated in the lock illuminator so as to preclude direct physical contact by any person with the tritium or promethium 147.

(v) * * *

(e) After each of the tests prescribed by this § 30.24(m) (1) (v), each device shall be examined for evidence of physical damage and for loss of tritium or promethium 147. Any evidence of damage to or failure of any device which could affect the containment of the tritium or promethium 147 in such devices shall be cause for rejection of the design on which such prototype devices were constructed or manufactured if the damage or failure is attributable to design defect. Loss of tritium or promethium 147 from each tested device shall be measured both by sampling the immersion test water used in (d) of this subdivision and by wiping with filter paper the entire accessible area of the lock illuminator. Measurements of tritium or promethium 147 shall be made in an apparatus calibrated to measure tritium or promethium 147, as appropriate. If more than 0.1 percent of the original amount of tritium or promethium 147 in the device is found in the immersion test water of test (d) of this subdivision, or if more than 2,200 disintegrations per minute of tritium or promethium 147 on the filter paper is measured after any of the tests in (a) to (d) of this subdivision the device shall be rejected.

(2) Each person licensed under this paragraph shall:

(i) Maintain quality control in the manufacture of lock illuminators, or the installation of lock illuminators into automobile locks;

(ii) Subject production lots to such quality control tests as may be required as a condition of the license issued under this paragraph, sampled in accordance with § 30.25; and

(iii) Visually inspect each device in production lots and reject any device which has an observable physical defect that could affect containment of the tritium or promethium 147.

(3) Each person licensed under this paragraph shall file an annual report with the Director, Division of Materials Licensing, which shall state the total quantity of tritium or promethium 147 transferred to other persons under § 30.12 during the reporting period, in the form of lock illuminators contained in automobile locks. Such report shall identify by name and address all persons to whom a total of more than 5 curies of tritium or promethium 147 were distributed under Section 30.12 during

the reporting period. Each report shall cover the year ending June 30 and shall be filed within 30 days thereafter.

(Sec. 81, 68 Stat. 935; 42 U.S.C. 2111; sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Washington, D.C., this 5th day of March 1965.

For the Atomic Energy Commission,

W. B. McCool,
Secretary.

[P.R. Doc. 65-2607; Filed, Mar. 12, 1965; 8:48 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Regulatory Docket No. 8065; Amdt. No. 31-2]

PART 31—AIRWORTHINESS STANDARDS: MANNED FREE BALLOONS

Miscellaneous Amendments

The purpose of this amendment is to prescribe additional airworthiness requirements for manned free balloons. This action was published as a notice of proposed rule making and circulated as Federal Aviation Agency Notice No. 64-38 (29 F.R. 8272).

There were no adverse comments received concerning the proposed airworthiness requirements set forth in Notice No. 64-38. However, several comments were received which expressed the view that in addition to airworthiness requirements for manned free balloons, the operational aspects of such balloons should also be regulated. In this connection, it was recommended that the basic equipment for the balloons include a two-way radio communication system and navigational equipment appropriate to the ground facilities to be used. It was also recommended that provision be made for the attachment of a radar reflector, a transponder beacon, or a similar device to the balloon.

Since the foregoing recommendations are concerned with the operational aspects of the manned free balloon, they go beyond the scope of Notice 64-38 and are, therefore, not being considered in connection with this regulation. However, the Agency is presently evaluating the regulatory changes recommended in the comments and, if they are found to be necessary in the interest of safety, they will be issued in the form of a proposal to amend the general operating and flight rules applicable to manned free balloons.

A comment was also received suggesting that the proposed rules should permit the manufacturer to provide suitable illumination of the balloon envelope itself in lieu of horizontal position lights hanging below the gondola. The proposed position light requirements for manned free balloons are designed so as to be as consistent as practicable with the lighting requirements for other aircraft and to provide uniform lighting for

the balloons. On the other hand, an evaluation of the information submitted in support of the suggested change indicates that it anticipates the use of various lighting arrangements as an alternative to the proposed position lights. For these reasons, the Agency has determined that the suggested change should not be incorporated into the regulation.

Interested persons have been afforded an opportunity to participate in the making of this amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 31 of the Federal Aviation Regulations (14 CFR Part 31) is amended effective April 12, 1965, as follows:

1. Section 31.25 is amended by adding the following at the end of paragraph (c):

§ 31.25 Factor of safety.

(c) * * * The primary attachments of the envelope to the basket, trapeze, or other means provided for carrying occupants must be designed so that failure is extremely remote or so that any single failure will not jeopardize safety of flight.

2. Section 31.45 is amended by adding the following at the end thereof:

§ 31.45 Fuel cells.

* * * For pressurized fuel systems, each element and its connecting fittings must be tested to an ultimate pressure of at least twice the maximum pressure to which the system will be subjected in normal operation. In the test, no part of the system may fail or malfunction.

3. Section 31.47 is amended by adding the following new paragraphs:

§ 31.47 Heaters.

(c) There must be controls, instruments, or other equipment essential to the safe control and operation of the heater. They must be shown to be able to perform their intended functions during normal and emergency operation.

(d) The heater system (including the burner unit, controls, fuel lines, fuel cells, regulators, control valves, and other related elements) must be substantiated by an endurance test of at least 50 hours. In making the test, each element of the system must be installed and tested so as to simulate the actual balloon installation. The test program must be conducted so that each 10-hour part of the test includes 7 hours at maximum heat output of the heater and 3 hours divided into at least 10 equal increments between minimum and maximum heat output ranges.

(e) The test must also include at least three flameouts and restarts.

(f) Each element of the system must be serviceable at the end of the test.

4. Section 31.49 is amended by adding the following new paragraphs:

§ 31.49 Control systems.

(d) Each hot air balloon must have a means to allow the controlled release of hot air during flight.

(e) Each hot air balloon must have a means to indicate the maximum envelope skin temperatures occurring during operation. The indicator must be readily visible to the pilot and marked to indicate the limiting safe temperature of the envelope material. If the markings are on the cover glass of the instrument, there must be provisions to maintain the correct alignment of the glass cover with the face of the dial.

5. Section 31.55 is amended to read as follows:

§ 31.55 Deflation means.

There must be a means to allow emergency deflation of the envelope so as to allow a safe emergency landing. If a system other than a manual system is used, the reliability of the system used must be substantiated.

6. Subpart D is amended by adding the following sections after § 31.59:

§ 31.61 Static discharge.

Unless shown not to be necessary for safety, there must be appropriate bonding means in the design of each balloon using flammable gas as a lifting means to ensure that the effects of static discharges will not create a hazard.

§ 31.63 Safety belts.

There must be a safety belt, harness, or other restraining means for each occupant, unless the Administrator finds it unnecessary. If installed, the belt, harness, or other restraining means and its supporting structure must meet the strength requirements of Subpart C of this part.

§ 31.65 Position lights.

(a) If position lights are otherwise required by this chapter, there must be one steady white position light, and one flashing red position light with an effective flash frequency of at least 40, but not more than 100, cycles per minute.

(b) Both lights must have 360 degrees horizontal coverage and must be visible for at least 2 miles under clear atmospheric conditions.

(c) The white light must be located not more than 20 feet below the basket, trapeze, or other means for carrying occupants. The red light must be located not less than 7, or more than 10, feet below the white light.

(d) There must be a means to retract and store the lights.

7. Subpart F is amended by adding the following new section after § 31.83:

§ 31.85 Required basic equipment.

In addition to any equipment required by this subchapter for a specific kind of operation, the following equipment is required:

(a) For all balloons:

- (1) A compass.
- (2) An altimeter.
- (3) A rate of climb indicator.

(b) For hot air balloons:

- (1) A fuel quantity gage.
- (2) An envelope temperature indicator.

(Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423))

Issued in Washington, D.C., on March 3, 1965.

N. E. HALABY,
Administrator.

[F.R. Doc. 65-2559; Filed, Mar. 12, 1965; 8:45 a.m.]

[Docket No. 6512; Amdt. 39-47]

PART 39—AIRWORTHINESS DIRECTIVES

Aero Products A6441FN-606 Propellers

There has been a separation during flight of a blade from an Aero Products A6441FN-606 propeller as a result of a fatigue crack, which progressed from a defect in the inboard fillet of the cuff ring on the blade shank. Since this condition is likely to exist or develop in other products of the same type design, an airworthiness directive is being issued to require a magnetic particle inspection of Aero Products A6441FN-606 propellers. The inspection schedule required by this AD was established upon the recommendation of the manufacturer, with a shorter compliance time required of propellers with hours' time in service in the critical range. A longer compliance time is specified for less critical higher and lower time blades.

As a situation exists which demands immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 39.13 of Part 39 (14 CFR Part 39) is hereby amended by adding the following new airworthiness directive:

AERO PRODUCTS. Applies to A6441FN-606 propeller blades shipped from Allison before February 19, 1965, that have not been overhauled.

Compliance required as indicated, unless already accomplished.

To prevent further blade failures as a result of fatigue cracks in the cuff ring, accomplish the following:

(a) Inspect blades with less than 750 hours' time in service on the effective date of this AD in accordance with paragraph (e) within the next 450 hours' time in service.

(b) Inspect blades with 750 or more but less than 1,000 hours' time in service on the effective date of this AD in accordance with paragraph (e) prior to the accumulation of 1,200 hours' time in service.

(c) Inspect blades with 1,000 or more but less than 1,600 hours' time in service on the effective date of this AD in accordance with paragraph (e) within the next 200 hours' time in service.

(d) Inspect blades with 1,600 or more hours' time in service on the effective date of this AD in accordance with paragraph (e) within the next 450 hours' time in service.

(e) Remove the spinner assembly, fairing assemblies, blade deicing slip ring assembly and attaching parts from the blade, and clean the blade surface in the cuff ring area in accordance with Allison Commercial Service Letter No. 168 dated March 1, 1965. Inspect the cuff ring area for cracks by fluorescent or nonfluorescent magnetic particle process in accordance with Allison Commercial Service Letter No. 168, or by an equivalent method approved by the Engineering and Manufacturing Branch, FAA Central Region.

(f) Remove cracked blades from service and report immediately by telephone or telegram to the Chief, Engineering and Manufacturing Branch, FAA Central Region, Kansas City, Mo.

Note: During the inspection required by this AD, particular attention should be given to the cuff ring fillets.

This amendment shall become effective March 13, 1965.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on March 8, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65-2560; Filed, Mar. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 64-SW-45]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Control Zone; Change of Effective Date

On November 24, 1964, Federal Register Document 64-11951 was published in the FEDERAL REGISTER (29 F.R. 15717) which designated a part-time control zone at Riverside Airport, Tulsa, Okla., effective 0001 e.s.t., March 4, 1965.

Subsequent to the publication of this rule in the FEDERAL REGISTER it was determined that the Riverside Airport traffic control tower will not be commissioned until on or about March 15, 1965. Accordingly, action is taken herein to amend the rule to change its effective date to coincide with the new date for commissioning the control tower.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective immediately.

In consideration of the foregoing, Federal Register Document No. 64-11951 is amended, effective immediately, to change the effective date of the amendment therein from 0001 e.s.t., March 4, 1965 to 0001 e.s.t., March 15, 1965.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Fort Worth, Tex., on March 3, 1965.

ARCHIE W. LEAGUE,
Director, Southwest Region.

[F.R. Doc. 65-2561; Filed, Mar. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 65-WA-4]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Transition Area; Correction

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to correct an error that appears in Federal Register Document 64-12285 (29 F.R. 17502), which is a compilation of regulations established in accordance with Parts 71, 73, and 75, and published on December 15, 1964.

A final rule designating the present transition area at Eglin AFB, Fla., was published in the FEDERAL REGISTER (28 F.R. 2092) on March 5, 1963. The publication of the official document erroneously described a set of coordinates. On January 24, 1964, a compilation of regulations was published in the FEDERAL REGISTER (29 F.R. 1002) as Federal Register Document 64-467. In this document the erroneous set of coordinates of the Eglin AFB transition area was perpetuated. The error has been inadvertently continued in the compilation of regulations published on December 15, 1964, as Federal Register Document 64-12285. Therefore, action is taken herein to correct the description of the transition area in accordance with the official document as it appeared prior to the erroneous publication on March 5, 1963.

Since this action is editorial in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is corrected, effective immediately, as hereinafter set forth.

In § 71.181 (29 F.R. 17643), the Eglin AFB, Fla., transition area is amended by deleting the last set of coordinates from the description, "latitude 30°20'15" N., longitude 86°48'00" W.", and substituting "latitude 30°23'20" N., longitude 86°45'00" W." therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 4, 1965.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-2562; Filed, Mar. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 64-WA-54]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration

On December 5, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 16432) stating that the Federal Aviation Agency was considering an amendment to Part 75 of the Federal Aviation Regulations that would extend Jet Route No. 14 from the Richmond, Va., VOR to an intersection overlying the Kenton, Del., VORTAC.

Interested persons were afforded an opportunity to participate in the pro-

posed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 27, 1965, as hereinafter set forth.

In § 75.100 (29 F.R. 17786), J-14 is amended by deleting "Richmond, Va." from the caption and substituting "Kenton, Del." therefor; and by deleting "Richmond, Va." from the text and substituting therefor "Richmond, Va.; to the INT of the Richmond 039° and the Yardley, Pa., 205° radials."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 5, 1965.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-2563; Filed, Mar. 12, 1965; 8:45 a.m.]

[Airspace Docket No. 64-WA-79]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration

On November 20, 1964, a notice of proposed rule making was published in the FEDERAL REGISTER (29 F.R. 15583) stating that the Federal Aviation Agency proposed to realign Jet Route No. 84 from Reno, Nev., via Stockton, Calif., to Oakland, Calif.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., May 27, 1965, as hereinafter set forth.

In § 75.100 (29 F.R. 17776) Jet Route No. 84 is amended as follows: "From Oakland, Calif., via Sacramento, Calif.; Reno, Nev.;" is deleted and "From Oakland, Calif., via Stockton, Calif.; Reno, Nev.;" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on March 5, 1965.

DANIEL E. BARROW,
Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-2564; Filed, Mar. 12, 1965; 8:46 a.m.]

Chapter V—National Aeronautics and Space Administration

PART 1204—ADMINISTRATIVE AUTHORITY AND POLICY

Subpart 5—Delegations and Designations

SCOPE OF SUBPART, AND AUTHORITY DELEGATION TO CORPS OF ENGINEERS BOARD OF CONTRACT APPEALS

Section 1204.500 is revised in its entirety and § 1204.506 is added.