

number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, GC-24, 800 Independence Avenue SW., Washington, DC 20591. All communications received on or before December 6, 1971, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

In consideration of the foregoing, it is proposed to amend § 39.13 of the Federal Aviation Regulations by adding the following new airworthiness directive:

Dowty Rotol, Ltd. Applies to Dowty Rotol Propeller Types (c)R130/4-20-4/12E, (c)R186/4-30-4/16, (c)R187/4-30-4/18, (c)R193/4-30-4/50, (c)R184/4-30-4/50, (c)R259/4-40-4.5/17, (c)R148/4-20-4/21E, (c)R175/4-30-4/13E, (c)R179/4-20-4/33, (c)R257/4-30-4-60, (c)R245/4-40-4.5/13, and (c)R209/4-40-4.5/2, installed on, but not limited to, BAC Viscount Models 744, 745D, and 810; Armstrong Whitworth Model Argosy AV.650 Series 101; Fairchild and Fokker Models F27 and F227; Handley Page Model Herald; and Grumman Model Gulfstream G-169 airplanes.

Compliance is required as indicated unless already accomplished.

To prevent failure of a propeller blade due to the disengagement of the blade bearing retaining bolts resulting from excessive wear on the teeth of the locking segments, accomplish the following:

Within the next 2,600 hours' time in service or at the next propeller overhaul, after the effective date of this AD, whichever occurs sooner, incorporate Dowty Rotol Modification No. (c) VP.2676 (Rev. 1) in accordance with Dowty Rotol, Ltd., Service Bulletin No. 61-714, Revision 3, dated July 26, 1971, or an FAA-approved equivalent.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on October 27, 1971.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[FR Doc.71-16109 Filed 11-3-71;8:52 am]

[14 CFR Part 71]

[Airspace Docket No. 71-SO-163]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Chester, S.C., 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 Region, 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 and Procedures 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 light of comments received.

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

The Chester transition area would be designated as:

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Chester Municipal Airport (lat. 34°47'18" N., long. 81°11'45" W.).

The proposed designation is required to provide controlled airspace protection for IFR operations at Chester Municipal Airport. A prescribed instrument approach procedure to this airport, utilizing the Fort Mill, S.C. VORTAC, is proposed in conjunction with the designation of this transition area.

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

Issued in East Point, Ga., on October 27, 1971.

ROBERT O. BLANCHARD,
Acting Director, Southern Region.

[FR Doc.71-16110 Filed 11-3-71;8:52 am]

[14 CFR Part 71]

[Airspace Docket No. 71-GL-9]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to designate a transition area at Gallipolis, Ohio.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Great Lakes Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 3166 Des Plaines Avenue, Des Plaines, IL 60018. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action

is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Division Chief.

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.

A public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Administration, Room 18, 3158 Des Plaines Avenue, Des Plaines, IL 60018.

A new instrument approach procedure has been developed for the Gallia-Meigs Airport, Gallipolis, Ohio, utilizing a city-owned NDB and with control to be provided by the Indianapolis Air Route Traffic Control Center. Consequently, it is necessary to provide controlled airspace protection for aircraft executing this new approach procedure by designating a transition area at Gallipolis, Ohio.

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

In § 71.181 (36 F.R. 2140), the following transition area is added:

GALLIPOLIS, OHIO

That airspace extending upward from 700 feet above the surface within an 8½-mile radius of the Gallia-Meigs Regional Airport, Gallipolis, Ohio (latitude 38°50'03" N., longitude 82°09'49" W.).

This amendment is 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 Des Plaines, Illinois, on October 14, 1971.

LYLE K. BROWN,
Director, Great Lakes Region.

[FR Doc.71-16111 Filed 11-3-71;8:52 am]

Hazardous Materials Regulations Board

[49 CFR Part 195]

[Notice 71-27; Docket No. HM-6D]

PIPELINE LPG TANKS

Testing of Relief Valves

The Hazardous Materials Regulations Board is considering an amendment to § 195.428 that would extend from 6 months to 5 years the interval required of pipeline carriers for testing relief valves on horizontal pressure storage vessels containing liquefied petroleum gas (LPG). The requirement for inspection

of these valves at 6-month intervals would not be changed.

Under the proposed amendment, the frequency of testing relief valves on pipeline LPG tanks would be excepted from paragraph (a) of § 195.428, and a new paragraph (b) would be added to specify the testing interval. As a result of this proposed change, relief valves on pipeline LPG tanks would have to be inspected at 6-month intervals, but tested only once every 5 years.

Extension of the time period for testing appears to be justified for several reasons. First, LPG is a "sweet gas" which has little or no corrosive effect on the metal of the valve. Second, valves are not subjected to temperature variations which could cause a permanent set of the valve springs. Third, industry experience indicates many years of operation at infrequent testing intervals without incident due to improper functioning of relief valves. Finally, in many cases, testing of a valve requires removal of the LPG and depressurization of the tank which exposes the carrier to a potentially hazardous condition that would occur less frequently at longer testing intervals. For these reasons, a 6-month testing interval is an expense for the carrier that does not appear to be warranted by considerations of safety.

If the proposed amendment is adopted, § 195.428 will comport with another departmental regulation, 49 CFR 173.31(c), which requires a 5-year retest of relief valves on tank cars that normally carry LPG.

Interested persons are invited to comment on the proposed amendment by submitting written information, views, or arguments. Communications should be identified by the notice number and docket number and submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, DC 20590. Comments received by December 5, 1971, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons in the Rules Docket at the Office of the Secretary of the Hazardous Materials Regulations Board.

This notice is issued under the authority of sections 831-835 of title 18, United States Code; section 6 (e) (4) and (f) (3) (A) of the Department of Transportation Act, 49 U.S.C. 1655 (e) (4) and (f) (3) (A); and § 1.49(f) of the Regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(f).

In consideration of the foregoing, it is proposed to amend § 195.428 of Title 49 of the Code of Federal Regulations to read as follows:

§ 195.428 Overpressure safety devices.

(a) Except as provided in paragraph (b) of this section, each carrier shall, at intervals not exceeding 12 months, or 6 months in the case of pipelines used to carry liquefied gases, inspect and test each pressure limiting device, relief valve, pressure regulator, or other item of pressure control equipment to determine that it is functioning properly, is

in good mechanical condition, and is adequate from the standpoint of capacity and reliability of operation for the service in which it is used.

(b) In the case of relief valves on horizontal pressure storage vessels containing liquefied petroleum gas, each carrier shall test each valve at intervals not exceeding 5 years.

Issued in Washington, D.C., on November 1, 1971.

JOHN W. INGRAM,
Administrator,
Federal Railroad Administration.

[FR Doc.71-16114 Filed 11-3-71;8:51 am]

FEDERAL RESERVE SYSTEM

[12 CFR Part 269]

POLICY ON UNIONIZATION AND COLLECTIVE BARGAINING

Objections to Election Procedure

The Board of Governors, pursuant to the authority conferred by section 248 of title 12, United States Code, published in the FEDERAL REGISTER on August 6, 1971 (36 F.R. 14479) a proposal to add a new paragraph (f) to § 269.5.

The purpose of the proposed amendment was stated to be (1) to protect employees from any interference with their making a fair and free choice in selecting or rejecting a bargaining representative even if such interference does not constitute an unfair labor practice within the meaning of § 269.6 and (2) to authorize the Federal Reserve System Labor Relations Panel to establish an expedited procedure for processing charges of interference, to promulgate rules to guide the conduct of all parties, and to provide appropriate remedies when interference has been found to have affected the outcome of the election. Comments on the proposal were to have been received not later than September 7, 1971.

In consideration of the response to the August 6 publication, the Board of Governors has modified its original proposal. The Board believes that offering the modified proposal for public comment will be helpful to its final consideration of this matter. Interested persons are invited to submit relevant data, views, or arguments on the amended proposal. Any such comments or materials should be submitted in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than November 18, 1971.

The amended proposal is set forth below:

§ 269.5 Elections.

(f) (1) If at any time prior to an election, an appreciable number of employees of a Federal Reserve bank evidence substantial interest in representation by one or more labor organizations, whether or not a 30 percent interest has yet been shown, it shall be incumbent on the bank, labor organizations, and all others to

refrain from any conduct, action or policy that interferes with or restrains employees from making a fair and free choice in selecting or rejecting a bargaining representative.

(2) A bank, labor organizations, or employees are not precluded from exercise of the free speech privileges of § 269.6(c) but such exercise may properly be held to be contrary to the intent of this section even if the conduct, action, or policy in question does not constitute an unfair labor practice under § 269.6(a) (1), (2), or (3) or § 269.6(b) (1) or (2) of this Policy.

(3) The Federal Reserve System Labor Relations Panel may promulgate expedited procedures from prompt disposition of allegations that a violation of this section has affected or is likely to affect the outcome of the election.

(4) The Panel may determine whether there has been a violation of this section and may render appropriate interpretations of this section, and may set forth as guidelines the circumstances the Panel believes necessary for a fair and free election by a Code of Preelection Conduct or by decision in specific cases.

(5) In the event of a proven violation of this section by a bank, by labor organizations, or by other individuals or organizations, found sufficient to affect the outcome of an election, the Panel may take appropriate remedial action such as the setting aside of the results of an election and the ordering of a new election: *Provided, however,* That the Panel may not require a bank to recognize a labor organization without an election unless the violation is found to be an unfair labor practice under § 269.6 that would make a free election unlikely.

By order of the Board of Governors,
October 29, 1971.

[SEAL] TYNAN SMITH,
Secretary.

[FR Doc.71-16041 Filed 11-3-71;8:45 am]

[12 CFR Part 291]

LABOR RELATIONS

Preelection and Election Conduct

The Federal Reserve System Labor Relations Panel published in the FEDERAL REGISTER on August 6, 1971 (36 F.R. 14480), a proposed "Code of Preelection Conduct" and "Rules and Regulations Pertaining to Preelection Conduct" to be adopted if the Board of Governors of the Federal Reserve System adopted its proposed new § 269.5(f) of its policy on Unionization and Collective Bargaining for the Federal Reserve banks.

The "Code of Preelection Conduct" would set forth as a matter of policy a general guide to acceptable conduct by a Reserve Bank, a labor organization, or others relating to the selection or rejection by employees of an exclusive bargaining representative.

The need for the issuance of such a guide is premised on the unique approach the Panel contemplates in applying the "objections to election procedure" that would be permitted by the adoption of