

# FEDERAL REGISTER

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1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on July 30, 1970.

DANIEL E. BARROW,  
Acting Director, Central Region.

[F.R. Doc. 70-10634; Filed, Aug. 13, 1970;  
8:46 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 70-WE-63]

#### TRANSITION AREA

##### Proposed Designation

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a transition area at Wells, Nev.

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 Chief, Airspace and Program Standards Branch, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. 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 public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic 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, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

An approach procedure has been developed for Harriet Field, Wells, Nev., utilizing the 287° T (270° M) radial of the Wells, Nev., VOR for procedure turn and holding radial. The proposed 700-foot transition area is required to provide controlled airspace protection for the instrument approach procedure. The proposed 1,200-foot portion of the transition area will provide controlled airspace for aircraft executing the established holding procedure while transitioning to and from the airway structure or continental control area.

In consideration of the foregoing, the Federal Aviation Administration proposes the following airspace action:

In § 71.181 (35 F.R. 2134) the following transition area is added:

WELLS, NEV.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Harriet Field (latitude 41°06'54" N., longi-

tude 114°55'24" W.) and within 4.5 miles south and 9.5 miles north of the Wells VOR 287° radial, extending from the VOR to 18.5 miles west of the VOR. That airspace extending upwards from 1,200 feet above the surface within 12 miles north and 8 miles south of the Wells VOR 287° and 107° radials extending from 23 miles west to 10 miles east of the VOR.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (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 Los Angeles, Calif., on August 7, 1970.

LEE E. WARREN,  
Acting Director, Western Region.

[F.R. Doc. 70-10635; Filed, Aug. 13, 1970;  
8:47 a.m.]

#### [ 14 CFR Part 71 ]

[Airspace Docket No. 70-WE-64]

#### TRANSITION AREA

##### Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of The Dalles, Ore. transition area.

Interested persons may participate in the proposed rulemaking by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace and Program Standards Branch, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. 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 public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic 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, 5651 West Manchester Avenue, Los Angeles, Calif. 90045.

The instrument approach procedure has been revised in accordance with the U.S. Standards for Terminal Instrument Procedures (TERPS). The proposed additional 700-foot transition area is required to provide controlled airspace for aircraft executing the prescribed instrument procedure.

In consideration of the foregoing, the FAA proposes the following airspace action.

In § 71.181 (35 F.R. 2134) the description of The Dalles, Ore. transition area is amended as follows:

Delete all before " \* \* \*, that airspace extending upward from 1,200 feet \* \* \* " and substitute therefor, "That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Dalles Municipal Airport (latitude 45°37' 05" N., longitude 121°10'05" W.), that airspace south of The Dalles, extending from a line 2 miles east of and parallel to The Dalles VORTAC 186° radial clockwise to the 222° radial, extending from the 5-mile radius area to an ARC of an 11.5-mile radius circle centered on The Dalles Municipal Airport; \* \* \* "

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended (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 Los Angeles, Calif., on August 7, 1970.

LEE E. WARREN,  
Acting Director, Western Region.

[F.R. Doc. 70-10636; Filed, Aug. 13, 1970;  
8:47 a.m.]

#### National Highway Safety Bureau

#### [ 49 CFR Part 571 ]

[Docket No. 1-11; Notice 5]

#### REAR UNDERRIDE PROTECTION; TRUCKS AND TRAILERS

##### Notice of Proposed Rule Making

A notice of a proposed new motor vehicle safety standard on Rear Underride Protection was published on March 19, 1969 (34 F.R. 5383). In view of comments received in response to that notice and other considerations, it has been determined that changes should be made before issuing the standard. This amended notice of proposed rule making is being issued to allow interested parties to comment on the requirements that are presently under consideration.

Many comments expressed concern for the economic and operational difficulties that might be encountered because of the proposed requirement for a maximum road clearance of 18 inches. Problems that were envisioned included stubbing on abrupt grade changes in roads and loading ramps, mismatches between vehicles and equipment used with them, as between dump trucks and paving machines, and interference with working equipment normally mounted at the rear end of the vehicle. Some persons were concerned that the structure necessary to provide strength at that height would add weight to the vehicle that would significantly reduce payload capacity and operating revenues. It has been demonstrated, however, that a rear-end clearance as high as 24 inches above the ground exposes a significant proportion of the vehicle population to a serious underride hazard.

The comments also contained suggestions that the proposal be altered to allow rear tires, axles, and other parts



of the rear bogie to be used to satisfy the underide protection requirements. Although not expressly prohibited under the previous proposal, it was unlikely that these components could be used to meet the requirement, since a continuous horizontal section of the rear surface ("guard line") was required to extend across the vehicle, at no point more than 15 inches forward of the rear-most point on the vehicle. These suggestions have been found to be reasonable as long as the vehicle components meet the basic strength requirements. It was also suggested that the test block be enlarged, to engage more of the structure at the rear of the vehicle.

The proposed test requirement has been altered to take into account these objections and suggestions. It is now proposed that the face of the test block be a rectangle 4 inches high and 12 inches wide, and that its height for the test be uniformly set with its lower edge 16 inches from the ground. The vehicle would be required to meet the strength requirement at all points out to the outermost test points on the vehicle. All specific configurational requirements would be eliminated, and the vehicle could meet the strength requirement with whatever components are in position to contact the test block.

Test programs conducted by both the NHTSB and concerned industries indicated that the 75,000-pound test force was unnecessarily large. The proposed requirement has been changed to 50,000 pounds in accordance with those findings.

Some comments suggested that the 15-inch penetration limit be increased to a larger figure. These suggestions have not been adopted. The likely crush distance of the impacting vehicle traveling at moderate speeds, added to a 15-inch penetration of the impacted truck or trailer, approaches the length forward of the windshield of many smaller vehicles. Therefore, allowing a greater penetration could seriously derogate from the protection offered.

The outermost test points have been determined relative to a newly defined "side reference point", the outermost point on each side of the vehicle between 18 and 66 inches from the ground, in a transverse section through the center of the rear tires.

Further consideration will be given, after issuance of the standard and completion of technical studies, to the inclusion of energy management of underide protection to the sides of large vehicles. The standard proposed herein does not preclude the immediate use of energy absorbing elements in the protected areas, and it is hoped that manufacturers will include these elements in their designs.

Proposed effective date: January 1, 1972.

In consideration of the above, it is proposed that a motor vehicle safety standard on Rear Underride Protection be issued, to read as set forth below. Comments are invited on the proposal, particularly in regard to the changes

made from the proposal of March 19, 1969 (34 F.R. 5383). Comments should refer to the docket number and be submitted to: Docket Section, National Highway Safety Bureau, Room 4223, 400 Seventh Street SW., Washington, D.C. 20591. It is requested, but not required, that 10 copies be submitted. All comments received before the close of business on September 25, 1970, will be considered, and will be available in the docket at the above address for examination both before and after the closing date. To the extent possible, comments filed after the above date will also be considered by the Bureau. However, the rule making action may proceed at any time after that date, and comments received after the closing date and too late for consideration in regard to the action will be treated as suggestions for future rule making. The Bureau will continue to file relevant material, as it becomes available, in the docket after the closing date, and it is recommended that interested persons continue to examine the docket for new materials.

This notice of proposed rule making is issued under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1392, 1407), and the delegations of authority at 49 CFR 1.51 (35 F.R. 4955) and 49 CFR 501.8 (35 F.R. 11126).

Issued on August 11, 1970.

RODOLFO A. DIAZ,  
Acting Associate Director,  
Motor Vehicle Programs.

#### REAR UNDERRIDE PROTECTION—TRUCKS AND TRAILERS

**S1. Purpose and scope.** This standard establishes the requirement that the rear end of heavy vehicles be constructed so as to reduce the probability of underide by passenger vehicles in rear-end collisions.

**S2. Applicability.** This standard applies to trailers and trucks. It does not, however, apply to pole trailers, truck tractors, or any vehicles with gross vehicle weight rating of 10,000 pounds or less.

**S3. Definitions.** "Rear reference point" means the point on the vehicle, between 18 and 66 inches from the ground when the vehicle is loaded to its gross vehicle weight rating, that is farthest to the rear when cargo doors, tailgate, or other closing devices are in the fully closed position.

"Side reference point" means the point on the vehicle, between 18 and 66 inches from the ground when the vehicle is loaded to its gross vehicle weight rating, that is farthest outboard in a vertical transverse plane through the axis of rotation of the rearmost tires.

**S4. Requirements.** When the vehicle is tested according to S5 at any point between the outermost test positions specified in S4.1, the test block shall not move more than 15 inches forward of the rear reference point of the vehicle.

**S4.1** At the outermost test position on each side, the outer edge of the test block shall be in the vertical longitudinal

plane passing through the side reference point.

#### **S5. Test procedure.**

**S5.1** Place the vehicle, loaded to its curb weight, on level ground, restrained to prevent forward, upward or lateral motion. The means used to restrain the vehicle must not inhibit forward movement of the portions tested relative to the rest of the vehicle.

**S5.2** Prepare a test block of rigid material with a plane surface in the form of a rectangle 4 inches high and 12 inches wide ("the surface").

**S5.3** Position the test block at a point between the outermost positions specified in S4.1, so that—

(a) The surface is vertical and facing in the direction of forward travel of the vehicle;

(b) The lower 12-inch edge of the surface is horizontal and 16 inches from the ground; and

(c) The surface is in contact with the rear of the vehicle.

**S5.4** Apply a forward static force of 50,000 pounds to the test block. Maintain the force for 15 seconds. Restraining the block from lateral, vertical, or rotational movement throughout the test.

[F.R. Doc. 70-10663; Filed, Aug. 13, 1970; 8:48 a.m.]

## FEDERAL COMMUNICATIONS COMMISSION

### [ 47 CFR Part 64 ]

[Docket No. 16979; FCC 70-886]

## INTERDEPENDENCE OF COMPUTER AND COMMUNICATION SERVICES AND FACILITIES

### Order Scheduling Oral Argument

In the matter of regulatory and policy problems presented by the interdependence of computer and communication services and facilities.

1. In our notice of proposed rule making herein released April 3, 1970 (FCC 70-338), we stated that, after receipt of comments on our tentative decision and proposed rules, we would schedule oral argument. We have received written comments from 33 interested parties.

2. Our review of the comments indicate that a number of those submitting comments may wish to forego oral argument and rest on their written submissions and that other parties having common interests may wish to join in presenting argument through a single spokesman. Accordingly, we are fixing the date and time for oral argument herein and will issue a further order allocating the time thereafter after receipt of notices of intention to appear.

3. Accordingly, it is ordered, That oral argument is scheduled before the Commission, en banc, on September 3, 1970, beginning at 9:30 a.m.

4. It is further ordered, That, within 5 days after the release of this order, parties submitting written comments