

DOT-TSC-RSPA-85-10

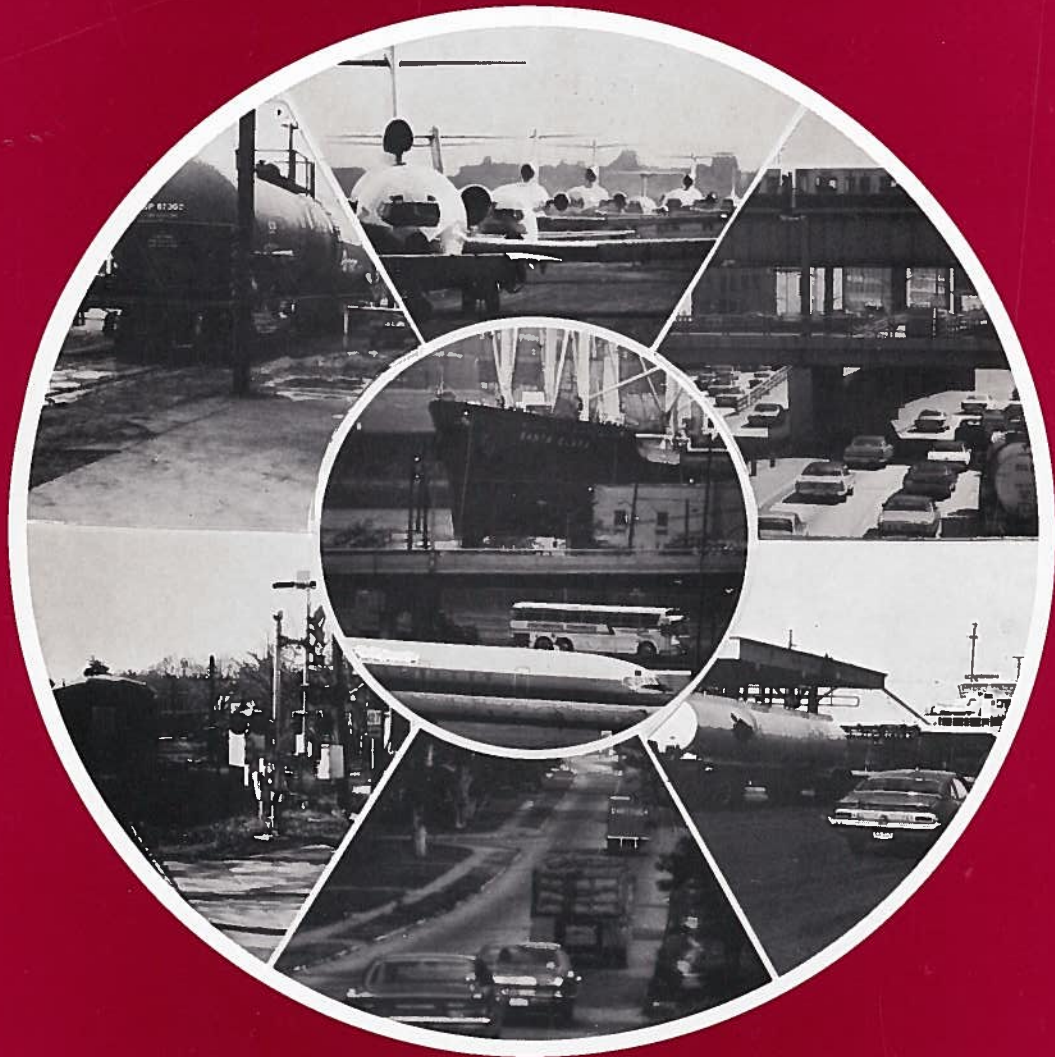


U.S. Department  
of Transportation

**Research and  
Special Programs  
Administration**

# Transportation Safety Information Report

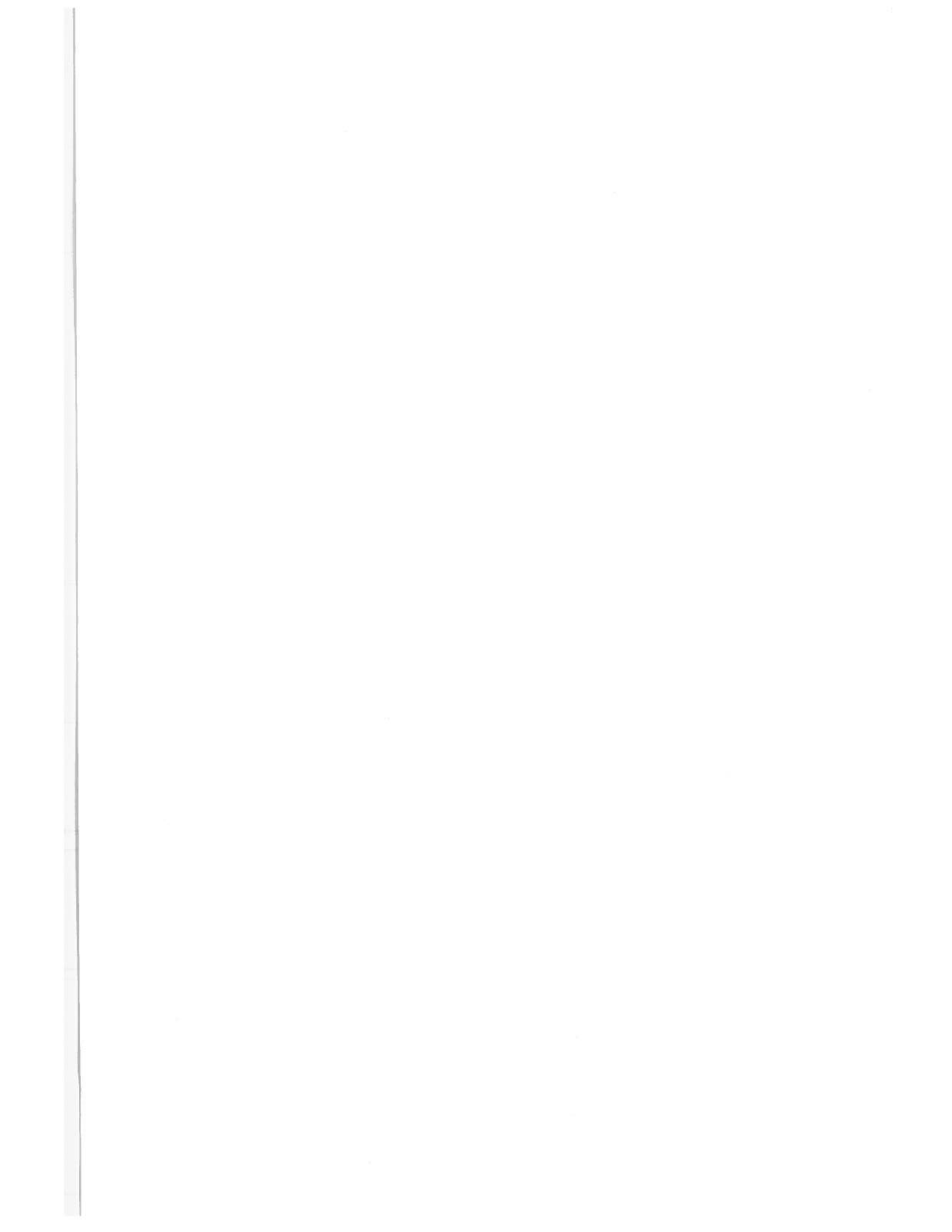
## Third Quarter 1985



**Transportation Systems Center**

Technical Report Documentation Page

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Abstract  The "Transportation Safety Information Report" is a compendium of selected national-level transportation safety statistics for all modes of transportation. The report presents and compares data on a monthly and quarterly basis for transportation fatalities, accidents, and injuries for the current and preceding year. The report is based on data input to the Transportation Safety Information System (TRANSIS) by representatives in each of DOT's modal administrations and the National Transportation Safety Board.			
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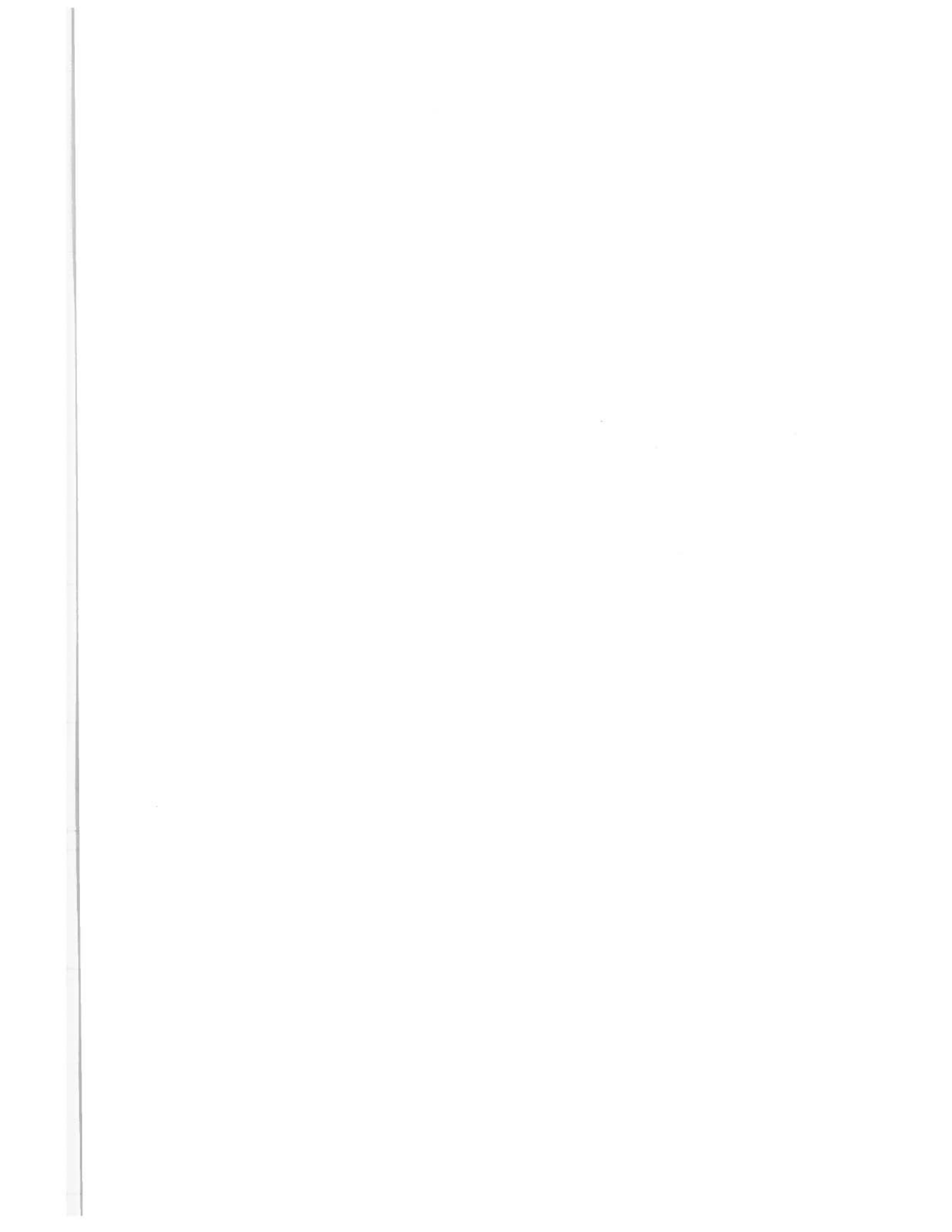
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## **TRANSIS REPRESENTATIVES AND MANAGEMENT**

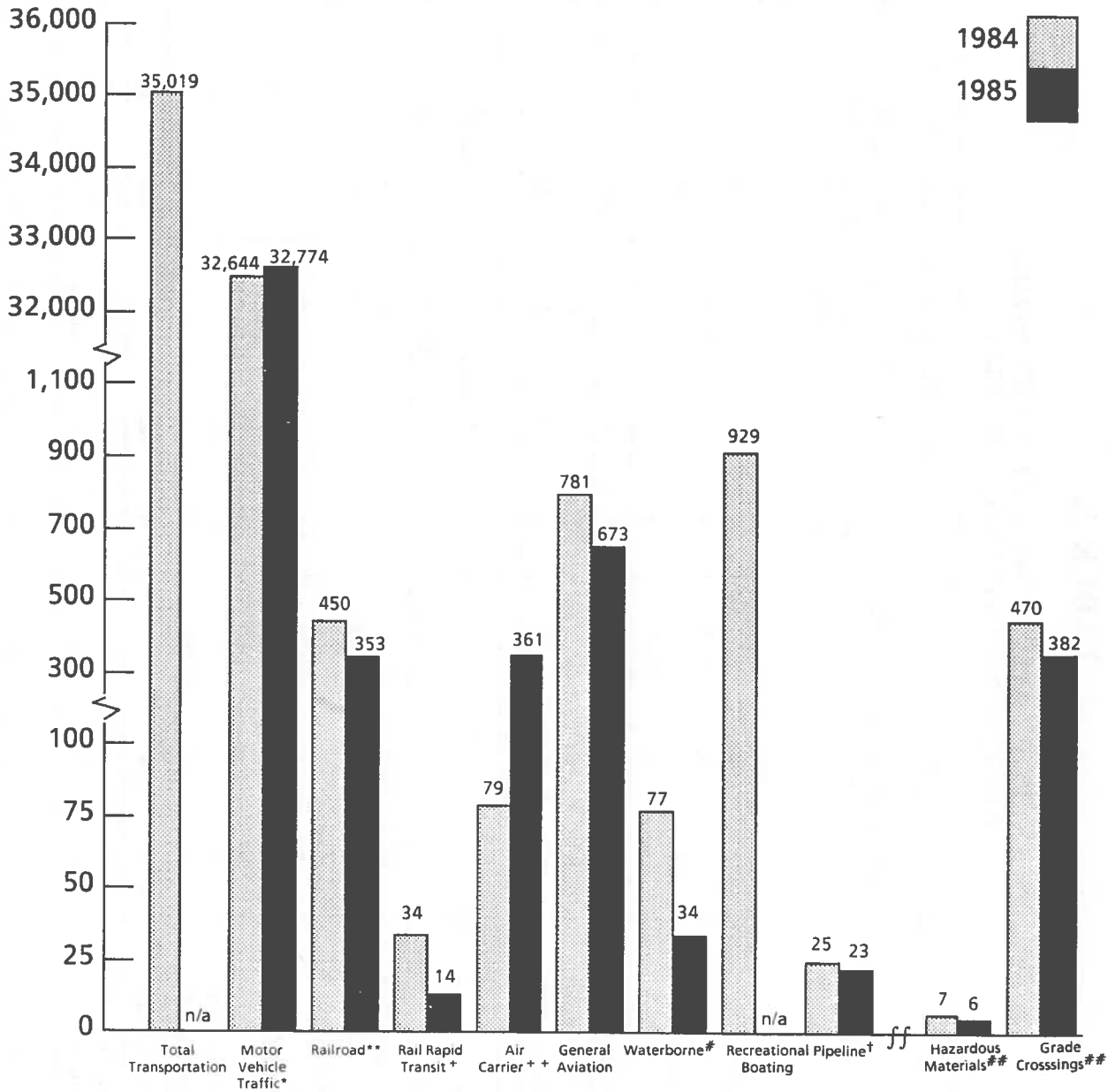
AGENCY	ROUTING SYMBOL	TELEPHONE	ROOM
<b>UNITED STATES COAST GUARD</b>			
Paul Ponce	G-MMI-3	426-6251	1404(TRPT)
Albert J. Marmo	G-BP-42	426-1070	4224(TRPT)
<b>FEDERAL AVIATION ADMINISTRATION</b>			
Charles J. Hoch	ASF-200	426-8256	333(10A)
<b>FEDERAL HIGHWAY ADMINISTRATION</b>			
Phyllis Young	HHS-22	426-2171	3409
<b>FEDERAL RAILROAD ADMINISTRATION</b>			
Bruce Fine	RRS-20	426-6144	8314
<b>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION</b>			
Grace B. Hazzard	NRD-33	472-7040	6201B
<b>URBAN MASS TRANSPORTATION ADMINISTRATION</b>			
James O'Connor	URT-6	426-2896	6429
<b>RESEARCH &amp; SPECIAL PROGRAMS ADMINISTRATION</b>			
Richard C. Stevens	DMA-20	426-4228	8409
<b>NATIONAL TRANSPORTATION SAFETY BOARD</b>			
Bernard Loeb	SP-10	382-6623	834(10A)
<b>TRANSIS MANAGEMENT</b>			
<b>SPONSOR-RSPA/MANAGEMENT INFORMATION SYSTEMS</b>			
Richard C. Stevens	DMA-20	426-4228	8409
<b>TASK MANAGER/PROGRAM ANALYST</b>			
William Gay	DTS-32	494-2450	1163(TSC)
Marjorie Saccoccio	DTS-32	(FTS 837-2450)	1162(TSC)



# SUMMARY STATISTICS OF TRANSPORTATION SAFETY

## CHART 1.

### TRANSPORTATION FATALITIES BY MODE FIRST NINE MONTHS, 1984 - 1985



Note: 1985 Data are preliminary.

\* Traffic fatalities are NHTSA's estimates based on a 30-day definition (see Glossary).

\*\* Fatalities resulting from train accidents, train incidents and nontrain incidents. Train-related grade crossing fatalities are not included.

+ Fatalities resulting from train and nontrain incidents.

+ + Air Carrier includes Commuter Carriers and Air Taxis (see Glossary).

# Waterborne data are for vessel casualties only.

## Highway-related grade crossing and hazardous materials fatalities are included in Total Transportation, but rail-related grade crossing fatalities are not included.

† Includes gas and liquid pipeline.



**TABLE 1.**  
**TRANSPORTATION FATALITIES BY MODE**  
**FIRST NINE MONTHS, 1984 - 1985**

CLASSIFICATION	JANUARY			FEBRUARY			MARCH		
	1984	1985	% CHANGE	1984	1985	% CHANGE	1984	1985	% CHANGE
MOTOR VEHICLE TRAFFIC*	2,830	2,921	+3.2%	2,765	2,590	-6.3%	3,305	3,193	-3.4%
RAILROAD**	25	21	-16.0%	40	15	-62.5%	35	34	-2.9%
RAIL RAPID TRANSIT+	6	1	-83.3%	6	1	-83.3%	3	1	-66.7%
AIR CARRIER++	5	106	+2020.0%	2	20	+900.0%	8	5	-37.5%
GENERAL AVIATION	72	53	-26.4%	79	64	-19.0%	100	63	-37.0%
WATERBORNE#	16	8	-50.0%	6	11	+83.3%	11	5	-54.5%
RECREATIONAL BOATING	30	n/a	-	59	n/a	-	71	n/a	-
PIPELINES, GAS & LIQUID	6	3	-50.0%	4	3	-25.0%	1	0	-100.0%
TOTAL TRANSPORTATION	2,990	n/a	-	2,961	n/a	-	3,534	n/a	-
HAZARDOUS MATERIALS##	0	2	[1]	0	0	0.0%	2	1	-50.0%
GRADE CROSSING ONLY##	60	59	-1.7%	43	36	-16.3%	66	44	-33.3%
	APRIL			MAY			JUNE		
CLASSIFICATION	1984	1985	% CHANGE	1984	1985	% CHANGE	1984	1985	% CHANGE
MOTOR VEHICLE TRAFFIC*	3,250	3,507	+7.9%	3,765	3,872	+2.8%	4,090	4,139	+1.2%
RAILROAD**	52	38	-26.9%	41	41	0.0%	62	45	-27.4%
RAIL RAPID TRANSIT+	4	2	-50.0%	0	2	[1]	3	0	-100.0%
AIR CARRIER++	5	11	+120.0%	6	7	+16.7%	7	6	-14.3%
GENERAL AVIATION	70	100	+42.9%	73	77	+5.5%	75	70	-6.7%
WATERBORNE#	6	3	-50.0%	8	5	-37.5%	3	1	-66.7%
RECREATIONAL BOATING	90	n/a	-	161	n/a	-	152	n/a	-
PIPELINES, GAS & LIQUID	2	7	+250.0%	0	0	0.0%	0	0	0.0%
TOTAL TRANSPORTATION	3,479	n/a	-	4,054	n/a	-	4,392	n/a	-
HAZARDOUS MATERIALS##	0	0	0.0%	1	0	-100.0%	2	0	-100.0%
GRADE CROSSING ONLY##	47	34	-27.7%	64	51	-20.3%	47	42	-10.6%





## ***HIGHWAY***

- The number of estimated Motor Vehicle fatalities decreased slightly when the third quarter of 1985 is compared with the third quarter of 1984 -- from 12,639 in 1984 to 12,552 in 1985.
- There were 32,774 Motor Vehicle fatalities reported in the first nine months of 1985 versus 32,644 in the same period of 1984, which represents an increase of less than one percent. However, the number of fatalities was lower than the corresponding period in 1976.
- Preliminary estimates of Motor Vehicle travel show an increase of 2.5 percent in the third quarter of 1985 and 2.9 percent in the first nine months of 1985 over the comparable periods of 1984.

**TABLE 2.**

**HIGHWAY FATALITIES FOR 1985 COMPARED WITH 1984 AND 1976**

JANUARY			FEBRUARY			MARCH					
1976	1984	1985	1976	1984	1985	1976	1984	1985			
3,038	2,830	2,921	2,969	2,765*	2,590	3,197	3,305	3,193			
% CHANGE		% CHANGE		% CHANGE		% CHANGE		% CHANGE			
1976-85		1984-85		1976-85		1984-85		1976-85		1984-85	
-3.9		+ 3.2		-12.8		-6.3		-0.1		-3.4	
APRIL			MAY			JUNE					
1976	1984	1985	1976	1984	1985	1976	1984	1985			
3,569	3,250	3,507	4,113	3,765	3,872	3,979	4,090	4,139			
% CHANGE		% CHANGE		% CHANGE		% CHANGE		% CHANGE			
1976-85		1984-85		1976-85		1984-85		1976-85		1984-85	
-1.7		+ 7.9		-5.9		+ 2.8		+ 4.0		+ 1.2	
JULY			AUGUST			SEPTEMBER					
1976	1984	1985	1976	1984	1985	1976	1984	1985			
4,613	4,252	4,285	4,348	4,252	4,352	3,994	4,135	3,915			
% CHANGE		% CHANGE		% CHANGE		% CHANGE		% CHANGE			
1976-85		1984-85		1976-85		1984-85		1976-85		1984-85	
-7.1		+ 0.8		+ 0.1		+ 2.4		-2.0		-5.3	

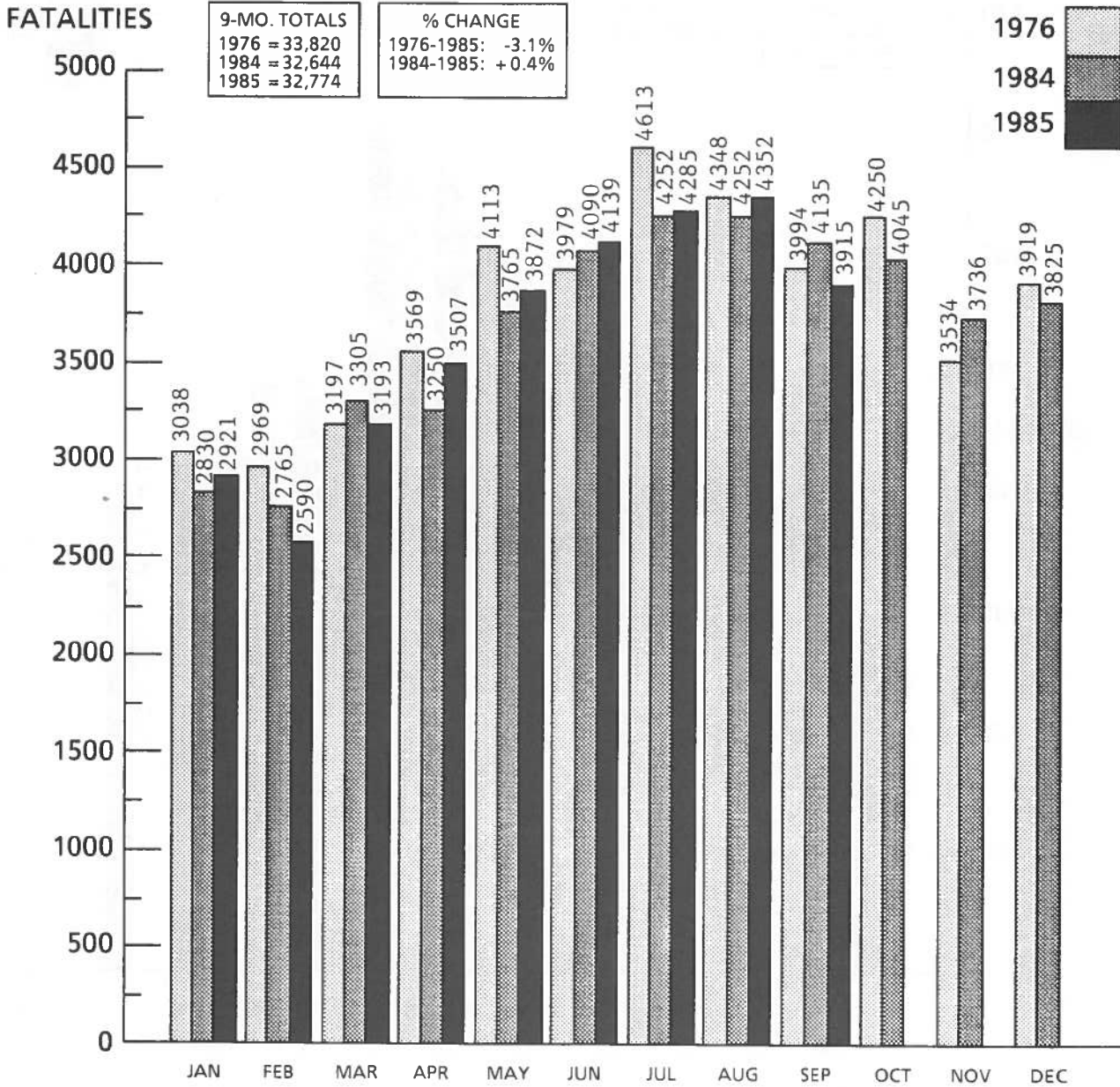
THIRD QUARTER			FIRST 9 MONTHS				
1976	1984	1985	1976	1984	1985		
12,955	12,639	12,552	33,820	32,644	32,774		
% CHANGE		% CHANGE		% CHANGE			
1976-85		1984-85		1976-85		1984-85	
-3.1		-0.7		-3.1		+ 0.4	

\* 1984 is a leap year, which should increase the February count by about three percent.  
 NOTE: Figures are based on 30-day fatality definition (see Glossary).  
 1985 Data are preliminary.

SOURCE: Fatal Accident Reporting System (FARS), NHTSA, NCSA, NRD-33.

## CHART 2.

### MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH 1976, 1984 AND 1985

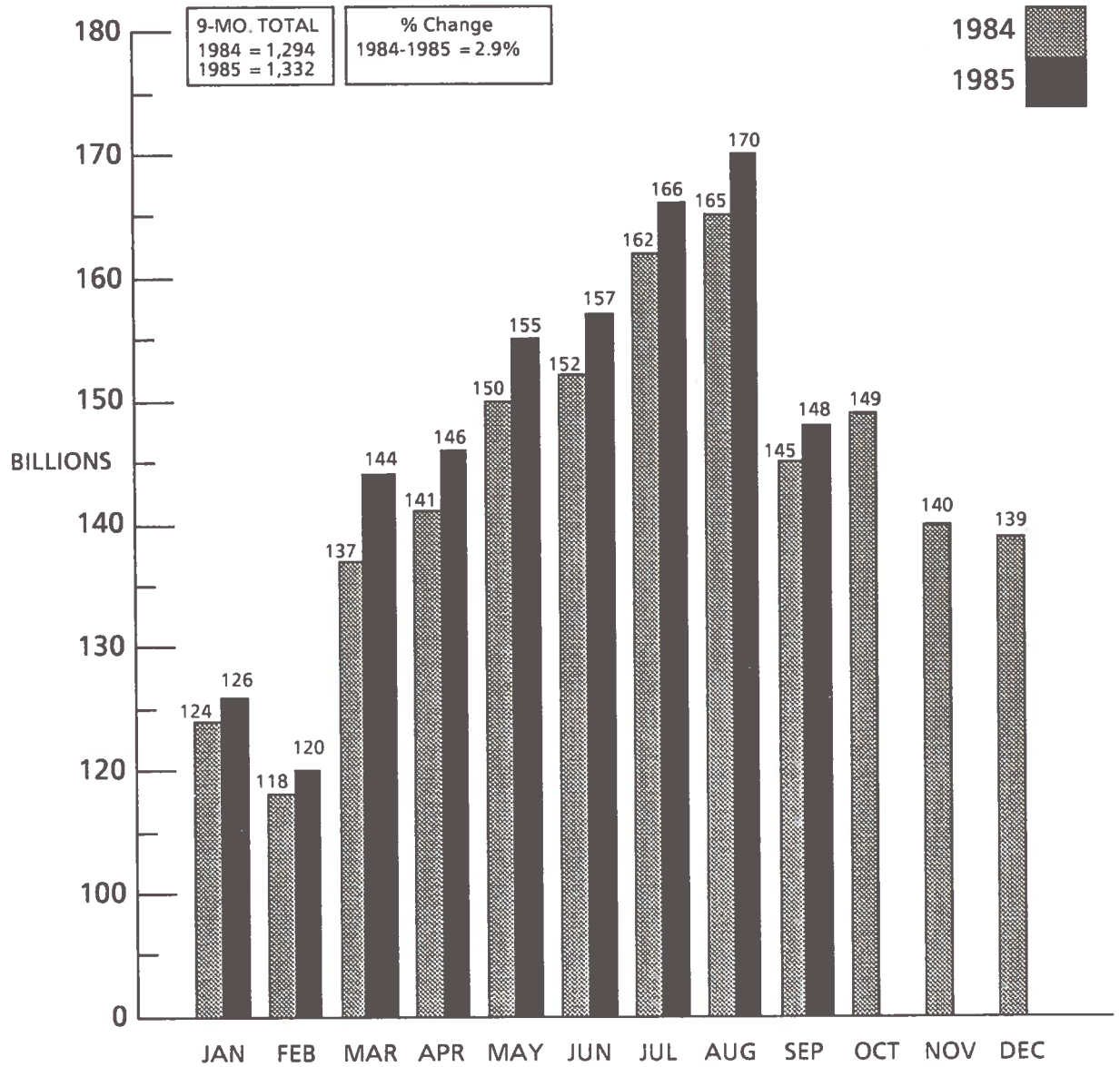


\* 1984 is a leap year, which should increase the February count by about three percent.  
NOTE: Figures are based on 30-day fatality definition (see Glossary).  
1985 Data are preliminary.

SOURCE: Fatal Accident Reporting System (FARS), NHTSA, NCSA, NRD-33.

# CHART 3.

## MOTOR VEHICLE MILES OF TRAVEL, 1984 - 1985P



P = Preliminary.

SOURCE: FHWA, Office of Highway Safety, HHS-22.

## **RAILROAD**

- The number of fatalities reported for railroads\* and rail-highway grade crossings showed a significant decrease in the third quarter and the first nine months of 1985 when compared with the corresponding periods of 1984, as shown in Table 3.
- Train accidents, train incidents, and nontrain incidents experienced a decline in the third quarter and the first nine months of 1985, compared with the same 1984 periods. The number of fatalities in each of these categories also fell during the same time periods.
- In the third quarter of 1985, injuries resulting from train accidents were lower than the third quarter of 1984; however, the nine-month data for 1985 show an increase in injuries over the same period of 1984. This increase in train accident injuries was attributed to two separate train collisions in which 132 passengers/railroad employees were injured. During these same periods, injuries resulting from train and nontrain incidents decreased.
- Rail-highway grade crossing incidents and injuries also fell in the third quarter and the first nine months of 1985, compared with the same 1984 periods.

\* Includes train accident, train incident, and nontrain incident data.



**TABLE 3.****RAILROAD\* FATALITIES FOR 1985 COMPARED WITH 1984**

	JANUARY		FEBRUARY		MARCH	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
RAILROAD*	25	21	40	15	35	34
GRADE CROSSING	60	59	43	36	66	44
TOTAL RR AND GC	85	80	83	51	101	78

	APRIL		MAY		JUNE	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
RAILROAD*	52	38	41	41	62	45
GRADE CROSSING	47	34	64	51	47	42
TOTAL RR AND GC	99	72	105	92	109	87

	JULY		AUGUST		SEPTEMBER	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
RAILROAD*	68	59	66	62	61	38
GRADE CROSSING	54	37	35	37	54	42
TOTAL RR AND GC	122	96	101	99	115	80

	THIRD QUARTER			FIRST 9 MONTHS		
CLASSIFICATION	1984	1985	% Chg	1984	1985	% Chg
RAILROAD*	195	159	-18.5	450	353	-21.6
GRADE CROSSING	143	116	-18.9	470	382	-18.7
TOTAL RR AND GC	338	275	-18.6	920	735	-20.1

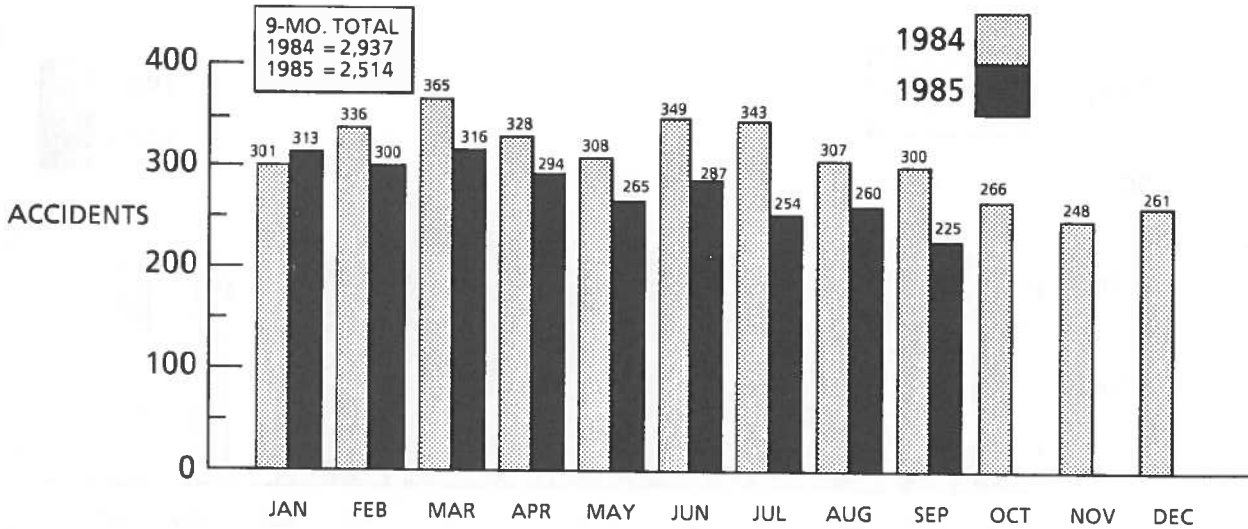
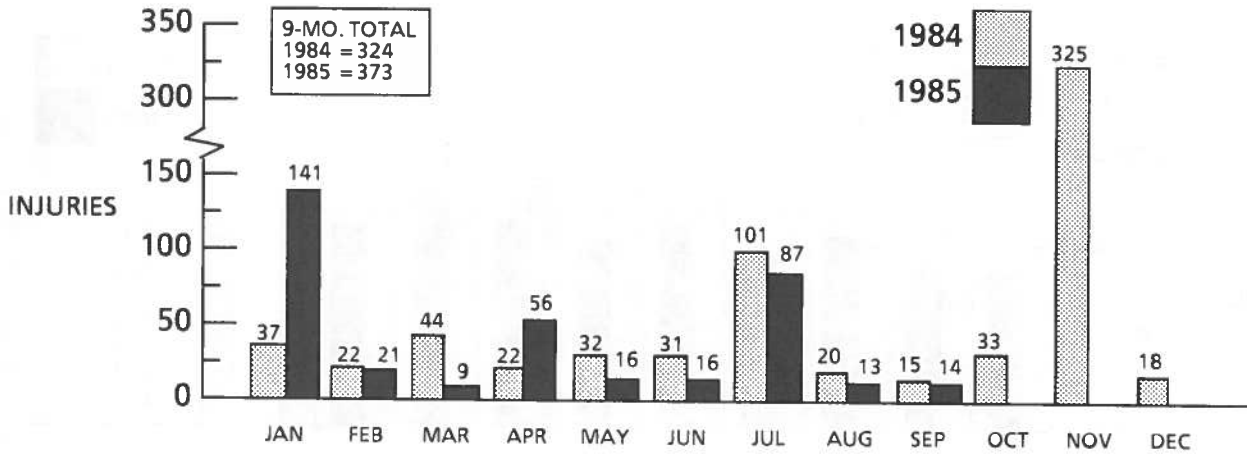
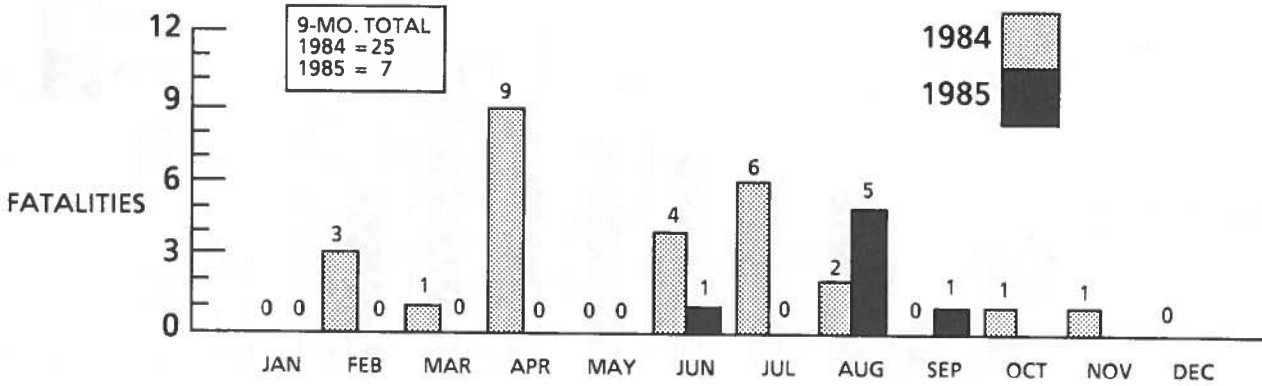
\* Includes train accident, train incident, and nontrain incident data.

NOTE: 1985 Data are preliminary.

SOURCE: FRA, Office of Safety Analysis, RRS-20.

# CHART 4.

## TRAIN ACCIDENT\* FATALITIES, INJURIES AND ACCIDENTS, 1984-1985

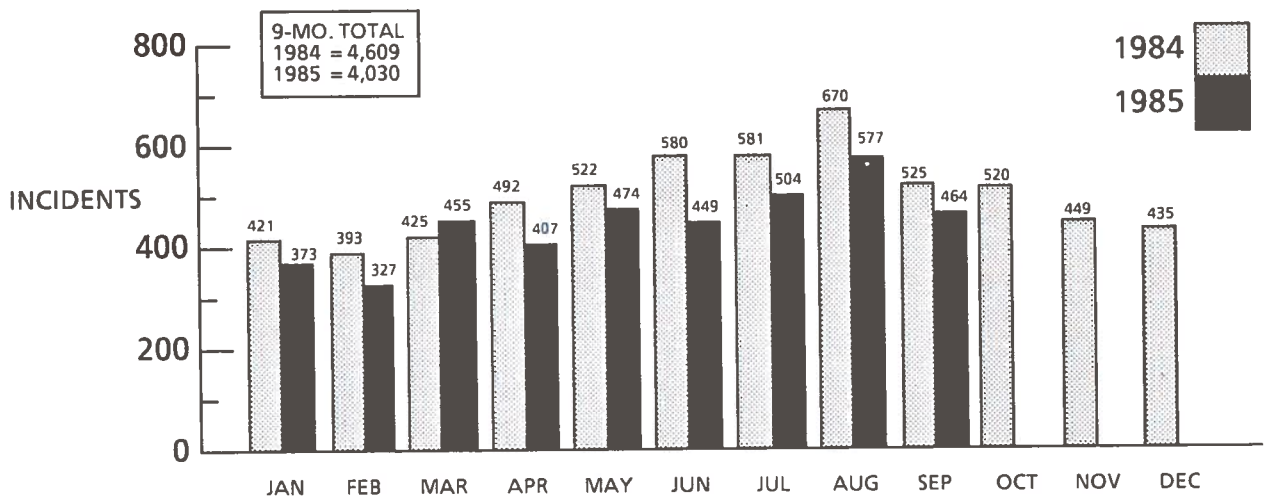
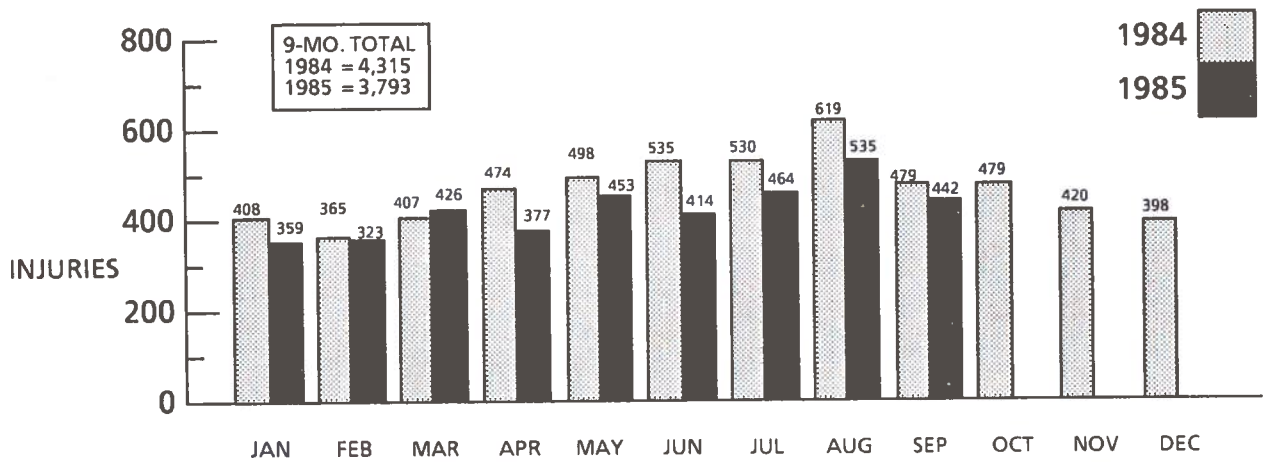
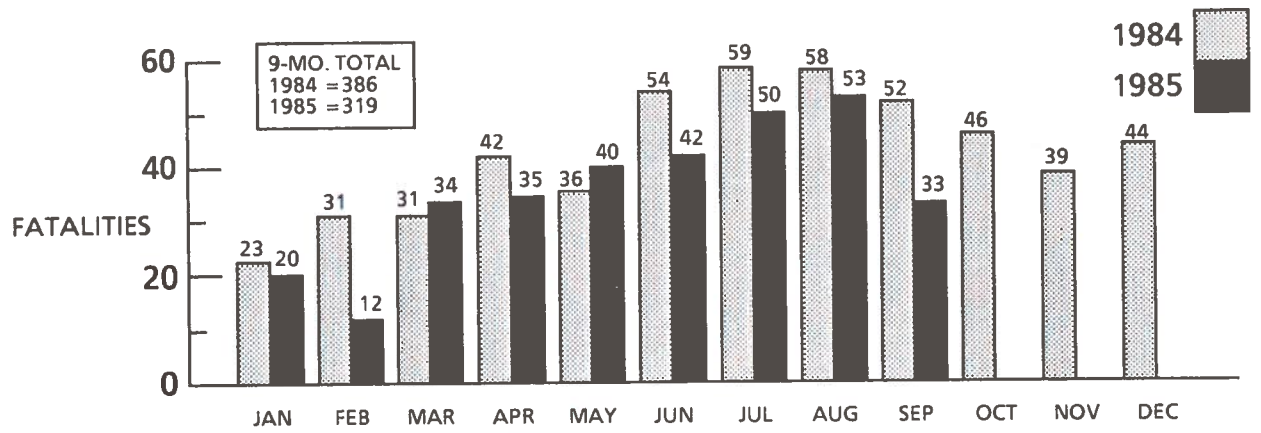


\* See Glossary for Train Accident definition. This chart does not include Grade Crossings.  
NOTE: 1985 Data are preliminary.

SOURCE: FRA, Office of Safety Analysis, RRS-20.

# CHART 5.

## TRAIN INCIDENT\* FATALITIES, INJURIES AND INCIDENTS, 1984-1985

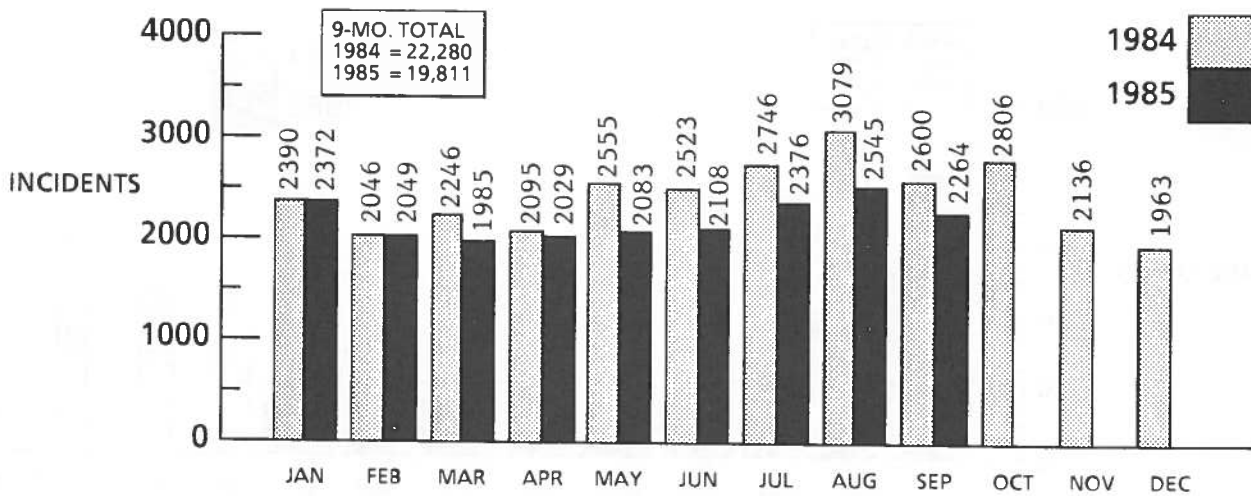
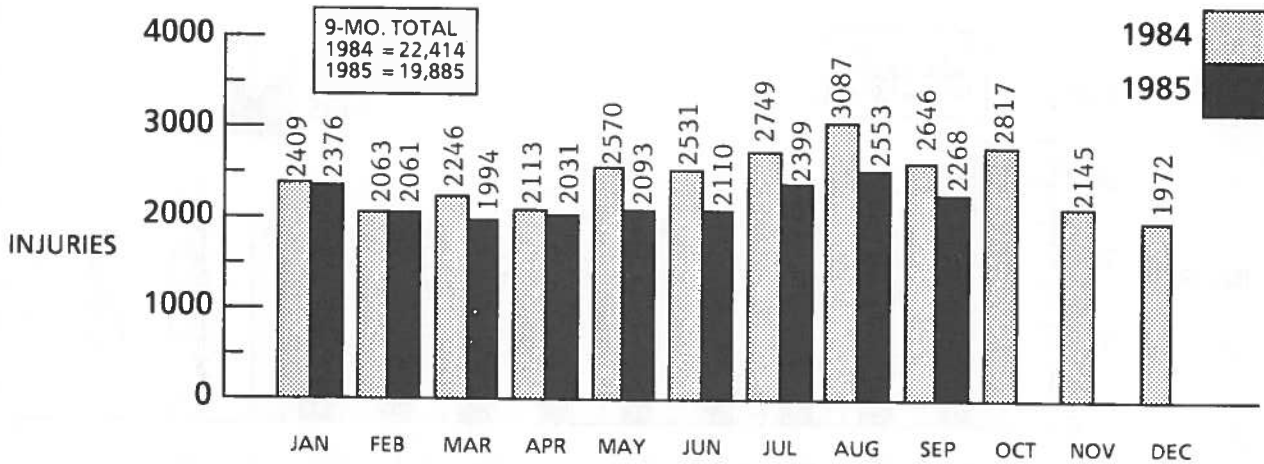
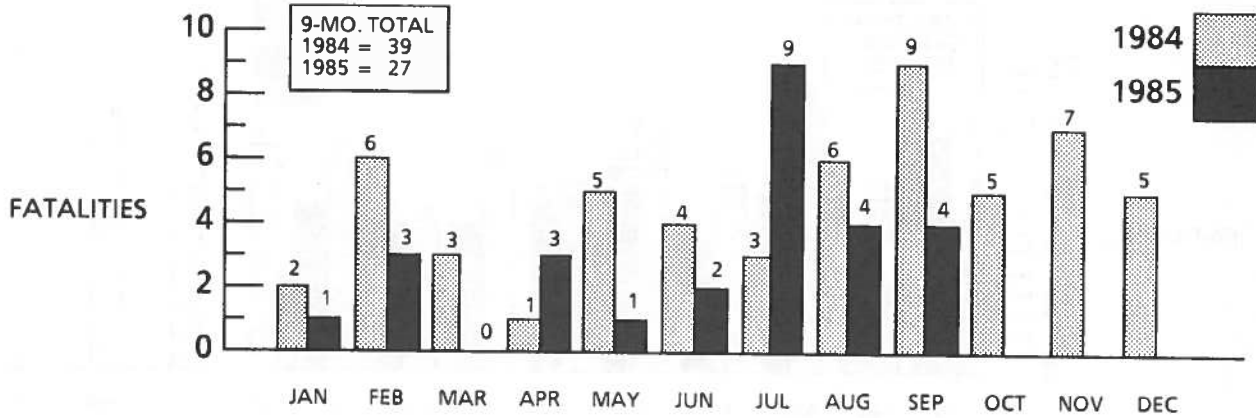


\* See Glossary for Train Incident definition. This chart does not include Grade Crossings.  
NOTE: 1985 Data are preliminary.

SOURCE: FRA, Office of Safety Analysis, RRS-20.

## CHART 6.

### NONTRAIN\* FATALITIES, INJURIES AND INCIDENTS, 1984-1985

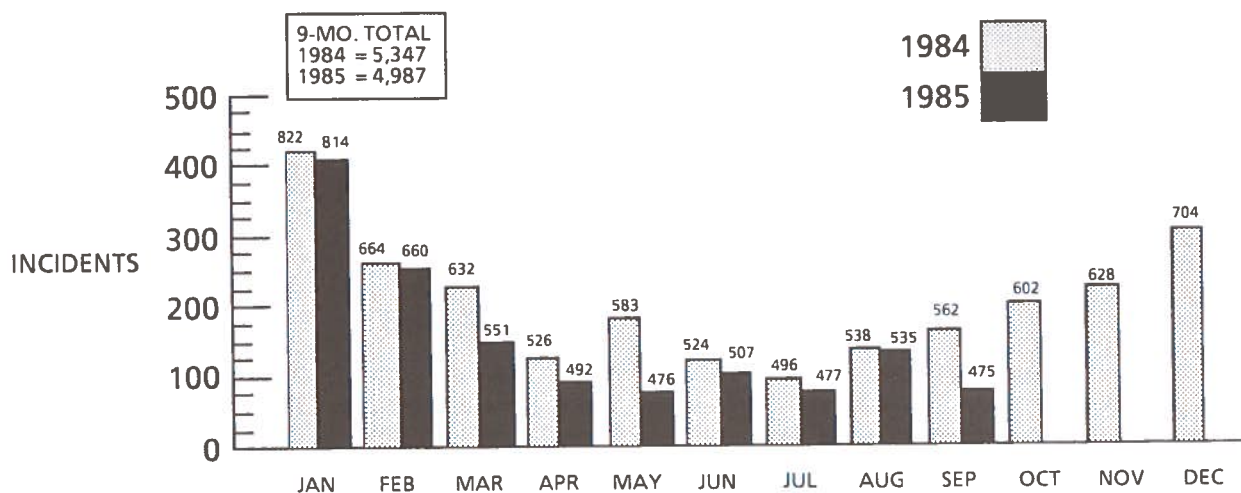
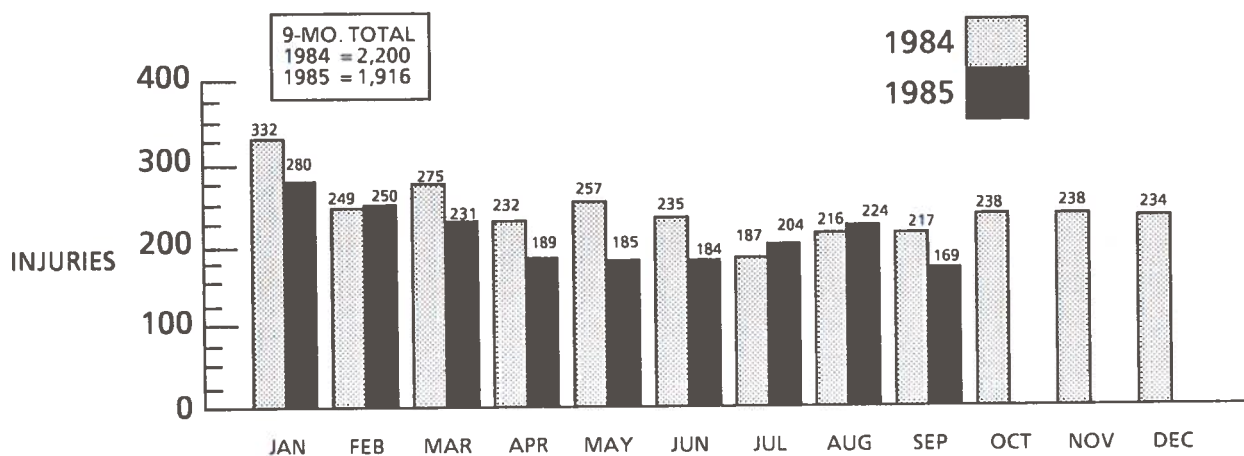
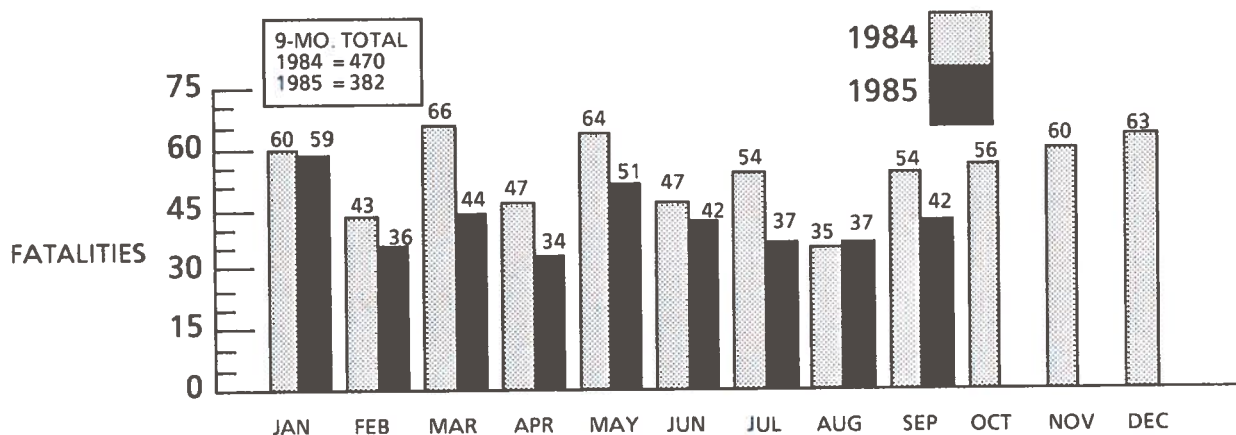


\* See Glossary for definition. This chart does not include Grade Crossings.  
NOTE: 1985 Data are preliminary.

SOURCE: FRA, Office of Safety Analysis, RRS-20.

# CHART 7.

## GRADE CROSSING\* FATALITIES, INJURIES AND INCIDENTS, 1984-1985



\* See Glossary for definition.  
NOTE: 1985 Data are preliminary.

SOURCE: FRA, Office of Safety Analysis, RRS-20.

## RAIL RAPID TRANSIT

Users of Rail Rapid Transit (RRT) statistics should exercise caution when comparing accident, fatality, and injury data for the first nine months of 1984 and 1985. Data have not been received from the New York City Transit Authority and the New Jersey Port Authority Transit Corporation for the first nine months of 1985. In addition, some monthly data for 1985 have not been received from the following properties: the Massachusetts Bay Transit Authority, the Mass Transit Authority of Maryland, the Port Authority Trans-Hudson Corporation, the Metropolitan Atlanta Rapid Transit Authority, the Metropolitan Dade County Transportation Administration, and the Staten Island Rapid Transit Operating Authority. The following comparisons are made using data which have been received as of December 5, 1985.

- There were three RRT revenue train accidents reported in the third quarter of 1985, compared with four in the third quarter of 1984.

The following table summarizes train accidents by type for the third quarter of 1984 and 1985.

	1984 THIRD QUARTER	1985* THIRD QUARTER
Collision with Other Train	1	1
Collision with Obstacle	1	0
Collision with Person	0	1
Derailment	2	0
Fire	0	0
Rail-Highway Crossing	0	1
<b>Total</b>	<b>4</b>	<b>3</b>

- The predominant cause of RRT train and nontrain personal casualties (injuries and fatalities) in the third quarter of 1985 was from persons slipping and falling. Of the 261 casualties reported in the third quarter of 1985, 100 were the result of slips and falls (38 percent); while in the third quarter of 1984, 278 of the 548 casualties (injuries and fatalities) reported were also the result of slips and falls (51 percent).
- In the first nine months of 1985, there were significant decreases in RRT train and nontrain fatalities, injuries and accidents/incidents when compared to the first nine months of 1984.

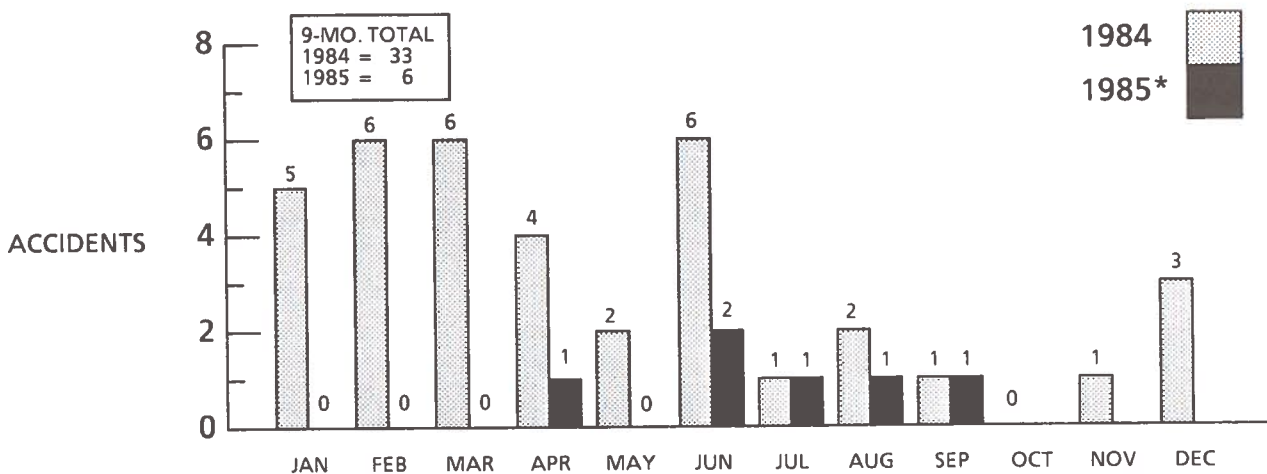
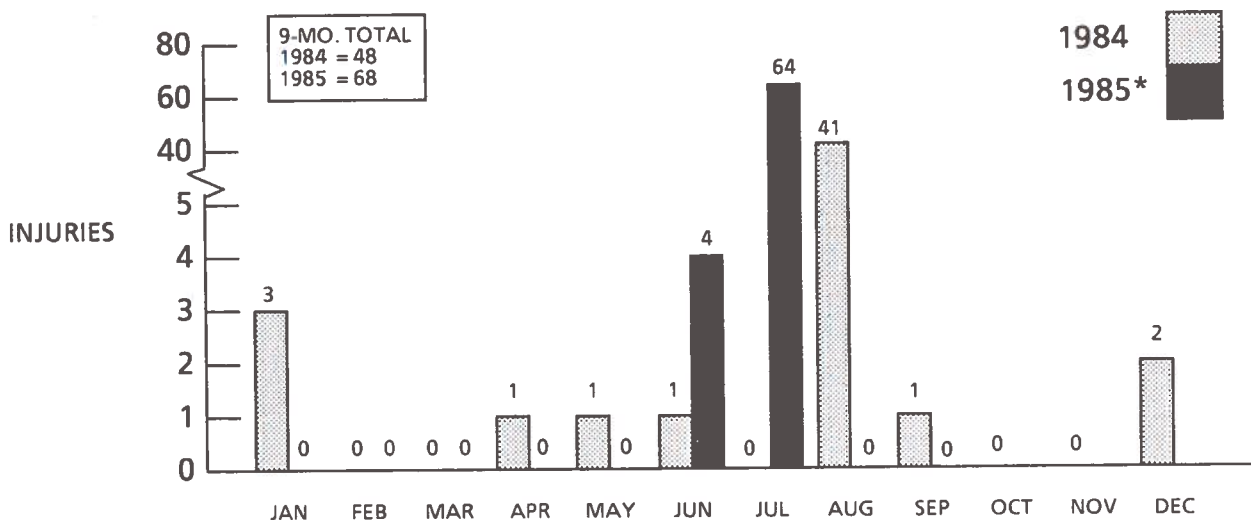
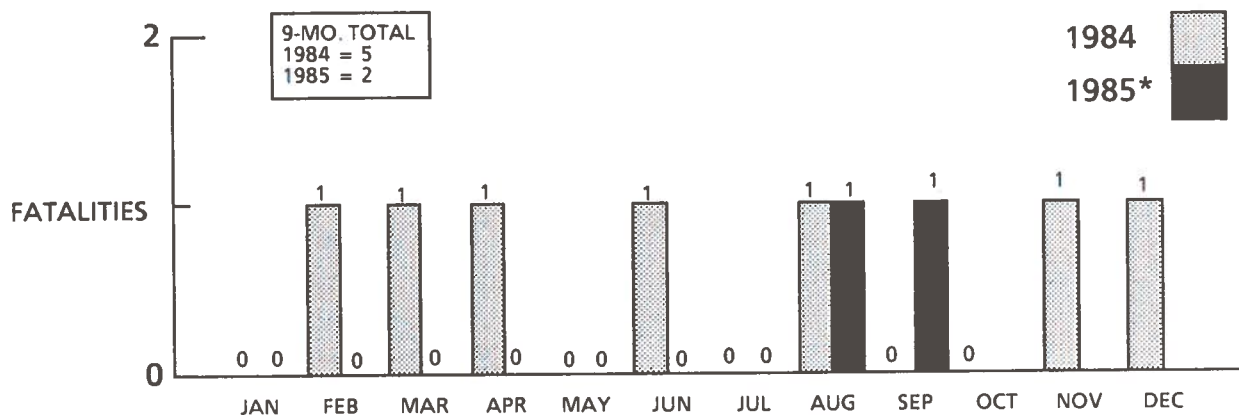
\* Preliminary data prior to verification.

Source: TSC, Safety and Security Systems Division, DTS-43, SIRAS.



# CHART 8.

## RRT TRAIN FATALITIES, ACCIDENTS AND INJURIES, 1984-1985

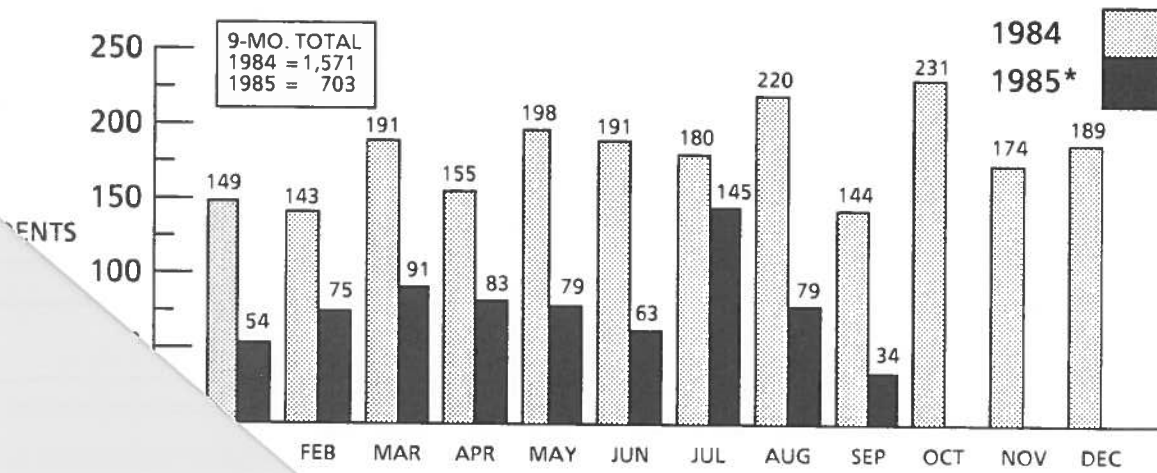
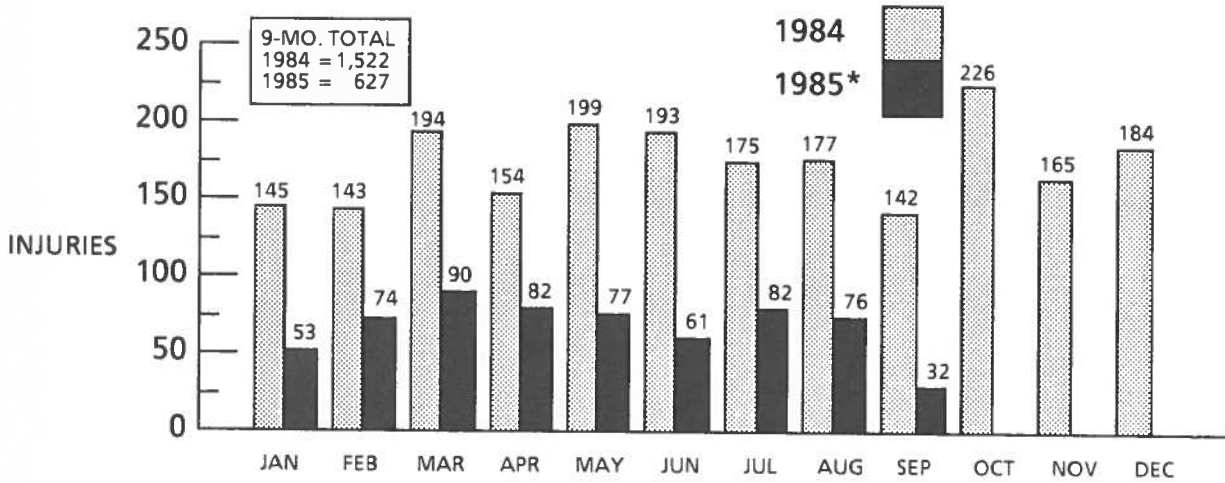
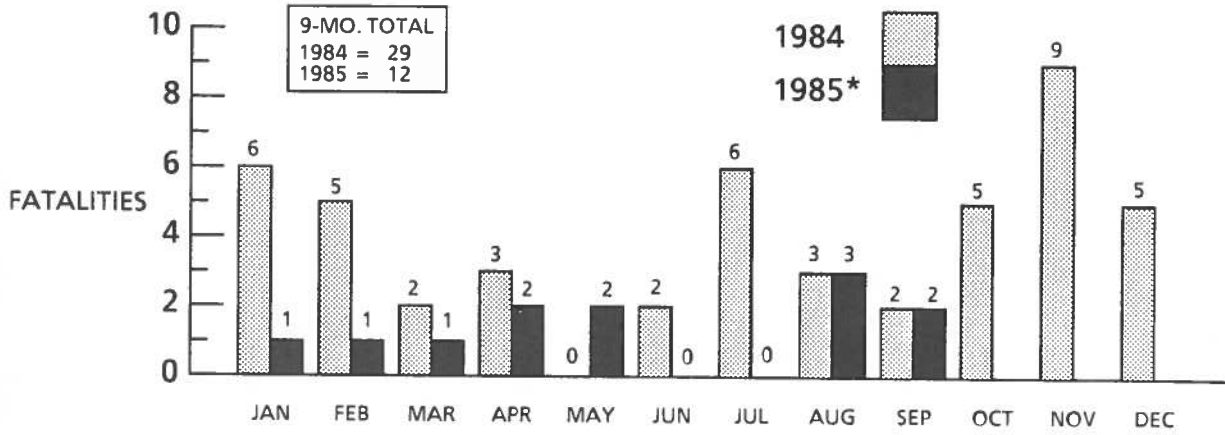


\* Preliminary data prior to verification.

SOURCE: TSC, Safety and Security Systems Division, DTS-43, SIRAS.

# CHART 9.

## RRT NONTRAIN FATALITIES, INJURIES AND INCIDENTS, 1984 - 1985



ification.

on, DTS-43, SIRAS.





# AVIATION

The National Transportation Safety Board reports aviation accident data according to the Federal Aviation Regulations under which the aircraft was operated at the time of an accident. Revenue operations of Air Carriers, Commercial Operators and deregulated All Cargo Carriers, using large aircraft, are conducted under 14 CFR 121, 125, and 127. Commuter Air Carriers' (scheduled) and On-Demand Air Taxi Operators' (unscheduled) revenue operations (using small aircraft) are conducted under 14 CFR 135. Accidents involving flights not being conducted under either 14 CFR 121, 125, 127, or 135 are grouped by the Safety Board into the "General Aviation" category. It is anticipated that classifying aviation accidents according to the operating rules will better serve aviation safety because they set the minimum levels of such safety-related areas as pilot experience, flight and duty time, and maintenance of aircraft. With the demise of the CAB on December 31, 1984, FAA definitions of such terms as air carriers and general aviation are now being used.

## AIR CARRIER

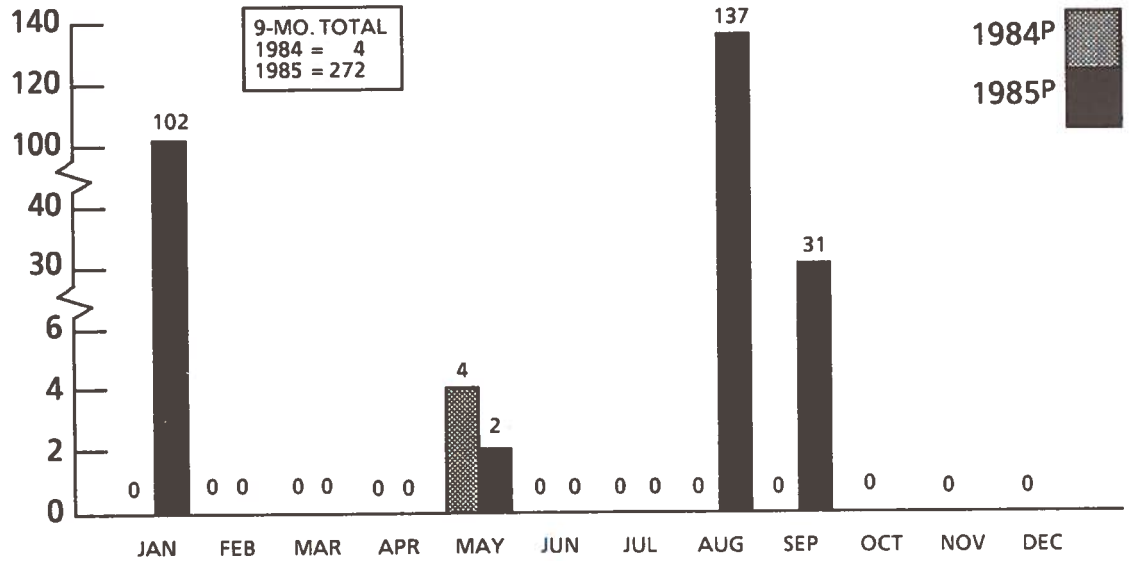
- U.S. air carrier accidents increased from two during the third quarter of 1984 to three during the third quarter of 1985. In the first nine months of 1984, the number of accidents increased from 13 to 20 in the same period of 1985.
- Fatal accidents also experienced an increase during the same periods. No fatal accidents were reported in the third quarter of 1984, compared with two in 1985. In the nine-month period, fatal accidents increased from one in 1984 to six in 1985.
- In the third quarter and the first nine months of 1985, U.S. air carrier fatalities increased dramatically over the corresponding 1984 periods. A total of 168 fatalities were reported in the third quarter and 272 during the nine-month period, compared with zero and four, respectively, for the same periods in 1984. These increases are attributed to crashes at Dallas, Texas, resulting in 137 deaths; Milwaukee, Wisconsin, 31 deaths; LaPaz, Bolivia, 29 deaths, and Reno, Nevada, 70 deaths.
- There were no serious injuries reported in the third quarter of 1985 as a result of U.S. air carrier accidents, with one being reported in the same quarter of 1984. However, serious injuries increased from three in the first nine months of 1984 to 12 in the first nine months of 1985.

Commuter carriers and on-demand air taxis showed a decrease in almost all areas when the third quarter of 1985 is compared with the third quarter of 1984. The only areas not experiencing a decline in this period were commuter carrier accidents (both total and fatal) and on-demand air taxi fatal accidents. These areas all remained constant.

In the first nine months of 1985, however, a comparison of commuter carrier and on-demand air taxi accidents, serious injuries, and accident data showed an increase in almost all areas over the first nine months of 1984. Only serious injuries in both categories experienced a decrease in this time

## CHART 10.

### U.S. AIR CARRIER\* FATALITIES, 1984 - 1985



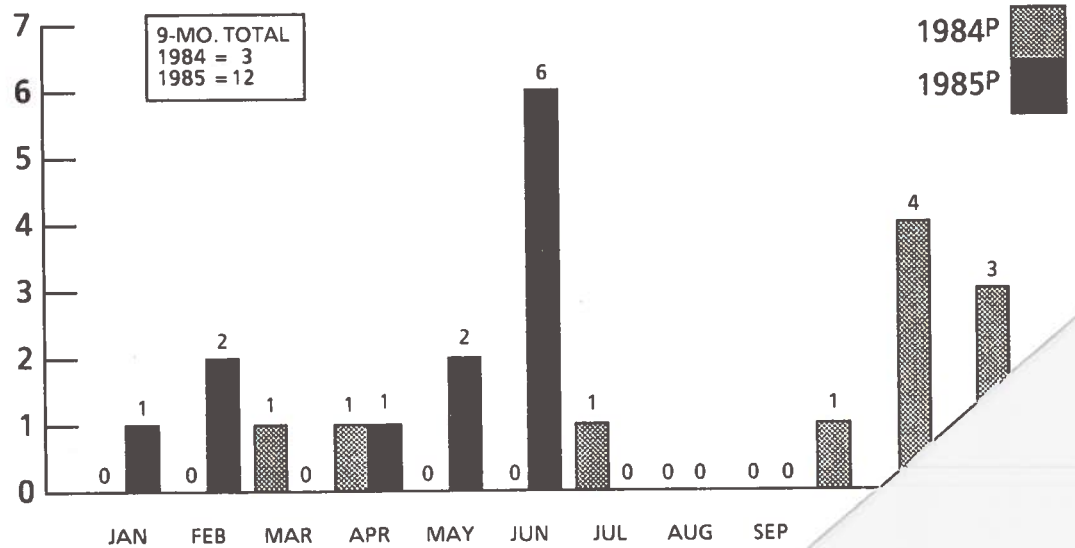
P = Preliminary.

\* All large carriers operating under 14 CFR 121, 125, and 127.

SOURCE: NTSB, Safety Studies & Analysis Division, SP-10.

## CHART 11.

### U.S. AIR CARRIER\* SERIOUS INJURIES, 1984 - 1985



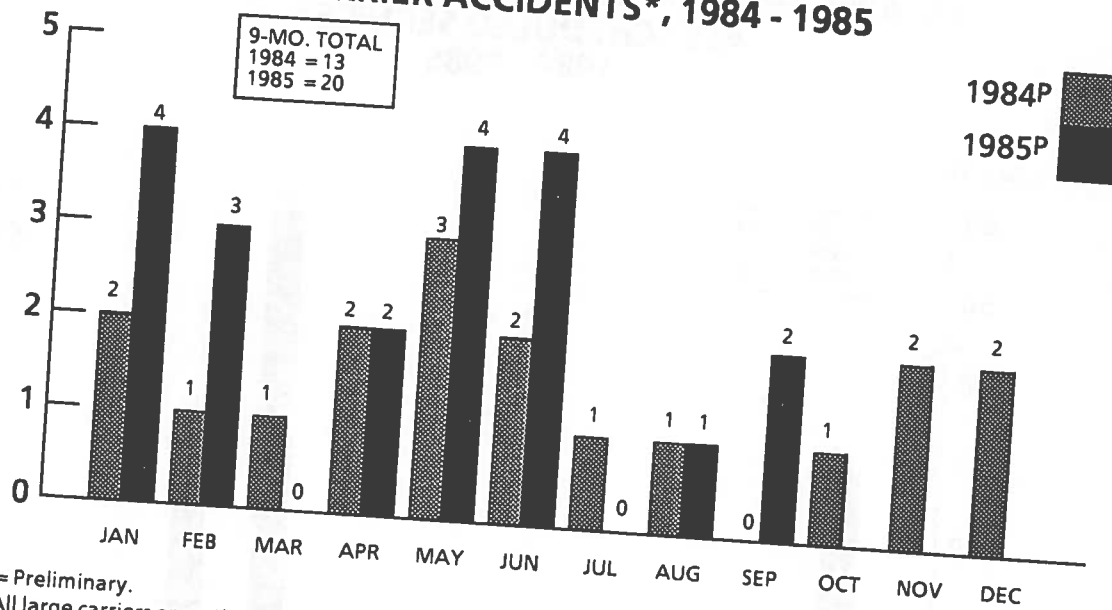
P = Preliminary.

\* All large carriers operating under 14 CFR 121, 125, and 127.

SOURCE: NTSB, Safety Studies & Analysis Division, SP-10.

## CHART 12.

### U.S. AIR CARRIER ACCIDENTS\*, 1984 - 1985



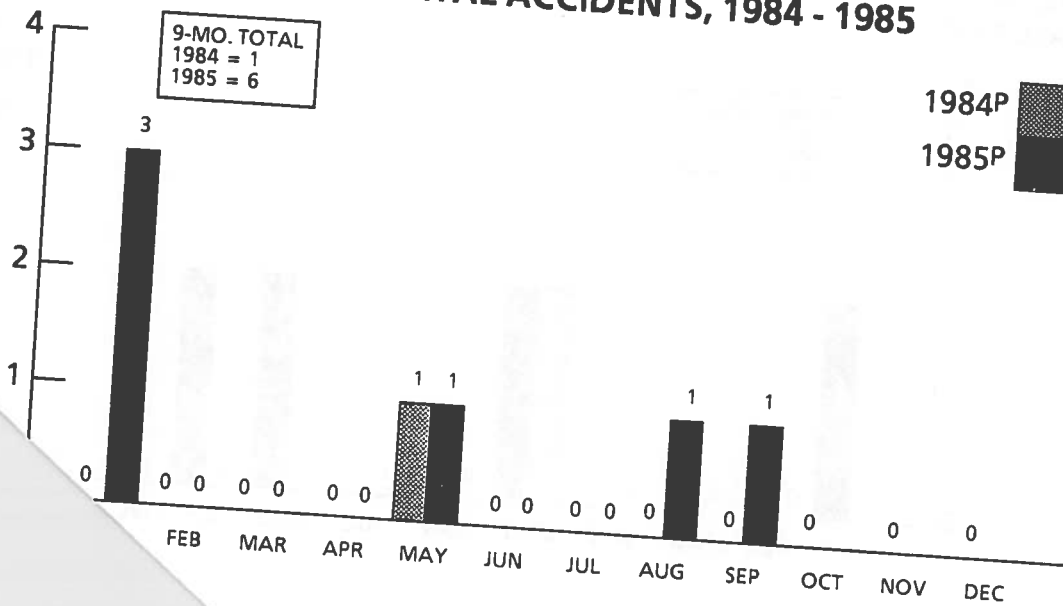
P = Preliminary.

\* All large carriers operating under 14 CFR 121, 125, and 127.

SOURCE: NTSB, Safety Studies & Analysis Division, SP-10.

## CHART 13.

### U.S. AIR CARRIER\* FATAL ACCIDENTS, 1984 - 1985



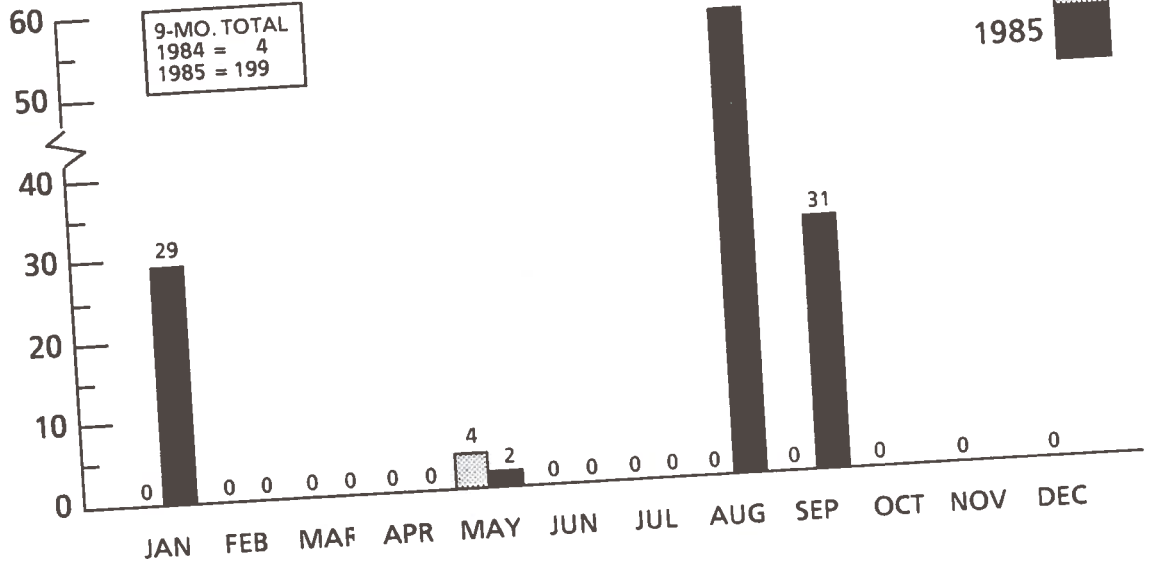
ing under 14 CFR 121, 125, and 127.

Division, SP-10.

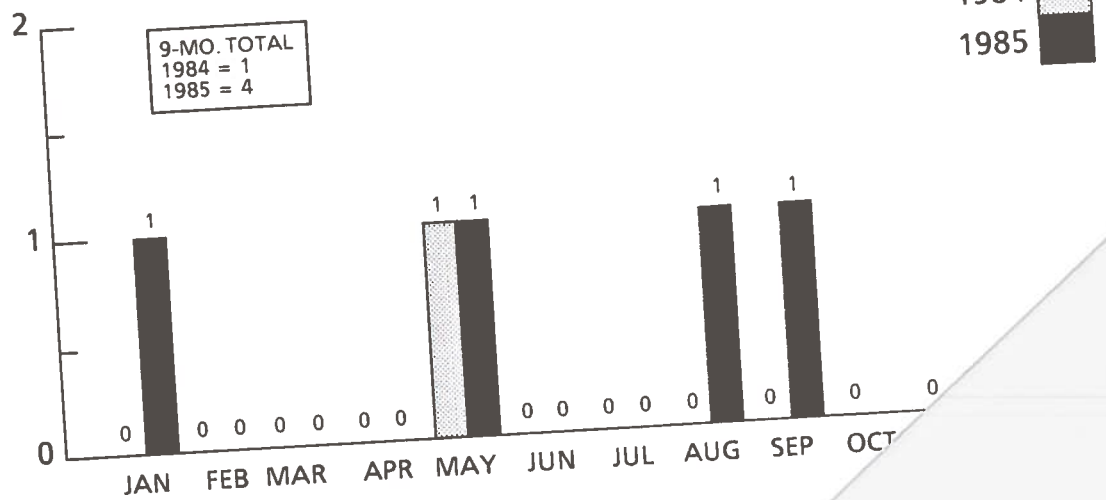
# CHART 14.

## U.S. AIR CARRIER FATALITIES AND FATAL ACCIDENTS ALL SCHEDULED SERVICE\* 1984 - 1985

### FATALITIES



### FATAL ACCIDENTS

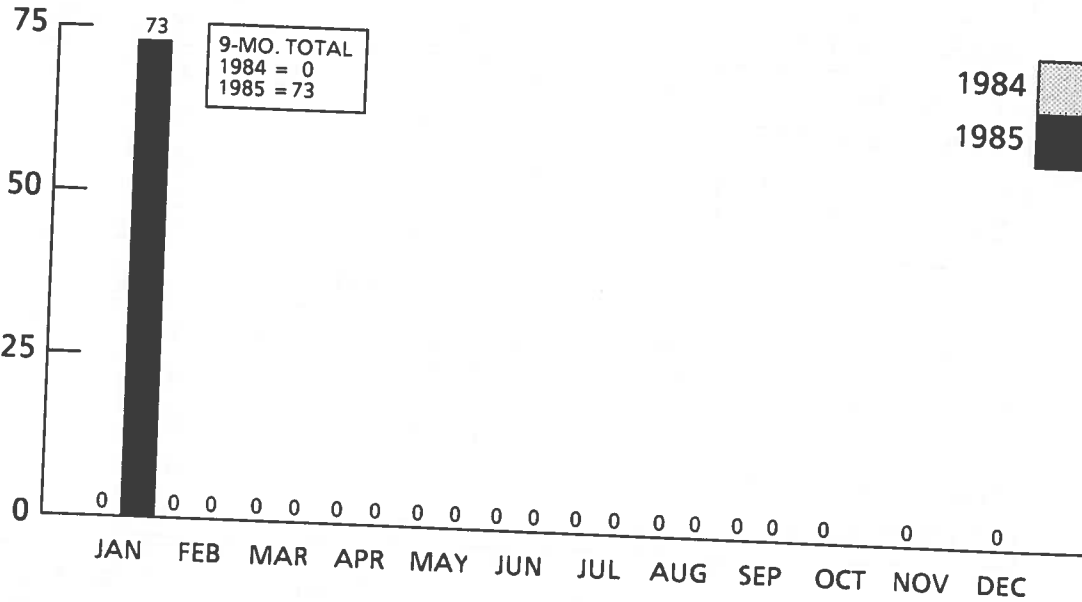


Note: 1984 and 1985 Data are preliminary.  
\* All scheduled service operating under 14 CFR 121, 125, and 127  
Source: NTSB, Safety Studies and Analysis Division, SP-10.

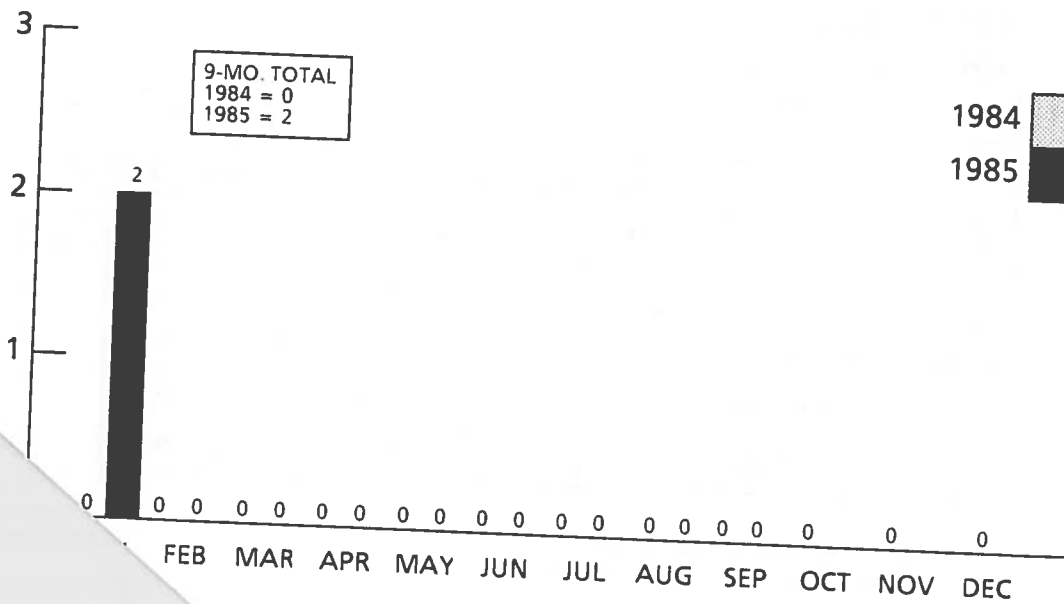
# CHART 15.

## U.S. AIR CARRIER FATALITIES AND FATAL ACCIDENTS ALL NONSCHEDULED SERVICE\* 1984 - 1985

### FATALITIES



### FATAL ACCIDENTS



... preliminary.  
... (operator) operating under 14 CFR 121, 125, and 127  
... Division, SP-10.

**TABLE 4.**  
**COMMUTER CARRIERS\* ACCIDENTS, FATALITIES AND INJURIES**  
**1984-1985**

	JANUARY		FEBRUARY		MARCH	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
FATALITIES	0	0	0	11	4	0
FATAL ACCIDENTS	0	0	0	2	2	0
TOTAL ACCIDENTS	1	0	1	2	2	2
SERIOUS INJURIES	0	0	0	0	0	0

	APRIL		MAY		JUNE	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
FATALITIES	0	1	0	0	0	0
FATAL ACCIDENTS	0	1	0	0	0	0
TOTAL ACCIDENTS	0	2	2	2	0	0
SERIOUS INJURIES	0	3	4	6	0	0

	JULY		AUGUST		SEPTEMBER	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
FATALITIES	1	1	24	8	1	15
FATAL ACCIDENTS	1	1	2	1	1	2
TOTAL ACCIDENTS	1	1	2	3	4	3
SERIOUS INJURIES	7	0	0	0	8	0

	THIRD QUARTER			FIRST 9 MONTHS		
CLASSIFICATION	1984	1985	% Chg	1984	1985	% Chg
FATALITIES	26	24	-7.7	30	36	+20.0
FATAL ACCIDENTS	4	4	0.0	6	7	+16.7
TOTAL ACCIDENTS	7	7	0.0	13	15	+15.4
SERIOUS INJURIES	15	0	-100.0	19	9	-52

NOTE: 1984 and 1985 Data are preliminary.  
 \* All scheduled service operating under 14 CFR 135.

SOURCE: NTSB, Safety Studies & Analysis Division, SP-10.

**TABLE 5.**

**ON-DEMAND AIR TAXIS\* ACCIDENTS, FATALITIES AND INJURIES  
1984-1985**

CLASSIFICATION	JANUARY		FEBRUARY		MARCH	
	1984	1985	1984	1985	1984	1985
FATALITIES	5	4	2	9	4	5
FATAL ACCIDENTS	3	2	2	3	1	2
TOTAL ACCIDENTS	12	26	12	8	9	12
SERIOUS INJURIES	2	5	1	2	5	6

CLASSIFICATION	APRIL		MAY		JUNE	
	1984	1985	1984	1985	1984	1985
FATALITIES	5	10	2	5	7	6
FATAL ACCIDENTS	2	2	1	3	3	3
TOTAL ACCIDENTS	7	13	9	14	18	14
SERIOUS INJURIES	1	2	3	6	2	1

CLASSIFICATION	JULY		AUGUST		SEPTEMBER	
	1984	1985	1984	1985	1984	1985
FATALITIES	17	1	3	8	0	5
FATAL ACCIDENTS	6	1	1	3	0	3
TOTAL ACCIDENTS	18	11	10	13	13	13
SERIOUS INJURIES	8	4	3	2	9	4

CLASSIFICATION	THIRD QUARTER			FIRST 9 MONTHS		
	1984	1985	% Chg	1984	1985	% Chg
FATALITIES	20	14	-30.0	45	53	+17.8
FATAL ACCIDENTS	7	7	0.0	19	22	+15.8
TOTAL ACCIDENTS	41	37	-9.8	108	124	+14.8
SERIOUS INJURIES	20	10	-50.0	34	32	-5.9

\* Data are preliminary.  
Service operating under 14 CFR 135.

Analysis Division, SP-10.

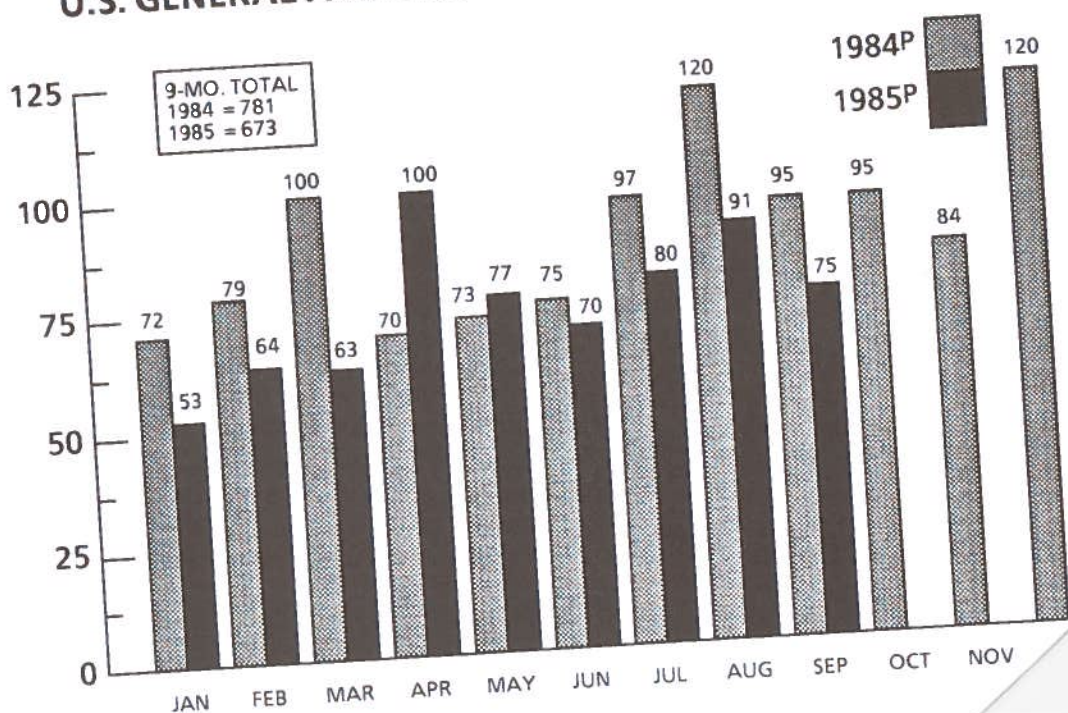


## GENERAL AVIATION

- A comparison of General Aviation accidents, fatal accidents, fatalities and serious injuries for the third quarter and the first nine months of 1985 versus the same 1984 periods indicates a decrease in all areas.
- In the third quarter, General Aviation fatalities decreased from 312 in 1984 to 246 in 1985, accidents declined from 972 in 1984 to 900 in 1985, fatal accidents fell from 160 in 1984 to 131 in 1985, and serious injuries dropped from 188 in 1984 to 152 in 1985.
- General Aviation fatalities fell from 781 during the first nine months of 1984 to 673 during the first nine months of 1985. The following decreases were also experienced during this time period: General Aviation accidents fell from 2,430 in 1984 to 2,204, fatal accidents dropped from 409 in 1984 to 368 in 1985, and serious injuries declined from 455 in 1984 to 387 in 1985.

### CHART 16.

#### U.S. GENERAL AVIATION\* FATALITIES, 1984 - 1985



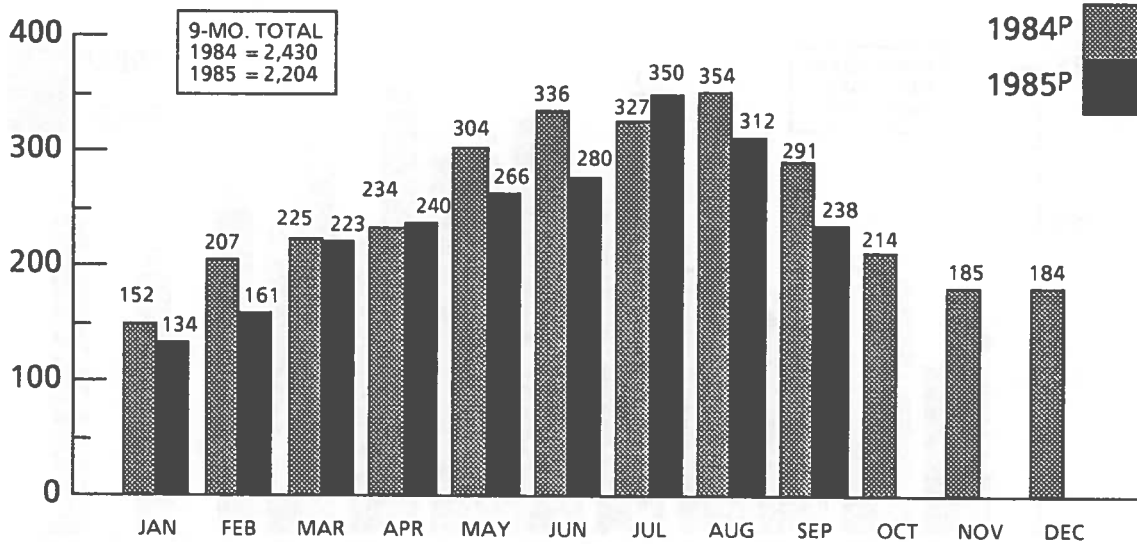
P = Preliminary.

\* All operations other than those operations under 14 CFR 121, 125, 127, and 135.

SOURCE: NTSB, Safety Study & Analysis Division, SP-10.

## CHART 17.

### U.S. GENERAL AVIATION\* ACCIDENTS, 1984 - 1985



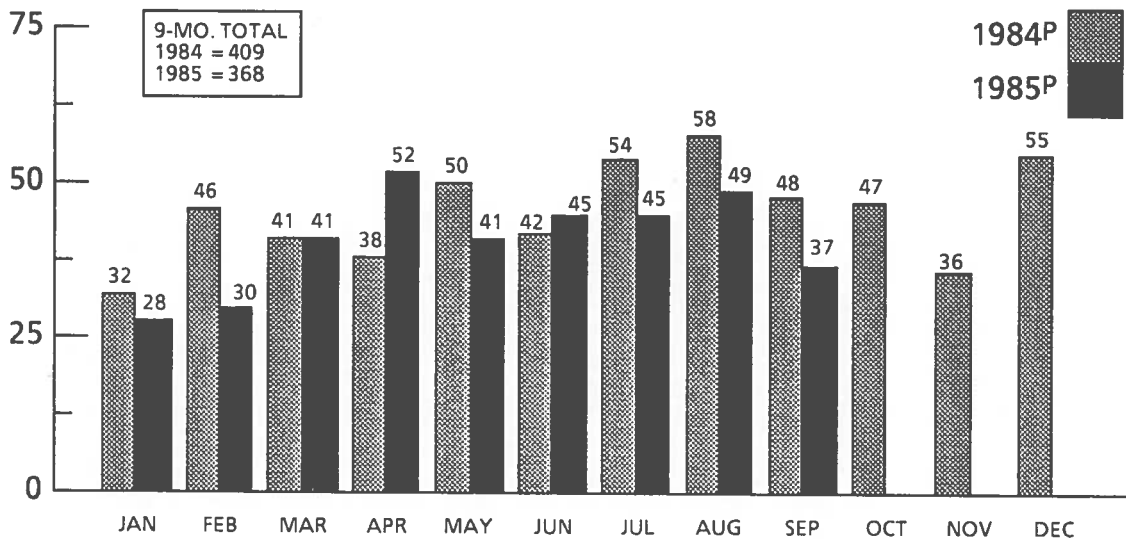
P = Preliminary.

\* All operations other than those operations under 14 CFR 121, 125, 127, and 135.

SOURCE: NTSB, Safety Study & Analysis Division, SP-10.

## CHART 18.

### U.S. GENERAL AVIATION\* FATAL ACCIDENTS, 1984 - 1985



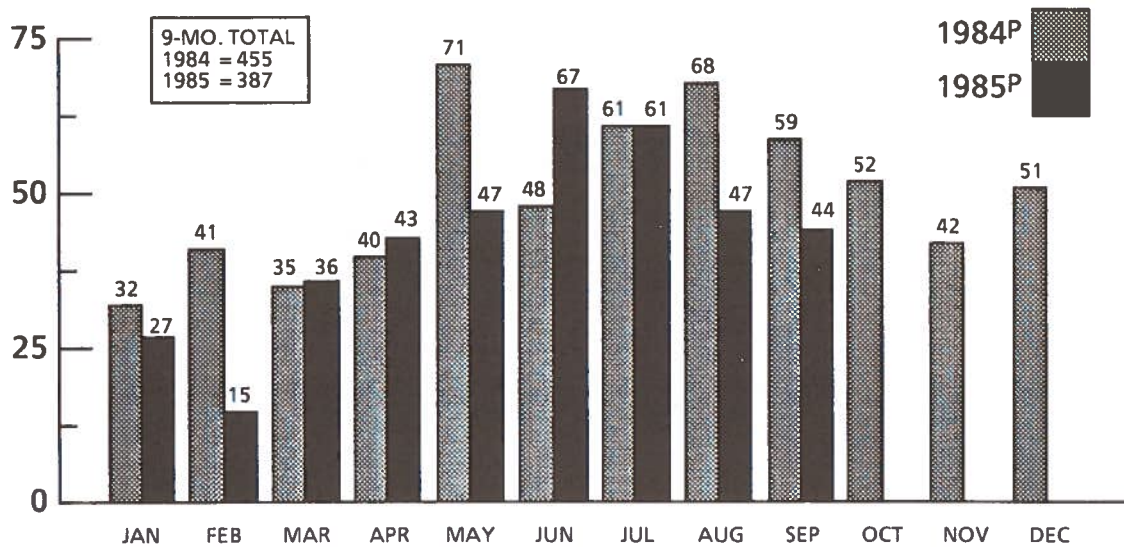
P = Preliminary.

\* All operations other than those operations under 14 CFR 121, 125, 127, and 135.

SOURCE: NTSB, Safety Study & Analysis Division, SP-10.

# CHART 19.

## U.S. GENERAL AVIATION\* SERIOUS INJURIES, 1984 - 1985



P = Preliminary.

\* All operations other than those operations under 14 CFR 121, 125, 127, and 135.

SOURCE: NTSB, Safety Study & Analysis Division, SP-10.

**TABLE 6.**

**GENERAL AVIATION FATALITIES BY TYPE OF FLYING, 1984 - 1985**

CLASSIFICATION	JANUARY		FEBRUARY		MARCH	
	1984	1985	1984	1985	1984	1985
PERSONAL	43	37	52	35	76	41
BUSINESS	18	7	11	10	15	16
CORPORATE/EXECUTIVE	0	5	1	5	1	1
AERIAL APPLICATION	0	0	2	0	0	0
INSTRUCTIONAL	1	2	6	7	0	2
OTHER	10	2	7	7	8	3
<b>TOTAL GENERAL AVIATION</b>	<b>72</b>	<b>53</b>	<b>79</b>	<b>64</b>	<b>100</b>	<b>63</b>

CLASSIFICATION	APRIL		MAY		JUNE	
	1984	1985	1984	1985	1984	1985
PERSONAL	47	78	46	52	53	43
BUSINESS	20	9	7	11	2	10
CORPORATE/EXECUTIVE	0	0	0	0	0	1
AERIAL APPLICATION	0	3	3	1	8	1
INSTRUCTIONAL	1	4	2	0	4	2
OTHER	2	6	15	13	8	13
<b>TOTAL GENERAL AVIATION</b>	<b>70</b>	<b>100</b>	<b>73</b>	<b>77</b>	<b>75</b>	<b>70</b>

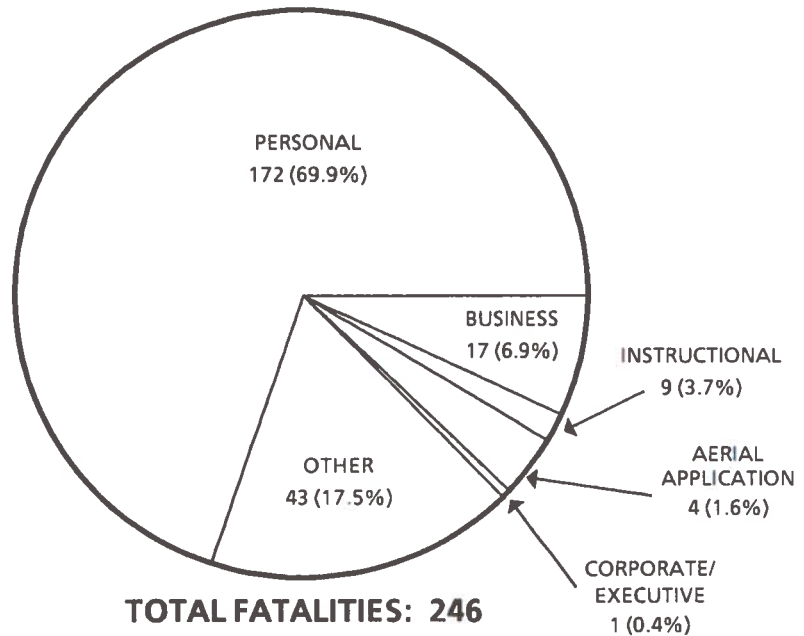
CLASSIFICATION	JULY		AUGUST		SEPTEMBER	
	1984	1985	1984	1985	1984	1985
PERSONAL	70	54	71	74	79	44
BUSINESS	10	11	30	3	9	3
CORPORATE/EXECUTIVE	0	1	3	0	0	0
AERIAL APPLICATION	5	0	5	3	1	1
INSTRUCTIONAL	3	1	2	4	1	4
OTHER	9	13	9	7	5	23
<b>TOTAL GENERAL AVIATION</b>	<b>97</b>	<b>80</b>	<b>120</b>	<b>91</b>	<b>95</b>	<b>75</b>

CLASSIFICATION	THIRD QUARTER			FIRST 9 MONTHS		
	1984	1985	% Chg	1984	1985	% Chg
PERSONAL	220	172	-21.8	537	458	-14.7
BUSINESS	49	17	-65.3	122	80	-34.4
CORPORATE/EXECUTIVE	3	1	-66.7	5	13	+160.0
AERIAL APPLICATION	11	4	-63.6	24	9	-62.5
INSTRUCTIONAL	6	9	+50.0	20	26	+30.0
OTHER	23	43	+87.0	73	87	+19.2
<b>TOTAL GENERAL AVIATION</b>	<b>312</b>	<b>246</b>	<b>-21.2</b>	<b>781</b>	<b>673</b>	<b>-13.8</b>

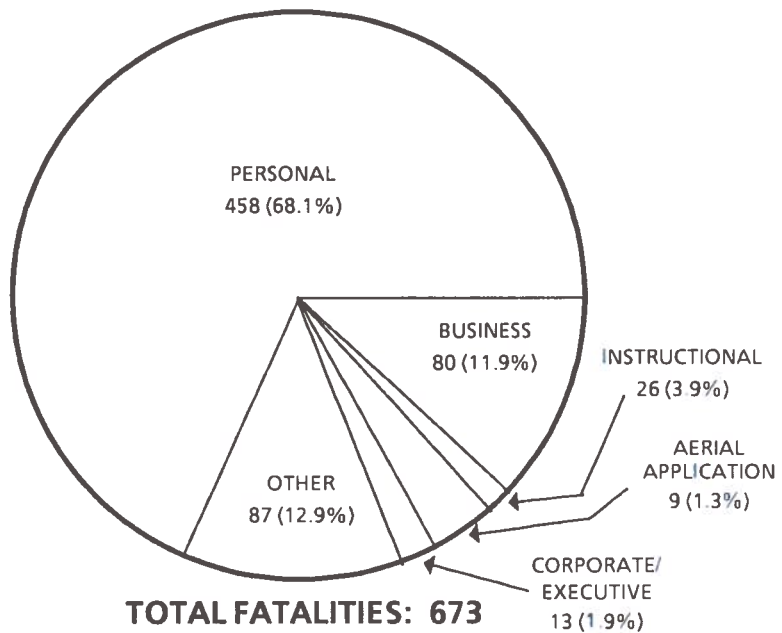
NOTE: 1984 and 1985 Data are preliminary.  
 SOURCE: NTSB, Safety Studies & Analysis Division, SP-10.

## CHART 20.

### GENERAL AVIATION FATALITIES BY AIRCRAFT CLASSIFICATION, THIRD QUARTER, 1985



### GENERAL AVIATION FATALITIES BY AIRCRAFT CLASSIFICATION, FIRST NINE MONTHS, 1985



Note: 1985 Data are preliminary

SOURCE: NTSB, Safety Study & Analysis Division, SP-10.

# **MARINE**

## **WATERBORNE**

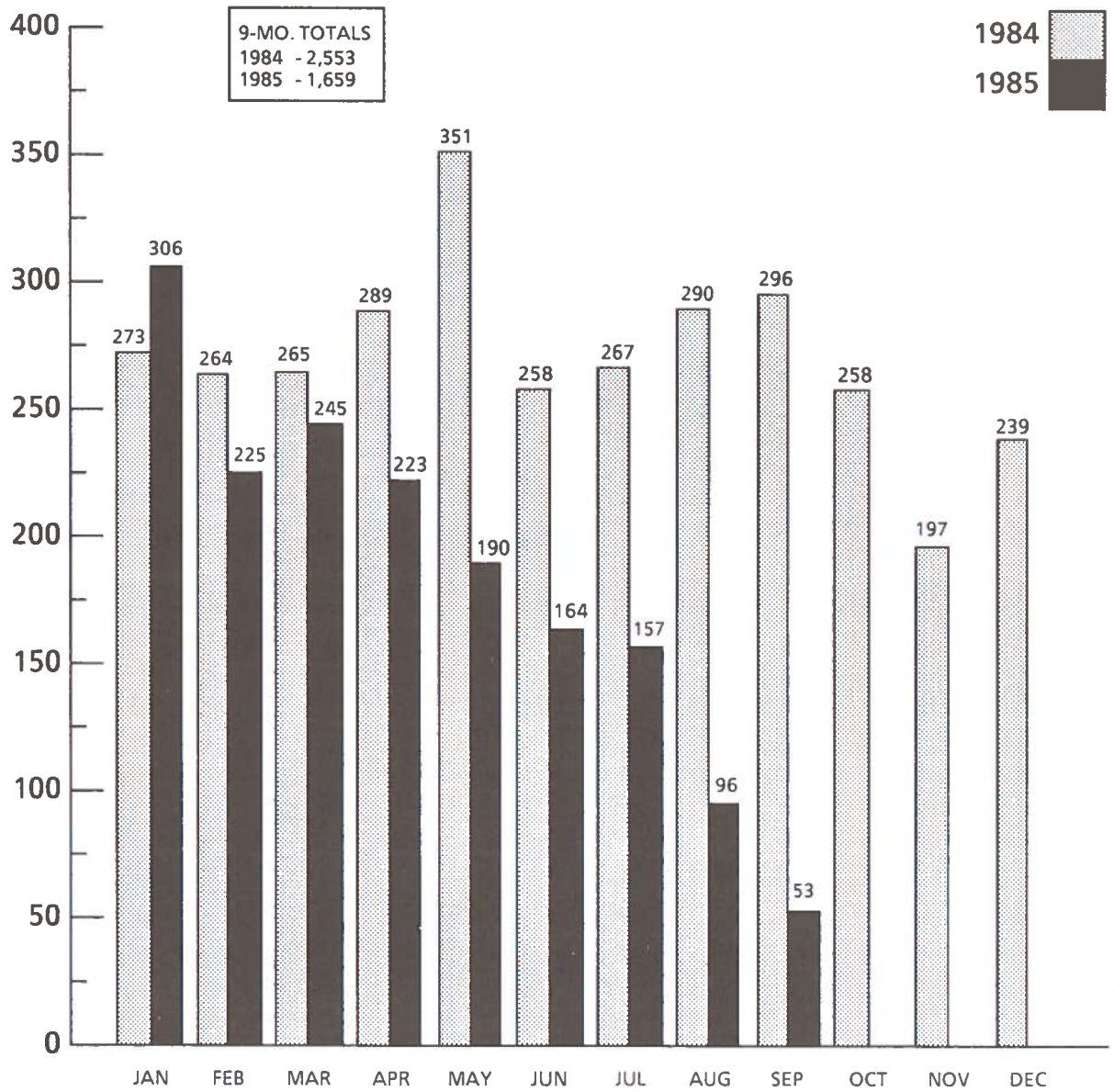
Users of Waterborne statistics should exercise caution when comparing accident, fatality, and injury data for 1984 and 1985. Data for 1985 shown in the following tables are incomplete at this time since many of the marine casualties are still being investigated or are in various stages of completion.

- As of December 12, 1985, 1,659 waterborne accidents have been reported for the first nine months of 1985 versus 2,553 for the same 1984 period. The number of vessels involved in waterborne accidents during the same 1985 period was 2,565 compared with 4,199 in 1984. In 1985, 34 fatalities and 54 injuries have been reported compared with 77 and 104, respectively, for 1984.



# CHART 21.

## WATERBORNE ACCIDENTS BY MONTH, 1984-1985

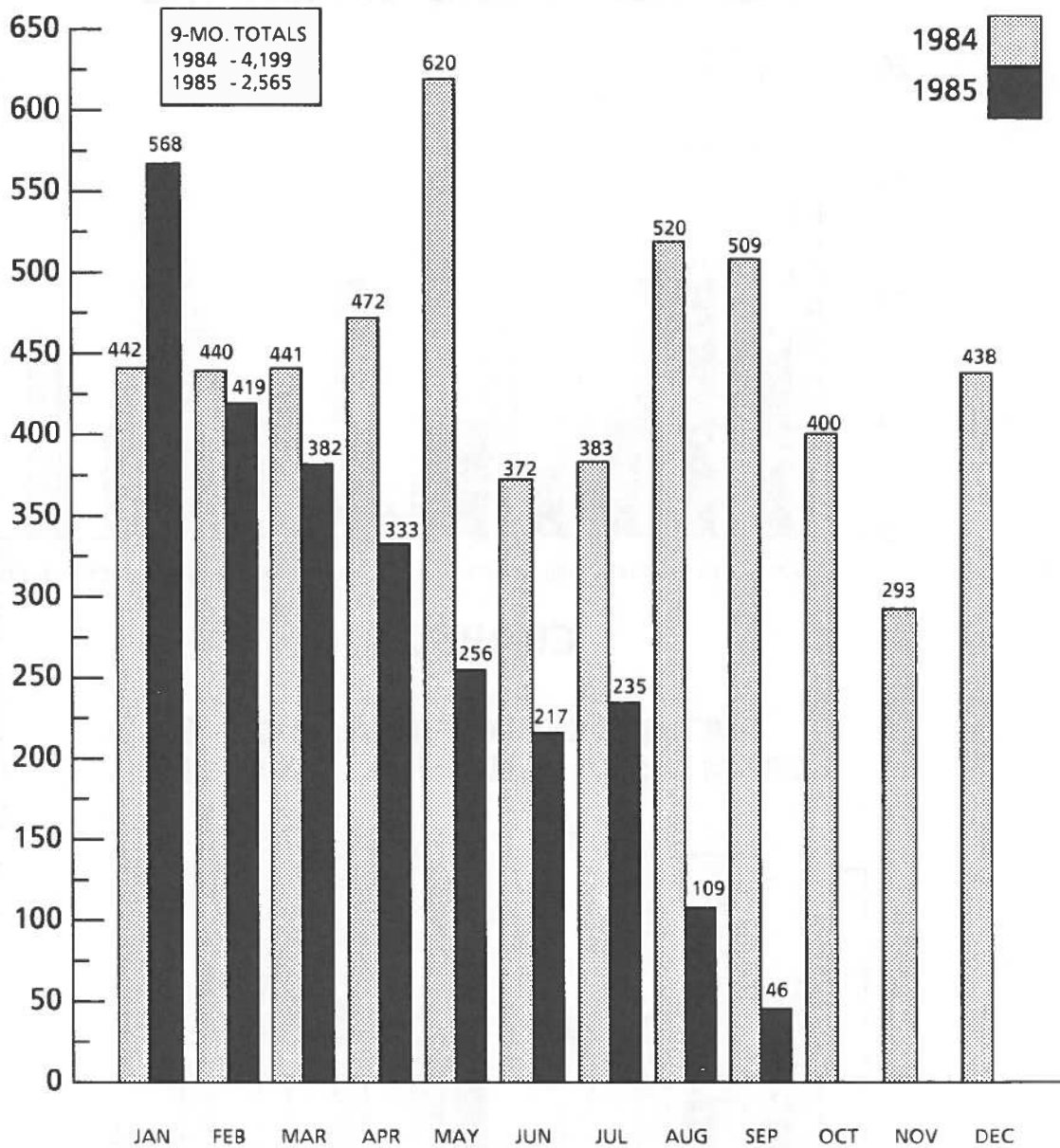


NOTE: More than one vessel may be involved in a marine accident.  
Data for 1984 and 1985 are incomplete.

SOURCE: USCG, Marine Investigation Division, G-MMI.

## CHART 22.

### VESSELS\* INVOLVED IN WATERBORNE ACCIDENTS, 1984-1985



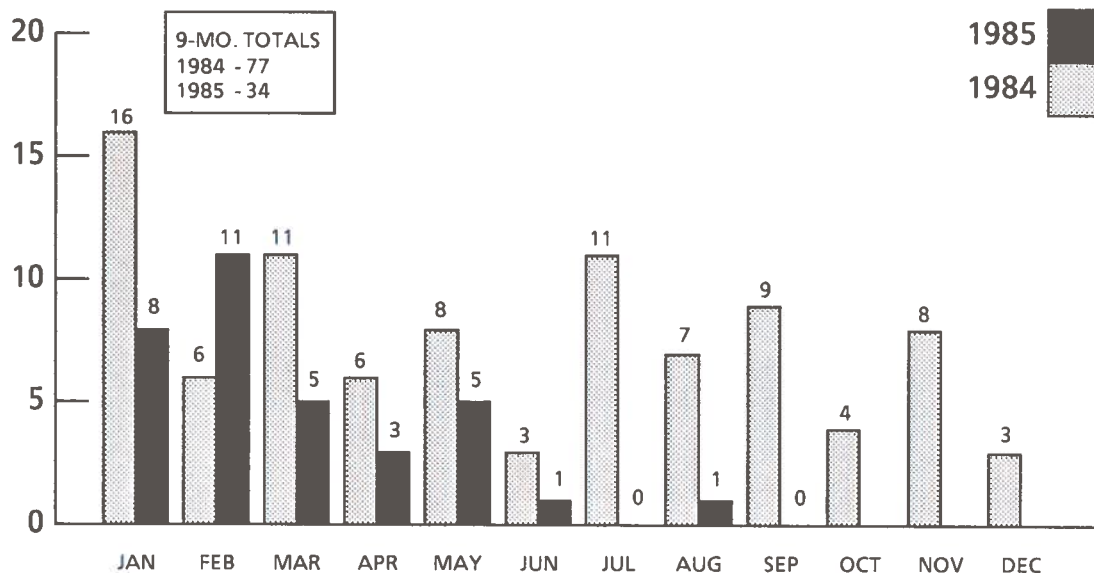
\* Includes foreign vessels having casualties in U.S. navigable waters.  
NOTE: Data for 1984 and 1985 are incomplete.  
More than one vessel may be involved in a marine accident.

SOURCE: USCG, Marine Investigation Division, G-MMI.



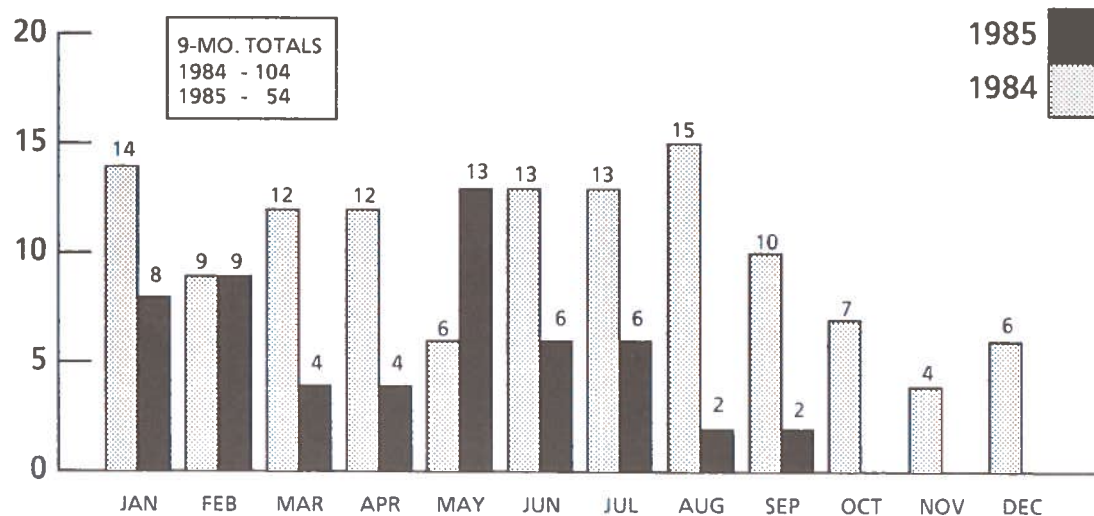
## CHART 23.

### WATERBORNE FATALITIES RESULTING FROM VESSEL CASUALTIES\*, 1984 - 1985



## CHART 24.

### WATERBORNE INJURIES RESULTING FROM VESSEL CASUALTIES\*, 1984 - 1985

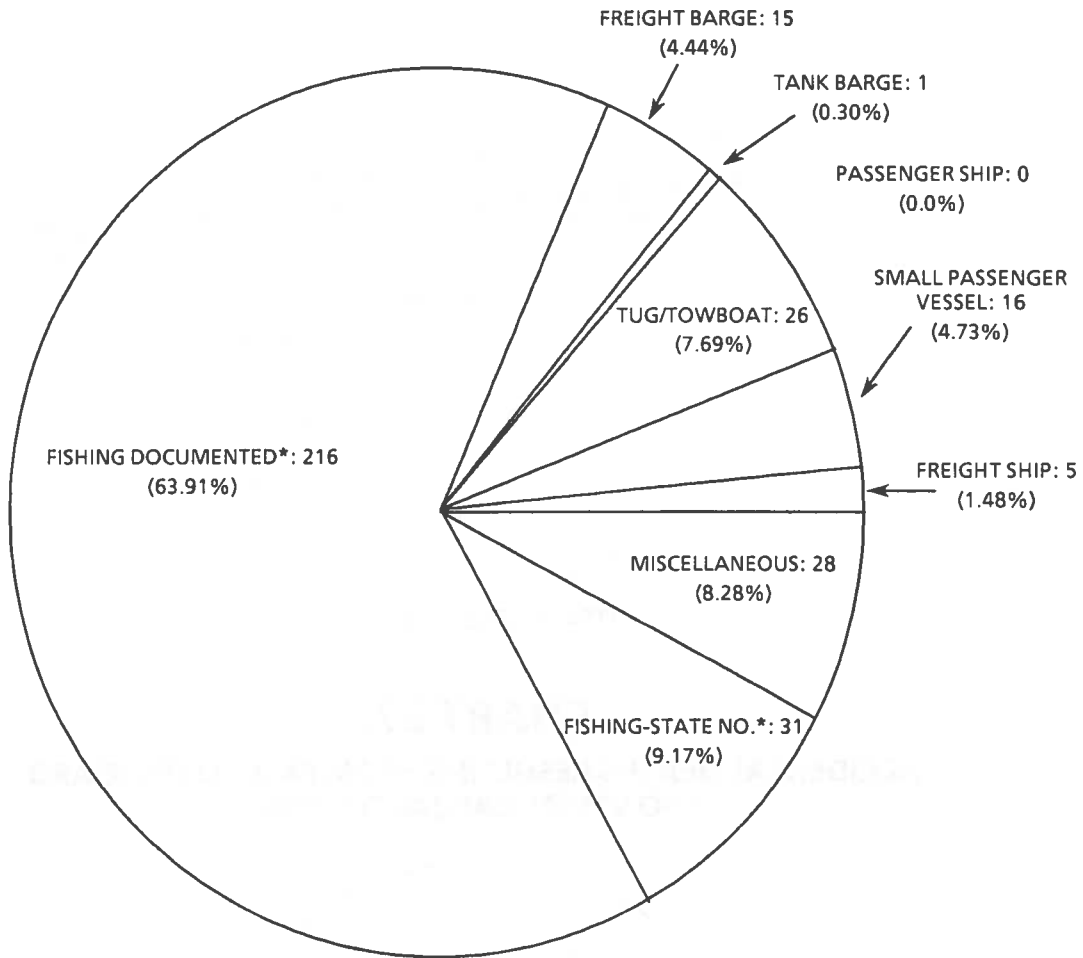


\* Includes foreign vessels having casualties in U.S. navigable waters.  
 NOTE: Data for 1984 and 1985 are incomplete.

SOURCE: USCG, Marine Investigation Division, G-MMI.

# CHART 25.

## U.S. VESSELS TOTALLY LOST IN 1984



TOTAL VESSELS LOST: 338

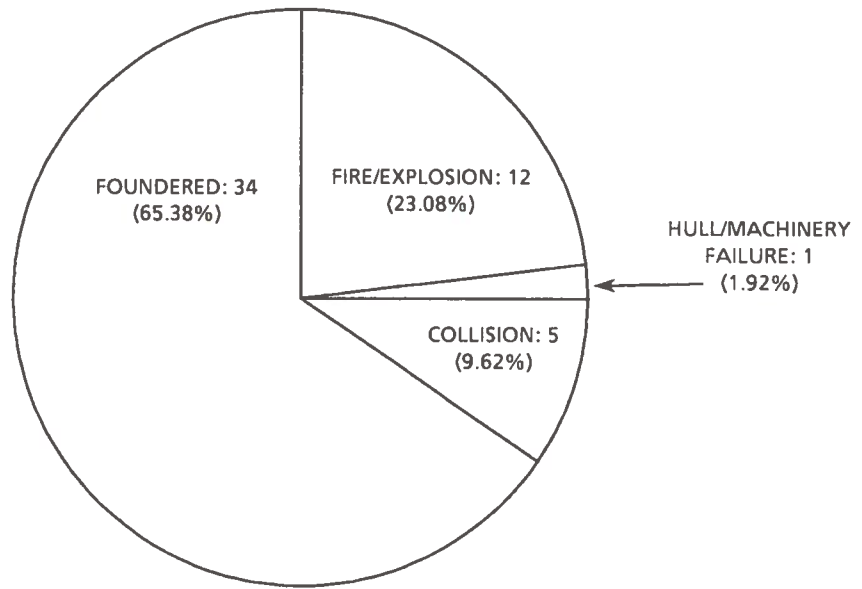
\* All commercial fishing vessels over 5 net tons are documented by the Coast Guard; if less than 5 net tons, commercial fishing vessels are registered in the state.

SOURCE: USCG, Marine Investigation Division, G-MMI.

Data supplied as of 12/12/85

## CHART 26.

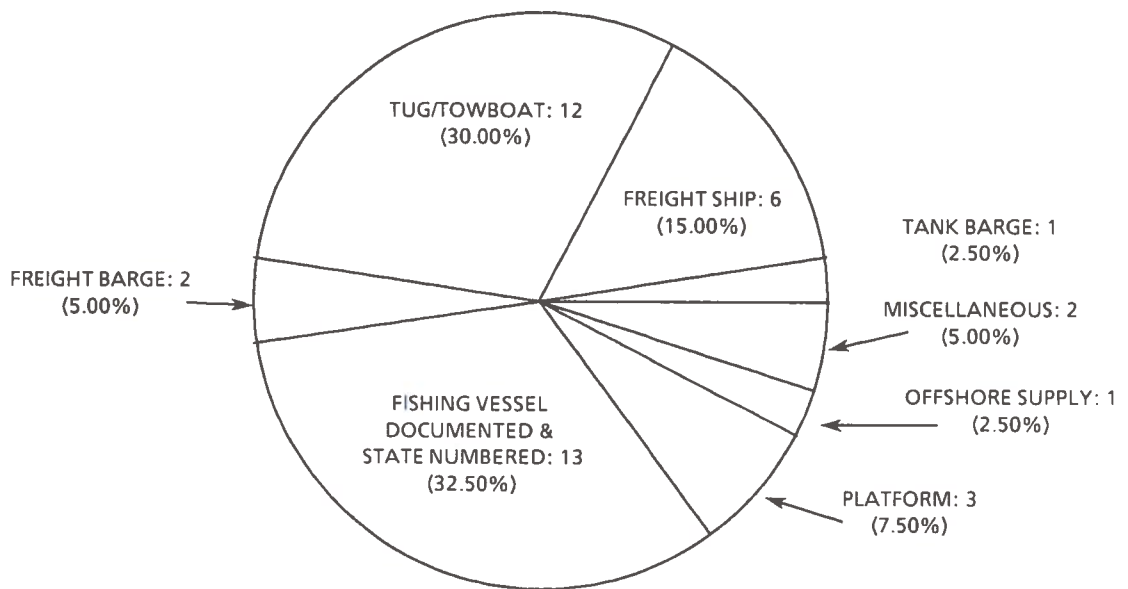
### FATALITIES RESULTING FROM TOTAL LOSS OF U.S. VESSELS, 1984



TOTAL FATALITIES: 52

## CHART 27.

### ACCIDENTAL DEATHS RESULTING FROM FALLS OVERBOARD (NO VESSEL CASUALTY), 1984



TOTAL FATALITIES: 40

SOURCE: USCG, Marine Investigation Division, G-MM1.

Data supplied as of 12/12/85.

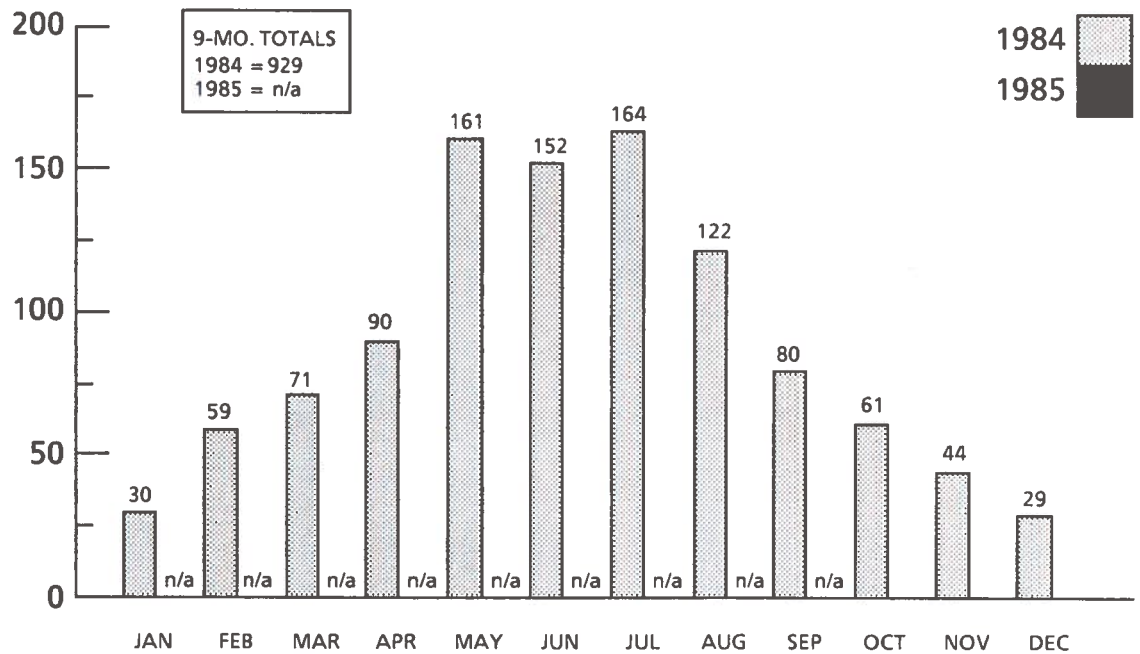
## RECREATIONAL BOATING

The third quarter of 1985 Recreational Boating accident statistics are not complete at this time. Since they are not an accurate portrayal of this quarter's accident experience, they are subject to misinterpretation. Valid boating accident statistics can only be developed annually under present or reasonably attainable reporting system conditions. Factors involved in this include the seasonal nature of boating and enforcement activity, State and Federal resource constraints, and various investigatory and processing delays.

As of December 11, 1985, the Coast Guard had received reports of 6,372 vessels involved in accidents through September. In 1984, there were 6,873 vessels reported to be in accidents in the first nine months. During the first nine months of 1985, 930 fatalities have been reported versus 929 for the same 1984 period. The comparison of injuries is: 1985 - 2,164; 1984 - 2,515. When comparing these figures, remember that recreational boating statistics are not yet complete for the first nine months of 1985.

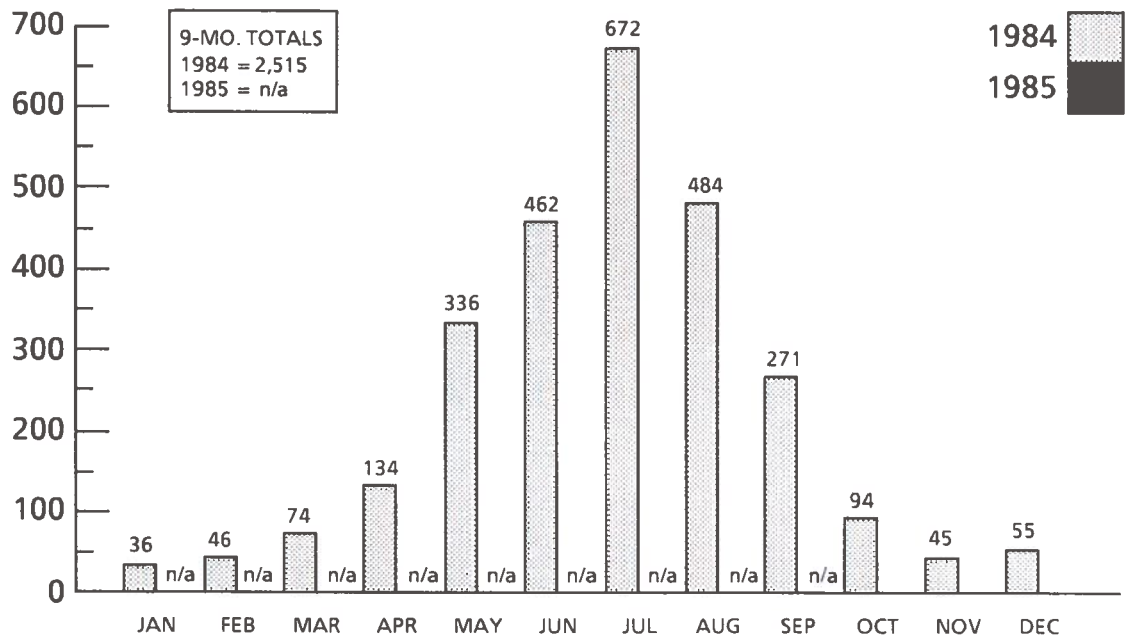
## CHART 28.

### RECREATIONAL BOATING FATALITIES, 1984-1985



## CHART 29.

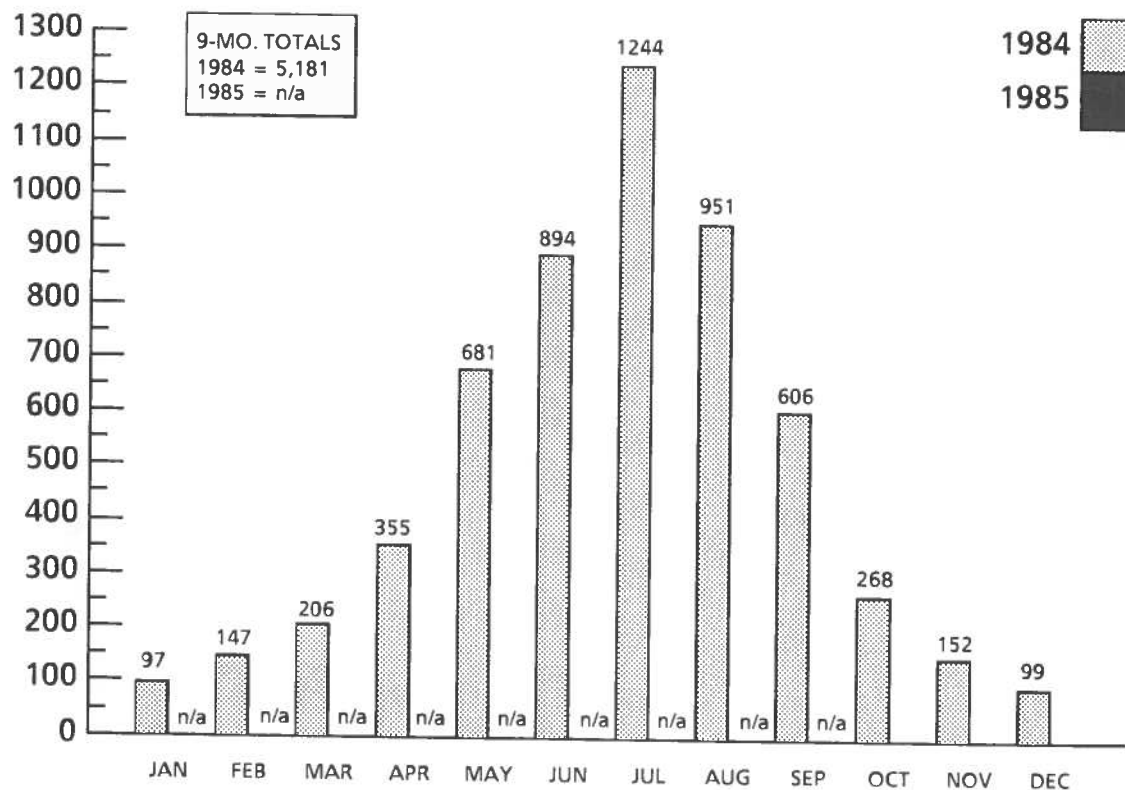
### RECREATIONAL BOATING INJURIES, 1984-1985



SOURCE: BAR File, USCG, Office of Boating, Public, and Consumer Affairs, G-BP-1.

# CHART 30.

## RECREATIONAL BOATING, REPORTED ACCIDENTS 1984-1985



SOURCE: BAR File, USCG, Office of Boating, Public, and Consumer Affairs, G-BP-1.



# **MATERIALS TRANSPORT**

## **PIPELINES**

- Fatalities resulting from incidents involving pipelines transporting gas and liquid materials decreased in the third quarter and the first nine months of 1985 when compared with the same 1984 periods, as shown in Table 7.
- The number of gas and liquid pipeline leaks/failures declined from 210 in the third quarter of 1984 to 103 in the third quarter of 1985 and from 1,019 during the first nine months of 1984 to 407 in the corresponding period of 1985.
- Gas and liquid pipeline injuries also experienced a decrease during the third quarter of 1985 and the first nine months of 1985 when compared with the same 1984 periods. There were 41 injuries in the third quarter of 1984 versus 31 in 1985 and 177 during the first nine months of 1984 compared with 108 in 1985.

## **HAZARDOUS MATERIALS**

- Hazardous materials fatalities increased from two in the third quarter of 1984 to three in the third quarter of 1985. However, there was a decrease in the number of fatalities reported during the first nine months of 1985 when compared with the first nine months of 1984. Six fatalities were reported in 1985 versus seven in 1984.
- The number of incidents involving transportation of hazardous materials declined in the third quarter of 1985 and also in the first nine months of 1985 when compared with the same periods of 1984. There were 1,309 incidents in the third quarter of 1985 and 1,537 during the corresponding period of 1984. The nine-month totals for 1985 and 1984 were 4,428 and 4,519, respectively.
- Both major and minor injuries resulting from hazardous materials incidents fell during the third quarter of 1985 and the first nine months of the same year. In the third quarter of 1985, there were five major injuries and 27 minor injuries, compared with 12 and 85, respectively, for the third quarter of 1984. The nine-month totals were: 10 major injuries in 1985 versus 17 in 1984 and 160 minor injuries in 1985, 183 in 1984.



**TABLE 7.****PIPELINE FATALITIES FOR 1985 COMPARED WITH 1984**

	JANUARY		FEBRUARY		MARCH	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
GAS PIPELINE	6	3	4	3	1	0
LIQUID PIPELINE	0	0	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>

	APRIL		MAY		JUNE	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
GAS PIPELINE	2	6	0	0	0	0
LIQUID PIPELINE	0	1	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	JULY		AUGUST		SEPTEMBER	
CLASSIFICATION	1984	1985	1984	1985	1984	1985
GAS PIPELINE	5	4	2	2	5	0
LIQUID PIPELINE	0	1	0	3	0	0
<b>TOTAL</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>

	THIRD QUARTER			FIRST 9 MONTHS		
CLASSIFICATION	1984	1985	% Chg	1984	1985	% Chg
GAS PIPELINE	12	6	-50.0	25	18	-28.0
LIQUID PIPELINE	0	4	[1]	0	5	[1]
<b>TOTAL</b>	<b>12</b>	<b>10</b>	<b>-16.7</b>	<b>25</b>	<b>23</b>	<b>-8.0</b>

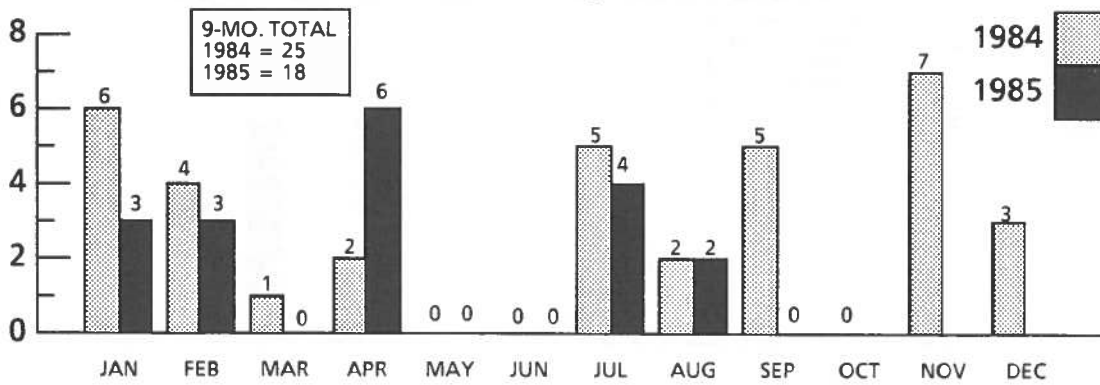
NOTE: 1985 Data are preliminary.  
 Pipeline incidents are credited to the year in which they occurred, not the year in which the report was received.

Data supplied as of 01/16/86.

[1] Not calculable.

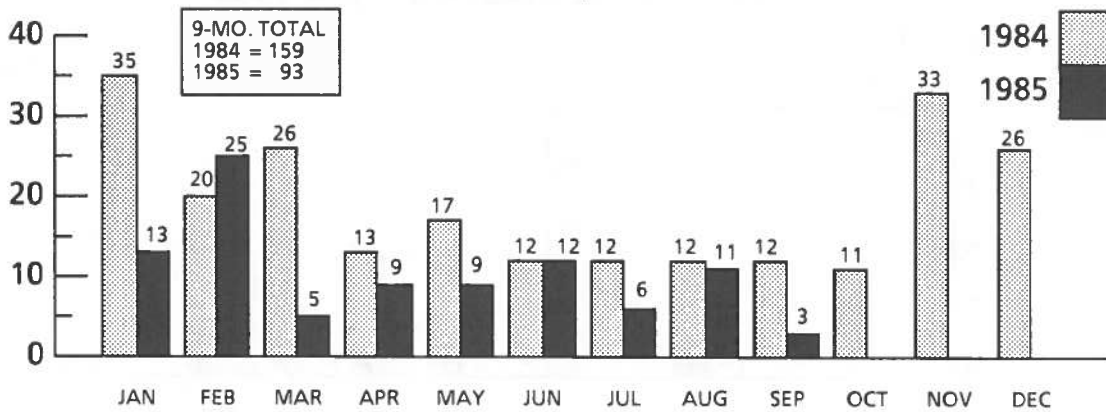
SOURCE: Gas Pipeline: DOT F7100.1 and F7100.2  
 RSPA, Hazardous Materials Information Systems, DMT-62.

**CHART 31.**  
**GAS PIPELINE FATALITIES, 1984-1985**



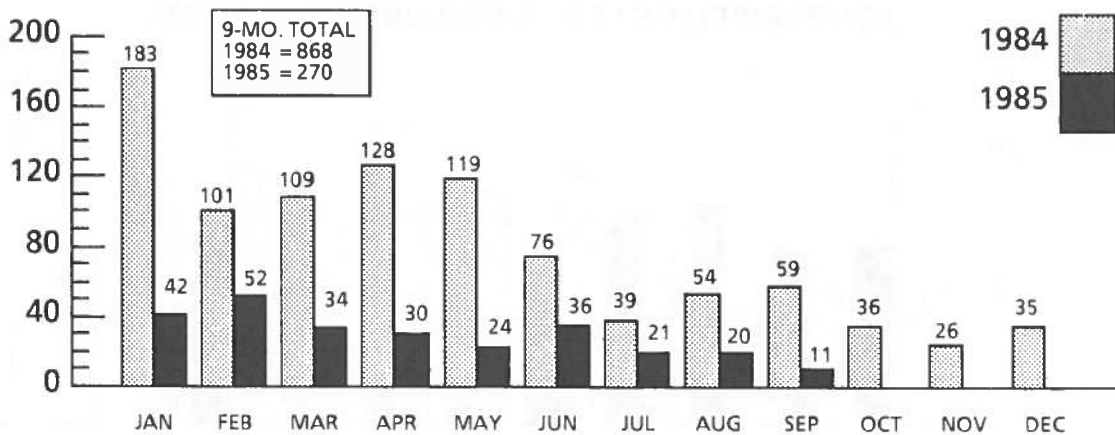
**CHART 32.**

**GAS PIPELINE INJURIES, 1984-1985**



**CHART 33.**

**GAS PIPELINE LEAKS/FAILURES, 1984-1985**

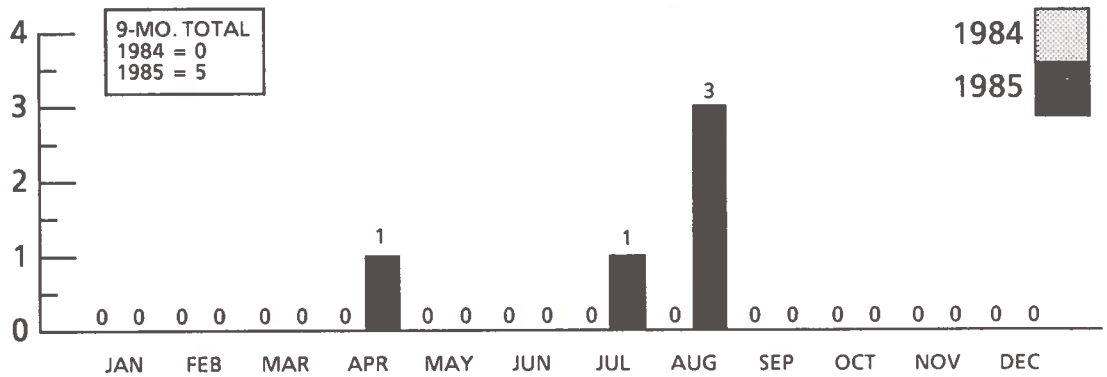


NOTE: 1985 Data are preliminary.  
Pipeline Incidents are credited to the year in which they occurred, not the year in which the report was received.

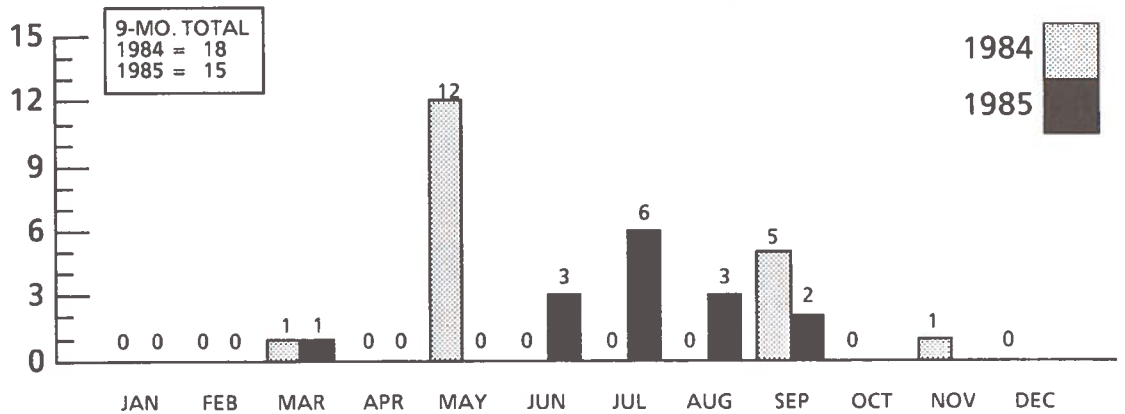
Data supplied as of 01/16/86

SOURCE: Gas Pipeline: DOT F 7100.1 and F7100.2.  
RSPA, Hazardous Materials Information Systems, DMT-62.

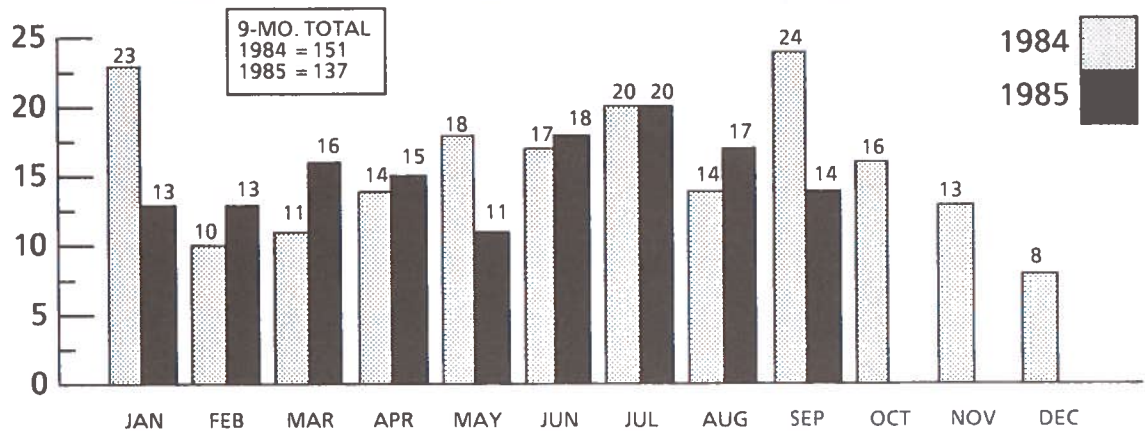
**CHART 34.**  
**LIQUID PIPELINE FATALITIES, 1984-1985**



**CHART 35.**  
**LIQUID PIPELINE INJURIES, 1984-1985**



**CHART 36.**  
**LIQUID PIPELINE LEAKS/FAILURES, 1984-1985**



NOTE: 1985 Data are preliminary.  
Pipeline Incidents are credited to the year in which they occurred, not the year in which the report was received.

Data supplied as of 01/16/86

SOURCE: Liquid Pipeline: DOT F 7000.0.  
RSPA, Hazardous Materials Information Systems, DMT-62.

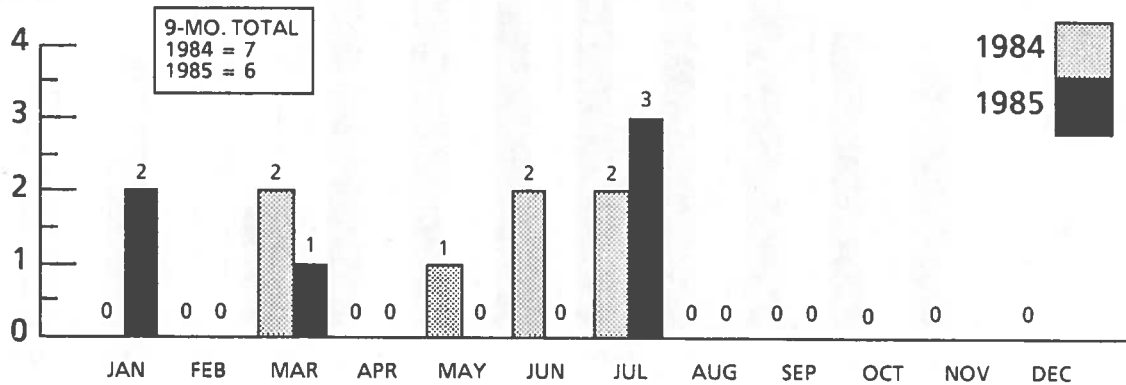
**TABLE 8.**

**HAZARDOUS MATERIALS FATALITIES FOR 1985 COMPARED WITH 1984**

JANUARY		FEBRUARY		MARCH	
1984	1985	1984	1985	1984	1985
0	2	0	0	2	1
APRIL		MAY		JUNE	
1984	1985	1984	1985	1984	1985
0	0	1	0	2	0
JULY		AUGUST		SEPTEMBER	
1984	1985	1984	1985	1984	1985
2	3	0	0	0	0
THIRD QUARTER			FIRST 9 MONTHS		
1984	1985	% Chg	1984	1985	% Chg
2	3	+50.0	7	6	-14.3

**CHART 37.**

**HAZARDOUS MATERIALS FATALITIES, BY MONTH, 1984-1985**



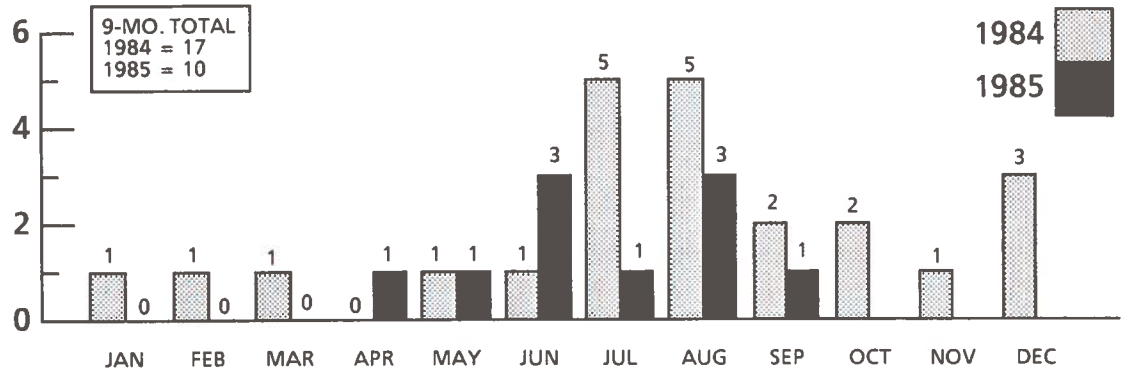
NOTE: 1985 Data are preliminary.

Data supplied as of 01/07/86

SOURCE: RSPA, Hazardous Materials Information Systems, DMT-62.

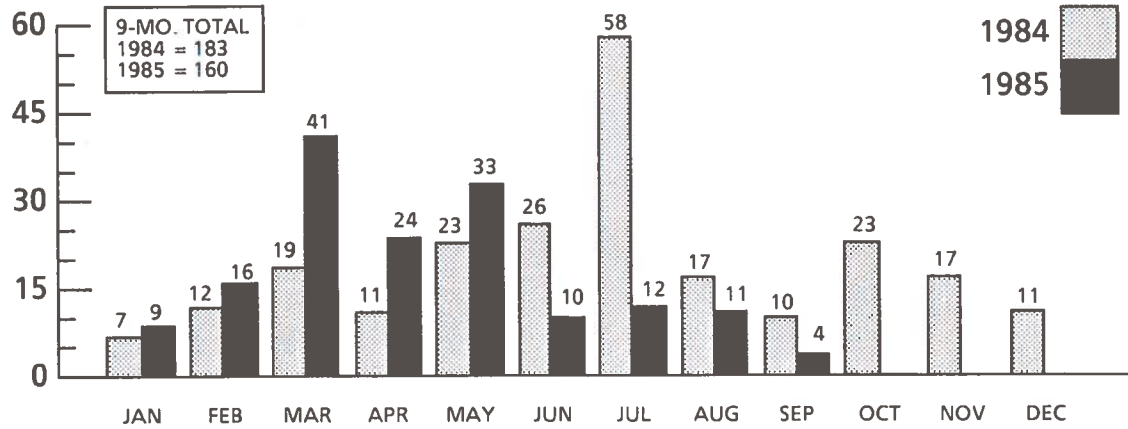
### CHART 38A.

#### HAZARDOUS MATERIALS MAJOR INJURIES\*, 1984-1985



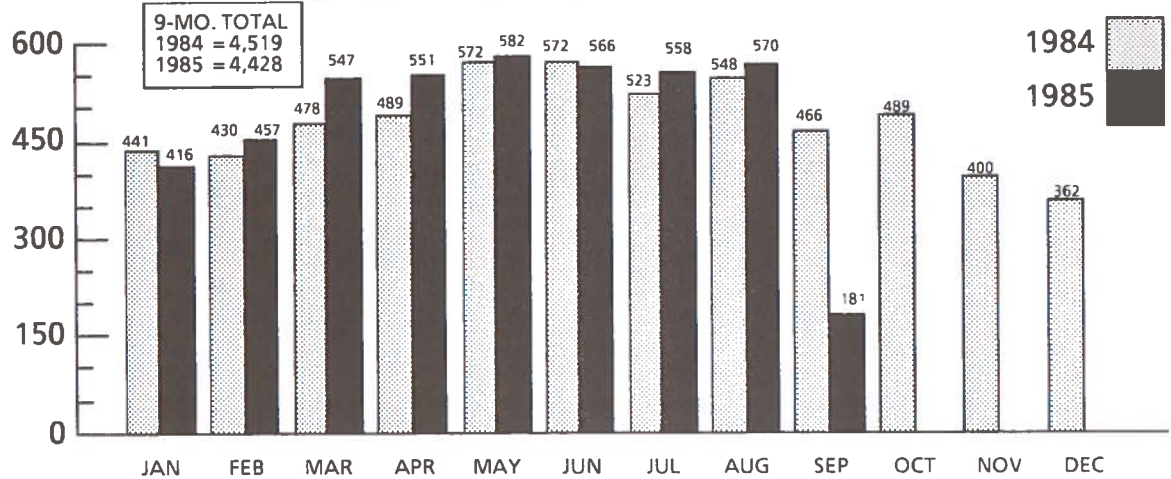
### CHART 38B.

#### HAZARDOUS MATERIALS MINOR INJURIES\*, 1984-1985



### CHART 39.

#### HAZARDOUS MATERIALS INCIDENTS\*\*, 1984-1985



\* See Glossary for definition.

\*\* Hazardous Materials Incidents are reported in the year in which they occurred.

NOTE: 1985 Data are preliminary.

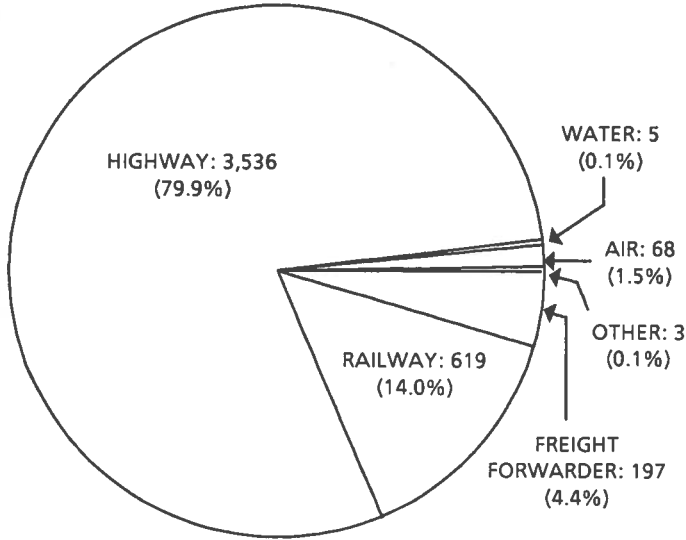
Data supplied as of 01/07/86

SOURCE: RSPA, Hazardous Materials Information Systems, DMT-62.

# CHART 40.

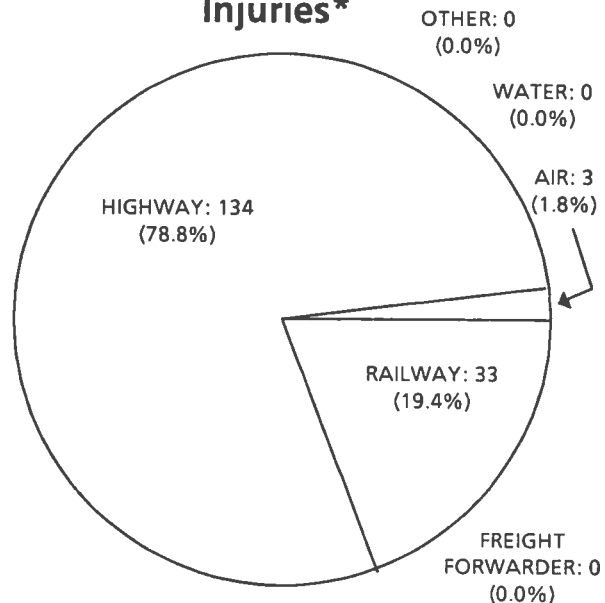
## HAZARDOUS MATERIALS INCIDENTS, INJURIES, DEATHS AND DAMAGES BY MODE, FIRST NINE MONTHS 1985<sup>P</sup>

### Incidents



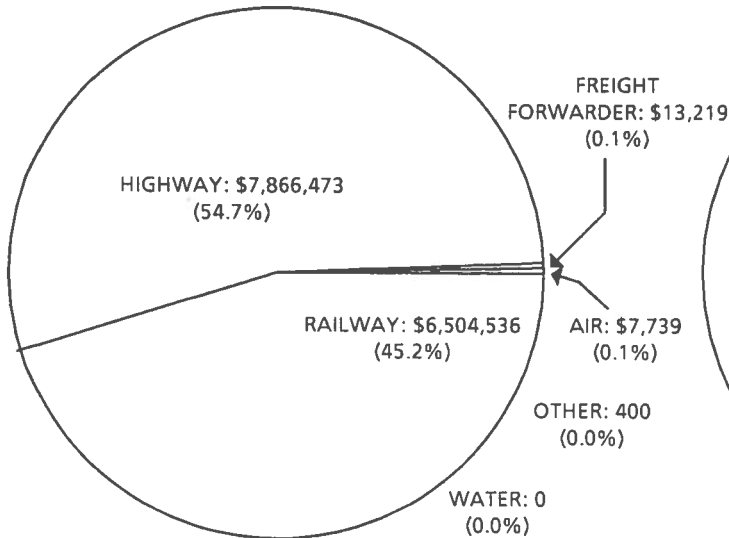
**TOTAL INCIDENTS: 4,428**

### Injuries\*



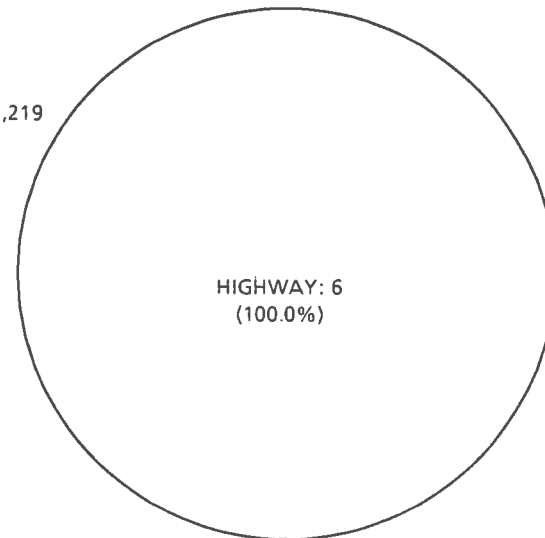
**TOTAL INJURIES: 170**

### Damages



**TOTAL DAMAGES: \$14,392,367**

### Deaths



**TOTAL DEATHS: 6**

<sup>P</sup> = Preliminary.  
<sup>\*</sup> Includes Major and Minor Injuries.

Data supplied as of 01/07/86

SOURCE: RSPA, Hazardous Materials Information Systems, DMT-62.



# **MAJOR DOT SAFETY REGULATIONS**

**JULY 1, 1985 - SEPTEMBER 30, 1985**

The actions below are summarized from the final rules and regulations published in the Federal Register (FR) during the period covered by this report. These regulations amend the designated titles and sections of the Code of Federal Regulations (CFR).

## **U.S. COAST GUARD**

### **46 CFR Part 10 -- Licensing of Pilots; Manning of Vessels - Pilots**

On June 24, 1985, the Coast Guard published a Final Rule at 50 FR 26106 regarding the licensing of pilots, effective July 24, 1985. Section 10.07-9(e) provides that if an individual holding a first class pilot's license or endorsement does not satisfactorily complete a physical examination within 90 days prior to the anniversary date of the issuance of the license, the license or endorsement is invalid as of the anniversary date and the individual may not operate under the authority of that license or endorsement until a physical examination has been completed. The 90 day provision was intended to provide flexibility in scheduling physical examinations in recognition of the employment practices in the merchant marine.

In order to provide sufficient time to schedule and complete a physical examination within 90 days prior to the anniversary date of the issuance of the license without undue hardship to license holders, the effective date for § 10.07-9(e) is delayed to January 1, 1986.

Holders of a pilot license or endorsement with an anniversary date after January 1, 1986, must satisfactorily complete a physical examination within 90 days prior to that anniversary date.

The effective date for the final rule appearing in column one of page 26106 of the Federal Register issue of June 24, 1985, is corrected to read as follows: Effective date: July 24, 1985. (50 FR 30274, July 25, 1985.)

### **46 CFR Part 5 -- Actions Against Seamen's Licenses, Certificates or Documents**

This rule will revise the regulations pertaining to suspension and revocation proceedings against a seaman's license, certificate, and/or document. This action will bring the existing regulations up to date with statutory and case law changes which have occurred since the last revision and will provide for a better understanding of the procedures on the part of the affected public. Effective date: September 9, 1985. (50 FR 32179, August 9, 1985.)

### **33 CFR -Part 157 -- Segregated Ballast, Dedicated Clean Ballast and Crude Oil Washing on Tankships of 20,000 DWT or More But Less Than 40,000 DWT Carrying Oil in Bulk**

The Coast Guard has reviewed its regulations to implement 46 U.S.C. 3705(c) and 3706(d) and has determined that they will remain in effect without change. These regulations affecting existing tankships, 15 years of age and older, and are applicable to U.S. tankships, and to foreign tankships (other than those on innocent passage) that enter the navigable waters of the United States or which call at a port or place subject to the jurisdiction of the United States. This action responds to comments received on these regulations concerning age determination for vessels which have undergone a major conversion. (50 FR 32409, August 12, 1985.)



### **33 CFR Part 137 -- Deepwater Port Liability Fund**

The Coast Guard is finalizing, with clarifying modifications and procedural changes, the interim final Deepwater Port Liability Fund Regulations published in the Federal Register issue of June 24, 1982. The regulations implement provisions of the Deepwater Port Act of 1974 as amended by the Deepwater Port Act Amendments of 1984. Although effective upon publication, the June 1982 rules were considerably narrowed in scope from the proposed rules. The general public was, therefore, given additional time to comment. Comments, additional internal agency review, and statutory amendment resulted in several revisions to the interim rule. Effective Date: August 15, 1985. (50 FR 32966, August 15, 1985.)

### **46 CFR Part 150 -- Compatibility of Cargoes**

46 CFR Part 150 contains requirements for compatible stowage of bulk liquid hazardous materials on tank vessels. This final rule updates 46 CFR Part 150 by adding recently authorized exceptions to the Compatibility Chart and cargoes approved for carriage since the final rule was published on April 14, 1983 (48 FR 16059). This final rule also incorporated CHRIS codes into Table 1, corrects typographical errors, specifies reactivity differences within chemical groups, and deletes descriptive phrases, such as, "inhibited", "stabilized", and "%" when these have no effect on the compatibility classification of the material. (CHRIS codes are three letter codes that have been assigned to every chemical contained in the Coast Guard's Chemical Hazards Response Information System (CHRIS).) Effective date: September 30, 1985. (50 FR 33037, August 16, 1985.)

### **46 CFR Part 160 - Hybrid PFD's; Establishment of Approval Requirements**

This interim final rule establishes approval requirements for hybrid inflatable personal flotation devices (hybrid PFD's). Use of approved hybrid devices will be optional but, if carried, certain limitations will apply. Hybrid PFD's have reduced inherent buoyancy making them less bulky and more comfortable to wear. This comfort feature should result in increased wear rates and lead to a corresponding reduction in the number of drownings in boating accidents. Publication of this rule has been expedited to allow approval of individual devices in sufficient time to allow their purchase and use in the 1986 boating season. After an interim period of manufacturing and use, revisions to the rule may be made based upon experience gained.

The notice of proposed rulemaking for this rule also included carriage and operational requirements for hybrid PFD's and requirements for inflatable life jackets. These additional requirements will be finalized and published in separate rulemaking documents. Effective date: September 1, 1985. (50 FR 33923, August 22, 1985.)

### **46 CFR Part 150 -- Compatibility of Cargoes**

Correction: In FR Doc. 85-19441 beginning of page 33037 in the issue of Friday, August 16, 1985, make the following corrections:

1. On page 33040, TABLE I, first column, under "Chemical name", eighth line, remove the "1" before the word "citrate".
2. On the same page, second column, under "Chemical name", third and fourth lines from the bottom, remove the words "Dichlorophenoxyacetic acid".
3. On page 33042, third column, in TABLE II, under "*Unassigned Cargoes*", eighth line, insert the word "oxide" after "Ethylene".
4. On page 33044, third column, under "34. Esters", twenty-third line, remove the asterisk (\*) after "Dimethyl polysiloxane". (50 FR 38529, September 23, 1985.)

## FEDERAL AVIATION ADMINISTRATION

### 14 CFR Part 108 -- Transportation of Federal Air Marshals

This emergency regulation requires each certificate holder to whom the airplane operator security rules apply to carry Federal Air Marshals, in the number and manner specified by the Administrator, on designated scheduled and public charter passenger operations. This regulation is needed to respond to recent terrorist activity against U.S. civil aviation. It is intended to ensure that U.S. civil aviation and U.S. citizens are not impeded by international terrorism. Effective date: July 8, 1985. (50 FR 27924, July 8, 1985.)

### 14 CFR Parts 121 and 135 -- Flight Time Limitations and Rest Requirements

This final rule amends flight time limitations and rest requirements for flight crewmembers engaged in air transportation. The rule is based on recommendations of a Regulatory Negotiation Advisory Committee composed of persons who represent the interests affected by the flight time rules. The rule clarifies certain requirements that have had voluminous interpretations and updates certain requirements in relation to current operating conditions. Effective date: October 1, 1985. (50 FR 29306, July 18, 1985.)

### 14 CFR Part 91 -- Two-Way Radio Communications Failure Procedures

This action amends two-way radio communications failure requirements for operations conducted under instrument flight rules (IFR) to clarify when a pilot must leave a clearance limit and begin descent and approach. The amendment incorporates improved air traffic control (ATC) procedures now in use and provides pilots with more specific information on the actions to take in a communications failure situation. Effective date: September 4, 1985. (50 FR 31587, August 5, 1985.)

### 14 CFR Part 121 -- Mechanical Reliability Reports; Change in Requirement

This rule changes the mechanical reliability reporting requirement contained in Part 121 of the Federal Aviation Regulations by allowing certificate holders to mail or deliver mechanical reliability reports to the responsible FAA Flight Standards District Office within 72 hours after the 24-hour reporting period. The current rule requires Part 121 certificate holders to deliver reports to the FAA maintenance inspector assigned to its operation within 24 hours after the 24-hour reporting period. This change allows reports to be mailed or delivered and provides a more realistic compliance requirement. The relief afforded by this amendment is fully consistent with the President's regulatory policies and Executive Order 12291. Effective date: September 9, 1985. (50 FR 32374, August 9, 1985.)

## AIR WORTHINESS DIRECTIVES

### 14 CFR Part 39 -- British Aerospace Model BAC 1-11 400 Series Airplanes

This amendment adds a new airworthiness directive (AD) applicable to British Aerospace Model BAC 1-11 400 series airplanes which requires repetitive inspection, functional tests, and replacement of components, if necessary, of the ground spoiler (lift dumper) activating mechanism on British Aerospace BAC 1-11 400 series airplanes. There have been two incidents reported where one ground spoiler deployed during approach, causing an uncommanded roll. Effective date: August 15, 1985. (50 FR 27931, July 9, 1985.)

**14 CFR Part 39 -- Garrett Model GTCP331-200A and -200AC Auxiliary Power Units Installed on Boeing Model 757 and 767 Series Airplanes**

This amendment adopts a new airworthiness directive (AD) which provides for the modification of the fan assembly on Garrett Auxiliary Power Units (APU) installed on Boeing Model 757 and Boeing Model 767 series airplanes. This action is prompted by reports of thirteen failures of the APU cooling fan, two of which were uncontained. This condition, if not corrected, could result in a potential fire hazard. Effective date: August 15, 1985. (50 FR 27933, July 9, 1985.)

**14 CFR Part 39 -- Aerospatiale (SUD NORD) Nord 262A Series Airplanes**

This amendment adds a new airworthiness directive (AD) that requires certain modifications to correct unsafe conditions in the windshield and engine anti-icing control circuits on certain Nord Model 262A airplanes. The modifications will ensure that warning is displayed for the inoperative windshield deicing system and will prevent a single fault from affecting both engine anti-icing systems. Effective date: August 22, 1985. (50 FR 28561, July 15, 1985.)

**14 CFR Part 39 -- Societe Nationale Industrielle Aerospatiale (SNIAS) Model AS 350 and AS 355 Series Helicopters**

This amendment adopts a new airworthiness directive (AD) which requires repetitive inspection and repair or replacement, as necessary, of the fuselage frame at the fuselage tailboom interface on Aerospatiale Model AS 350 and AS 355 series helicopters. The AD is prompted by reports of fuselage frame cracks at the fuselage tailboom interface which could cause tailboom failure and consequent loss of control of the helicopter. Effective date: July 26, 1985. (50 FR 28562, July 15, 1985.)

**14 CFR Part 39 -- Short Brothers Ltd. Model SD3-60 Series Airplane**

This amendment adds a new airworthiness directive (AD) that requires the replacement of rivets in the bottom section of fuselage frame 475 on certain Short Brothers Ltd. Model SD3-60 airplanes. This action is necessary to ensure that adequate strength capability exists to satisfy the loads imposed by ditching. Effective date: August 22, 1985. (50 FR 28562, July 15, 1985.)

**14 CFR Part 39 -- British Aerospace Model BAe 146 Airplanes**

This amendment adds a new airworthiness directive (AD) that requires inspection, modification, and repair, if necessary, of the fuselage skin under the wing-to-fuselage fairings on certain BAe Model 146 airplanes. This action is necessary because chafing of the fuselage skin resulting from metal-to-metal contact of the fairing has been reported. Chafing reduces the structural integrity of the fuselage skin and may result in failure and subsequent airplane depressurization. Effective date: August 22, 1985. (50 FR 28563, July 15, 1985.)

**14 CFR Part 39 -- Cessna Model T303 Airplanes**

This amendment adopts a new airworthiness directive (AD), AD 85-11-05, applicable to Cessna Model T303 airplanes and codifies the corresponding emergency AD letter dated May 31, 1985, into the Federal Register. This AD requires installation of a placard prohibiting flight into known icing until the rudder is modified per Cessna Single Engine Service Bulletin MEB85-7, Revision 1, dated July 28, 1985. Effective date: July 31, 1985. (50 FR 30264, July 25, 1985.)

**14 CFR Part 39 -- Boeing Model 727 and 737 Series Airplanes**

This amendment adds a new airworthiness directive (AD) which improves fire safety in lavatories on Boeing Model 727 and Model 737 airplanes. This AD requires installation of divider panels on Model

727 airplanes to isolate the lavatory waste enclosure, and "No Stowage" placards in areas not suitable for storing combustible materials on both the Model 727 and Model 737 airplanes. Stowage of combustible materials in these areas could result in a fire if a component overheats or otherwise fails. Effective date: September 6, 1985. (50 FR 30802, July 30, 1985.)

#### **14 CFR Part 39 -- Pilatus Aircraft Ltd., and Fairchild-Hiller Model PC-6 Airplanes**

This amendment adopts a new airworthiness directive (AD), applicable to Pilatus Aircraft Ltd., Model PC-6 Porter and Turbo-Porter (up to and including Serial Number 844) and Fairchild-Hiller Model PC-6 (Serial Numbers 2001 up to and including 2092) airplanes which requires inspection for cracks in the areas adjacent to the vertical stabilizer rudder hinge attachment points, horizontal stabilizer elevator bearing bracket attachment points and the horizontal stabilizer front spar rectangular cutout. Pilatus Aircraft Ltd. has received reports of cracks being found in those areas. Inspection of those areas on the vertical and horizontal stabilizers will insure the contained control system integrity and thus prevent the possible loss of airplane control. Effective date: August 31, 1985. (50 FR 30693, July 29, 1985.)

#### **14 CFR Part 39 -- Gates Learjet Model 35 and Model 36 Airplanes Modified by Raisbeck STC SA766NW**

This amendment adds a new airworthiness directive (AD) applicable to certain Gates Learjet Model 35 and 36 airplanes modified in accordance with Raisbeck Supplemental Type Certificate (STC) SA766NW, which would reduce the maximum operating limit speed on affected airplanes to prevent encountering certain potentially hazardous conditions. This action is the result of several reported incidents of aileron buffet or buzz experienced during high speed cruise. The aileron buffet or buzz can result in deterioration of the aircraft lateral control system characteristics to an unacceptable level. Effective date: September 6, 1985. (50 FR 30803, July 30, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas Model DC-9-10, -20, -30, -40, -50, and C-9 (Military) Series Airplanes**

This amendment adds a new airworthiness directive (AD) that supersedes an existing airworthiness directive (AD) which requires visual/borescope inspection (NDI) and replacement, as necessary, of the aft pressure bulkhead tee cap on McDonnell Douglas Model DC-9-10, -20, -30, -40, -50, and C-9 (Military) series airplanes with 60,000 or more landings. This amendment requires the inspection and/or repair of the tee cap of airplanes with 35,000 or more landings and, in addition, requires repetitive inspection of all affected airplanes. This action is prompted by reports of cracks in the aft pressure bulkhead tee caps, the failure of which could result in rapid depressurization and severe structural damage to the aircraft. Effective date: September 6, 1985. (50 FR 30804, July 30, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas Model DC-10 Series Airplanes**

This amendment adopts a new airworthiness directive (AD) which requires inspection and replacement of parts, as necessary, of lower galley hot entree cart wiring installations on certain McDonnell Douglas DC-10 airplanes. This action is prompted by a fire on the ground which began in the area of the lower galley tunnel, and resulted in substantial damage to the airplane. This action is necessary to prevent a recurrence in other airplanes. Effective date: August 19, 1985. (50 FR 30805, July 30, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas Model DC-10-15, -30 and KC-10A (Military) Series Airplanes; and CF6-50C-Powered Airbus Industrie Model A-300 Series Airplanes**

This amendment adds a new airworthiness directive (AD) which requires installation of modified fuel flowmeter tube assemblies. This action is prompted by reports of failures of the fuel flowmeter tube

assembly. This condition, if not corrected, could result in fuel being pumped into the nacelle and lead to engine flameout in flight. Effective date: September 6, 1985. (50 FR 30806, July 30, 1985.)

#### **14 CFR Part 39 -- Boeing Model 767 Series Airplanes**

This amendment adds a new airworthiness directive (AD) applicable to Boeing Model 767 series airplanes which requires replacement or modification of the Pneumatic System Pressure Regulating and Shutoff Valve (PRSOV). This action is prompted by a report of one operator experiencing a pneumatic duct burst at takeoff due to a failed PRSOV, resulting in damage, caused by a failing duct segment, to air conditioning components, wire bundles, flap actuation system, wing/body fairing, and engine throttle cable. In addition, unusual wear of this valve may prevent its closing when commanded to do so by the crew as part of a pneumatic system failure procedure. Effective date: August 19, 1985. (50 FR 31153, August 1, 1985.)

#### **14 CFR Part 39 -- Cessna Models P210N, P210R and T210R Airplanes**

This amendment adopts a new airworthiness directive (AD), AD 85-11-07, applicable to certain Cessna Models P210N, P210R, and T210R airplanes, which codifies the corresponding emergency AD letter dated June 6, 1985, into the Federal Register, and incorporates a complete applicability range of serial numbers. This AD requires inspection and/or replacement of the turbocharger oil reservoir. Cracks have occurred in the oil outlet fitting of the turbocharger oil reservoir that have resulted in rapid loss of engine lubricating oil. Separation of the oil outlet fitting due to cracking has been responsible for one known accident. This action will prevent rapid loss of engine lubricating oil caused by separation of the oil outlet fitting. Effective date: August 9, 1985. (50 FR 31586, August 5, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas Model DC-10 and KC-10A (Military) Series Airplanes**

This amendment adopts a new airworthiness directive (AD) which requires modification of the slat position indicating system on certain McDonnell Douglas Model DC-10 and KC-10A airplanes. This action is prompted by reports of rejected takeoffs due to slat disagree indications during the takeoff roll. A study conducted by the manufacturer has revealed that the position indication tolerances for the outboard slats which induce these disagree indications, are too narrow and are causing unnecessary rejected takeoffs at high speed. Widening the tolerances for the outboard slats position indication on the extend side will minimize unnecessary rejected takeoffs without compromising safety. Effective date: September 16, 1985. (50 FR 32166, August 9, 1985.)

#### **14 CFR Part 39 -- Boeing Model 767-200 Series Airplanes Equipped with General Electric (GE) CF6 Engines**

This document amends an existing airworthiness directive (AD) which requires periodic inspection and replacement, as necessary, of the engine fuel feed hose on certain Boeing Model 767 airplanes. This amendment provides terminating action for the AD by providing for the installation of a more durable hose. Effective date: September 16, 1985. (50 FR 32167, August 9, 1985.)

#### **14 CFR Part 39 -- Boeing Model 767-200 Series Airplanes Equipped with General Electric (GE) CF6 Engines**

This amendment adds a new airworthiness directive (AD) which requires periodic inspections and repair of electrical wiring and terminals which are subject to damage by engine heat and vibration. Alternatively, a modification may be accomplished which would eliminate the requirement for repetitive inspections. There have been four reported cases of engine system malfunctions that were caused by wiring terminal failures. Most malfunctions associated with these failures can be detected during normal flight operations; however, certain malfunctions may not be normally detectable and



can result in engine damage or lead to precautionary engine shutdowns. These failures are time-related and may occur on both engines on the same flight. Effective date: September 16, 1985. (50 FR 32168, August 9, 1985.)

#### **14 CFR Part 39 -- Boeing Model 747 Series Airplanes**

This amendment adds a new airworthiness directive (AD) which requires inspection of the fuselage skin lap splice between body stations 340 and 400 at stringers S6-L and S6-R on certain Boeing Model 747 series airplanes. This action is prompted by the recent finding of cracks of up to 18½ inches long on three airplanes. This action is necessary to ensure that an undetected crack will not result in sudden loss of cabin pressurization and the inability to withstand fail-safe loads. Effective date: September 26, 1985. (50 FR 33334, August 19, 1985.)

#### **14 CFR Part 39 -- Societe Nationale Industrielle Aerospatiale (SNIAS) Model AS 350 and AS 355 Series Helicopters**

The amendment amends an existing airworthiness directive (AD) which requires repetitive inspection and repair or replacement, as necessary, of the main rotor mast on Aerospatiale (SNIAS) Model AS 350 and AS 355 helicopters. This amendment is needed because the FAA has determined that the repetitive inspection interval for visual inspections specified in the existing AD is inadequate to detect all main rotor mast cracks in sufficient time to prevent mast failure and subsequent loss of control of the helicopter. This amendment decreases the previous inspection interval. Effective date: September 18, 1985. (50 FR 35772, September 4, 1985.)

#### **14 CFR Part 39 -- Boeing Model 767, 757, 737, and 727 Series Airplanes**

This amendment adds a new airworthiness directive (AD) that requires rework of the Rosemount Angle of Attack (AOA) sensors on Boeing Model 767 and 757 series airplanes and on certain 737 and 727 series airplanes. During receiving inspections by the airframe manufacturer, it was found that some internal gears were not secured to the shaft and cause erroneous AOA information; it was also found that gears could come off the shaft and possibly jam the vane. Failure of the AOA system will cause improper operation of the stall warning and stall protection systems, and will also affect operation of other systems using AOA data. Effective date: October 12, 1985. (50 FR 36044, September 5, 1985.)

#### **14 CFR Part 39 -- Lockheed-California Company Model L-1011 Series Airplanes**

This amendment adds a new airworthiness directive which requires re-routing and clamping of a wire bundle in the cockpit on Lockheed Model L-1011 series airplanes. This action is prompted by reports of wire chafing which, if uncorrected, may lead to arcing and result in a fire hazard. Effective date: October 12, 1985. (50 FR 36045, September 5, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas DC-9, and C-9 (Military) Series Airplanes, Fuselage Numbers 1 through 1248**

This amendment adds a new airworthiness directive (AD) which requires inspection, and repair, if necessary, of the upper anticollision light doubler on certain McDonnell Douglas DC-9 series airplanes. This action is prompted by reports of cracks in the upper anticollision light doubler, the failure of which could result in significant damage to the adjacent structure and cause the subsequent loss of cabin structural integrity. Effective date: October 14, 1985. (50 FR 36570, September 9, 1985.)

#### **14 CFR Part 39 -- General Electric Model CJ610-8A, -9, and CF700-2D, -2D-2 Turbine Engines**

This amendment adopts a new airworthiness directive (AD) which imposes a reduced retirement life for certain stage 1 turbine disks on General Electric model CJ610-8A, -9, and CF700-2D, -2D-2 turbine engines. The AD is prompted by marginal disk material fatigue properties which could result in disk fracture. Effective date: November 15, 1985. (50 FR 36989, September 11, 1985.)

#### **14 CFR Part 39 -- Hughes Helicopters, Inc., Model 369 A, D, E, H, HE, HM, and HS Series Helicopters**

This amendment adopts a new airworthiness directive (AD) which requires a one-time dye penetrant and tap test inspection as well as repetitive preflight checks of certain tail rotor blades for abrasion strip separation on Hughes Helicopters, Inc., Model 369 A, D, E, H, HE, HM, and HS series helicopters. The AD is prompted by reports of tail rotor blade abrasion strip separation which could result in loss of the tail rotor control and subsequent loss of the helicopter. Effective date: September 19, 1985. (50 FR 36990, September 11, 1985.)

#### **14 CFR Part 39 -- Boeing Model 737-100, -200, and -300 Airplanes**

This amendment adds a new airworthiness directive (AD) applicable to Boeing Model 737-100, -200, and -300 airplanes. This AD requires replacement of escape slide pack release cable assemblies with assemblies using a longer length cable. The current cable length could cause premature release of the slide pack during aggressive opening of floor level exits. If released early, the slide pack could drop out of its container inside the airplane; this causes the slide container to open before clearing the door sill thereby inhibiting further door opening. This situation, if not corrected, could jeopardize successful evacuation of the airplane. Effective date: October 15, 1985. (50 FR 38505, September 23, 1985.)

#### **14 CFR Part 39 -- Sikorsky Model S-61L, S-61N, S-61NM, S-61R, S-61A, and S-61V Series Helicopters**

This amendment adopts a new airworthiness directive (AD) which requires an initial and repetitive visual inspection to detect cracking of the main rotor blade spar of Sikorsky S-61L, S-61N, S-61NM, and S-61R series helicopters, certificated in all categories and S-61A helicopters (serial numbers (S/N) 61083, 61087, 61094, and 61161) and S-61V (S/N 61271) helicopters, certificated in the restricted category which are operating under Part 133 of the Federal Aviation Regulations (FAR), Rotorcraft External-Load Operations, Class B, rotorcraft-load combination (as defined by Part 1 of the FAR). This AD is needed to provide a supplemental inspection system to AD 74-20-07, Rev. 5, to maintain the service lives of the main rotor blades specified in AD 75-26-10 and in the S-61A and S-61V Type Certificate (TC) Data Sheet H2EA, Note 6, for helicopters operating in external load operations, and to prevent helicopter operations with a cracked main rotor blade spar which could result in the loss of the main rotor blade and probable loss of the helicopter. Effective date: September 20, 1985. (50 FR 38506, September 23, 1985.)

#### **14 CFR Part 39 -- Fairchild Aircraft Corporation Models SA226-T, SA226-T(B), SA226-AT and SA226-TC Airplanes**

This amendment revises airworthiness directive (AD) 85-04-01 Amendment 39-5005 (50 FR 7748) applicable to Fairchild Aircraft Corporation Models SA226-T, SA226-T(B), SA226-AT and SA226-TC airplanes by clarifying hydraulic line part numbers, changing Service Bulletin (S/B) references that would lead operators to believe replacement of certain hydraulic lines is optional, and deleting certain serial number airplanes from the effectivity of the oxygen system modification portion of the AD. Subsequent to issuing AD 85-04-01, the FAA determined that clarification was necessary to avoid incorrect applicability and unnecessary compliance by some owners and operators. This

revision will eliminate this unnecessary burden. Effective date: October 28, 1985. (50 FR 39652, September 30, 1985.)

#### **14 CFR Part 39 -- Gulfstream Aerospace Corporation Models AA-1, AA-1A, AA-1B and AA-1C Airplanes**

This amendment adopts a new airworthiness directive (AD), applicable to Gulfstream Aerospace Corporation Models AA-1, AA-1A, AA-1B and AA-1C airplanes which requires replacement of the seat belt attachment brackets. It is possible for the seat belt attachment bracket to fail in the event of decelerations experienced in a minor crash, which could result in injury to an occupant. Replacement of the seat belt attachment brackets with increased strength brackets will prevent the possibility of failure during a minor crash. Effective date: October 28, 1985. (50 FR 39652, September 30, 1985.)

#### **14 CFR Part 39 -- McDonnell Douglas Model DC-8-70 Series Airplanes**

The amendment adds a new airworthiness directive (AD) which requires modification of the drain mast assemblies on CFM-56-2 engines installed on DC-8-70 series airplanes. This AD is prompted by 18 reported instances of damage to the engine drain mast and transfer gear box horizontal drive shaft housing due to drain mast contact with the runway during landing. This action is necessary to minimize the potential of inflight shutdown if drain mast failure is not detected during preflight inspection. Effective date: November 4, 1985. (50 FR 39653, September 30, 1985.)

### **FEDERAL RAILROAD ADMINISTRATION**

#### **49 CFR Part 212, 217, 218, 219, and 225 -- Control of Alcohol and Drug Use in Railroad Operations; Final Rule and Miscellaneous Amendments**

FRA issues a final rule on control of alcohol and drug use in railroad operations. The final rule prohibits on-the-job use, possession, or impairment by alcohol or any controlled substance, mandates post-accident toxicological testing after certain serious accidents and incidents, authorizes railroads to require breath and urine tests on reasonable cause, requires railroads to adopt policies to aid in the identification of troubled employees, provides for pre-employment drug screens, and requires more complete reporting of alcohol and drug involvement in train accidents. FRA also issues miscellaneous amendments necessary to implement the new regulatory program. Effective date: November 1, 1985. (50 FR 31508, August 2, 1985.)

#### **49 CFR Parts 217, 219, and 225 -- Correction and Amendment of Final Rule; Control of Alcohol and Drug Use in Railroad Operations**

This notice sets forth corrections to the final rule document on Control of Alcohol and Drug Use in Railroad Operation and an amendment to the rule reflecting OMB approval of information collection requirements. Effective date: November 1, 1985. (50 FR 38660, September 24, 1985.)

### **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

#### **23 CFR Part 1325 -- Procedures for Transition to New National Driver Register**

For over 20 years the Federal Government has operated the National Driver Register (NDR), a voluntary State/Federal cooperative program to assist the States in exchanging information regarding certain driving records. The NDR is designed to address the problem that arises when



law violators, after losing their licenses in one State, travel to and receive licenses in another State. The current NDR relies primarily on the U.S. mail to receive information and to respond to inquiries from the States. In 1982, Congress enacted legislation to improve the NDR by converting it to a fully automated system, enabling a State to determine, virtually instantly, whether another State has taken an adverse action against a driver license applicant. This rule establishes the procedures NHTSA will follow for the orderly transition from the current NDR to the new, automated NDR. Effective date: August 12, 1985. (50 FR 28191, July 11, 1985.)

#### **49 CFR Part 571 -- Federal Motor Safety Standards; Child Restraint Systems**

This rule amends Standard No. 213, *Child Restraint Systems*, with respect to the requirements applicable to buckles used in child restraints. The requirement regarding the force necessary to operate the buckle release mechanism in the pre-impact test is changed from the previous minimum level of 12 pounds to a range between 9 and 14 pounds. The maximum release force for the buckle release in the post-impact test is reduced from the previous level of 20 pounds to 16 pounds. Additionally, this rule adds buckle size and buckle latching requirements to the standard. The effect of this rule is to ensure that child restraint buckles are easier for adults to operate, while still ensuring that small children will not be able to open the buckles by themselves. Effective date: February 18, 1986. (50 FR 33722, August 21, 1985.)

#### **49 CFR Part 571 -- Federal Motor Vehicle Safety Standards for Occupant Crash Protection; Improvement of Seat Belt Assemblies**

This notice adopts a one-year delay, from September 1, 1985, to September 1, 1986, in the effective date for the safety belt comfort and convenience requirements issued by NHTSA in January 1981. The agency proposed a one-year delay in a notice issued in April of this year. The April notice also proposed several minor modifications to the comfort and convenience requirements, which will be addressed in a subsequent notice.

This notice also denies the petitions submitted by American Motors Corporation and the Motor Vehicle Manufacturers Association for an indefinite delay in the proposed effective date of these amendments. The denial is based on the agency's belief that the substantive issues in the proposal will be quickly resolved in a separate final rule and that delaying the effective date for one year will give the motor vehicle industry sufficient time to meet the modified comfort and convenience requirements. Effective date: September 1, 1986. (50 FR 34152, August 23, 1985.)

#### **49 CFR Part 542 -- Procedures for Selection of Covered Vehicles; Motor Vehicle Theft Law Enforcement Act of 1984**

This rule is issued under Title VI of the Motor Vehicle Information and Cost Savings Act. It sets forth the procedures to be followed when determining which passenger motor vehicle lines introduced on or after January 1, 1983, are to be covered under the proposed vehicle theft prevention standard. That standard would require the marking of major component parts on all cars in lines subject to its requirements. Under these procedures, the manufacturer will apply the relevant criteria in preparing its views as to which of its lines should be selected as high theft lines for purposes of the theft prevention standard. The manufacturer would submit its views to the agency, together with the facts it considered and the supporting rationales for those views. NHTSA will consider these submissions and inform the manufacturer of its agreement with the manufacturer's views or of its preliminary determination that different lines should be selected. If the manufacturer does not request reconsideration of the preliminary determination, it automatically becomes the final determination. If the manufacturer does request reconsideration, it must provide the facts and arguments underlying its objections. NHTSA considers the request for reconsideration and promptly issues its final determination. Effective date: November 1, 1985. (50 FR 34831, August 28, 1985.)

#### **49 CFR Part 571 -- Federal Motor Vehicle Safety Standards; Occupant Crash Protection**

On July 11, 1984, the Secretary of Transportation issued a final rule requiring automatic occupant protection in all passenger cars based on a phased-in schedule beginning on September 1, 1986, with full implementation being required by September 1, 1989, unless, before April 1, 1989, states covering two-thirds of the population of the United States have enacted mandatory safety belt use laws meeting specified criteria, with such laws becoming effective by September 1, 1989. Subsequently, sixteen interested parties filed petitions for reconsideration of the final rule. This final rule responds to the issues raised in those petitions. Effective date: October 15, 1985. (50 FR 35233, August 30, 1985.)

#### **49 CFR Part 571 -- Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment**

This notice amends Safety Standard No. 108 to provide an alternate location for front identification lamps on multipurpose passenger vehicles, trucks and buses whose overall width exceeds 80 inches. The rule allows them to be mounted on the top of the cab instead of "as close as practicable to the top of the vehicle." This action completes rulemaking on a petition by the Truck Body and Equipment Association. Effective date: October 11, 1985. (50 FR 36995, September 11, 1985.)

#### **49 CFR Part 571 -- Lamps, Reflective Devices and Associated Equipment; Corrections**

This notice corrects three errors in the amendment published on May 22, 1985, relating to lamps, reflective devices and associated equipment. The errors appear in the amendments to paragraph S4.1.1.36, paragraph S4.1.1.36(e)(4)(ii), and paragraph S6.7.1(a). It is therefore necessary to correct the errors. (50 FR 37857, September 18, 1985.)

#### **49 CFR Part 571 -- Federal Motor Vehicle Safety Standards; Child Restraint Systems; Correction**

NHTSA published a notice in the Federal Register on April 17, 1985, which added a new Figure 6 to Standard No. 213, *Child Restraint Systems*. Subsequently, the agency published a notice in the August 21, 1985 edition of the Federal Register, which added two new figures at the end of Standard No. 213. These two new figures were erroneously designated Figures 6 and 7. This notice corrects that error by designating the figures added in the August 21, 1985 rule as Figures 7 and 8. No new obligations or requirements are imposed on any party as a result of this correction. Effective date: February 18, 1986. (50 FR 39114, September 27, 1985.)

## **RESEARCH AND SPECIAL PROGRAM ADMINISTRATION**

#### **49 CFR Part 195 -- Transportation of Hazardous Liquids by Pipeline; Recordkeeping and Accident Reporting**

This final rule (1) reduces the overall recordkeeping requirements and simplifies and modifies the accident reporting requirements for operators of interstate pipelines that transport petroleum, petroleum products, or anhydrous ammonia, and (2) makes these requirements applicable to operators of intrastate pipelines that transport those commodities. This action will reduce the paperwork burden on interstate pipeline operators without reducing pipeline safety, impose a minimum paperwork burden on intrastate operators, and will provide more meaningful data to assess compliance and analyze pipeline accidents. Effective date: October 21, 1985. (50 FR 34470, August 26, 1985.)

#### **49 CFR Parts 171, 172, 173, and 174 -- Placarding of Empty Tank Cars**

This final rule amends the Department's Hazardous Materials Regulations (HMR) by changing the placarding and shipping paper requirements for "empty" tank cars which contain residues of hazardous materials. The applicable regulations in Parts 173 and 174 which are affected by these changes are also revised as necessary. This action is being taken in response to a petition MTB received from the International Association of Fire Chiefs (IAFC) which indicated that emergency response personnel were being misinformed and misled by the EMPTY placard. The amendments contained in this rule will improve the hazardous materials communications system. Effective date: October 1, 1986. (50 FR 39005, September 26, 1985.)

#### **49 CFR Part 195 -- Regulation of Intrastate Pipelines; Correction**

This document corrects the date after which new intrastate pipelines must be designed and constructed in accordance with the Federal safety standards. The correction conforms the date with the effective date of the final rule for intrastate pipelines published April 23, 1985 (50 FR 15895). (50 FR 39008, September 26, 1985.)

#### **49 CFR Part 195 -- Transportation of Hazardous Liquids by Pipeline; Regulation of Intrastate Pipelines**

On April 17, 1985, pursuant to section 203(a) of the Hazardous Liquid Pipeline Safety Act of 1979 (HLPESA) (49 U.S.C. 2002), the Materials Transportation Bureau, RSPA, issued a final rule extending existing Federal pipeline safety regulations to "intrastate pipeline facilities." (50 FR 15895, April 23, 1985). Southern Pacific Pipe Lines Company (Southern Pacific) and the California State Fire Marshal (Fire Marshal) filed petitions for reconsideration of the final rule, each citing the definitions of interstate and intrastate pipelines as the reason for the petitions.

By notice of June 20, 1985 (50 FR 25602), RSPA solicited comments on the petitions. RSPA has consolidated these petitions. After careful consideration of the petitions, and the comments, RSPA concludes that the petitions should be denied. Effective date: October 21, 1985. (50 FR 39008, September 26, 1985.)

# GLOSSARY

## AVIATION

**Air Carrier** - beginning with 1975\*, air carriers comprise three operational categories:

- (1) **Certificated Route Air Carrier** - one of a class of air carriers holding a certificate of public convenience and necessity issued by the Civil Aeronautics Board to conduct scheduled services over specified routes and a limited amount of nonscheduled charter operations.
- (2) **Supplemental Air Carrier** - one of a class of air carriers holding operating certificates issued by the Civil Aeronautics Board, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the Certificated Route Air Carriers.
- (3) **Commercial Operator (of large aircraft)** - one of a class of air carriers operating on a private for-hire basis, as distinguished from a public or common air carrier, holding a commercial operator certificate, issued by the Administrator of the Federal Aviation Administration (pursuant to Part 45 of the Civil Air Regulations) authorizing it to operate (large) aircraft in air commerce for the transportation of goods or passengers for compensation or hire.

**Air Taxi** - any use of an aircraft by the holder of an air carrier operating certificate authorized by the certificate, or carries mail on contract (see Paragraph 298.3 of FAR 38).

**Aircraft Accident** - is an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

**Aviation Mid-Air Near-Collision** - is broken down into three categories:

- (1) **Critical** - where collision avoidance was due to chance rather than any action taken by either pilot. Less than 100 feet of aircraft separation would be considered critical.
- (2) **Potential** - where a collision would have resulted had no action been taken by either pilot. Closest proximity of less than 500 feet would usually be required in this case.
- (3) **No Hazard** - where a report was made, but subsequent investigation determined that direction and altitude would have made a mid-air collision improbable regardless of evasive action taken.

**Commuter Carrier** - any operator who performs, pursuant to published schedule, at least five round trips per week between two or more points (see Paragraph 298.2 of FAR 38).

**Fatal Injury** - is any injury which results in death within seven days of the accident.

**14 CFR 121** - all air carriers certificated for commercial operations with large aircraft.

\*Prior to 1975, air carriers did not comprise commercial operators.

**14 CFR 125** - aircraft with a seating capacity of 20 or more passengers or a maximum payload of 6,000 pounds or more.

**14 CFR 127** - scheduled air carriers with helicopters.

**General Aviation** - refers to all civil aircraft operations except those classified as air carrier operations.

**General Aviation Flying:**

- o **Personal** - any use of an aircraft for personal purposes not associated with business or profession, and not for hire. This includes maintenance of pilot proficiency.
- o **Business** - any use of an aircraft, not for compensation or hire, by an individual for the purposes of transportation required by a business in which he is engaged.
- o **Executive** - any use of an aircraft by a corporation, a company or other organization for the purposes of transporting its employees and/or property not for compensation or hire and employing professional pilots for the operation of the aircraft.
- o **Instructional** - any use of an aircraft for the purposes of formal flight instruction with or without the flight instructor aboard.
- o **Aerial Application** - any use of an aircraft in agriculture to discharge material in flight and to perform activities such as antifrost agitation, agitating fruit trees, chasing birds from crops, checking crops, restocking of fish, animal and other wildlife, etc.
- o **Other** - any use of an aircraft not specified in the preceding uses. It includes research and development, demonstration, sport parachuting, ferry flight and industrial/special.

**Serious Injury** - an injury on an Air Carrier which:

- (1) Requires hospitalization for more than 48 hours commencing within seven days from the date when the injury was received;
- (2) Results in a fracture of any bone except fractures of fingers, toes or nose;
- (3) Involves a laceration which causes a severe hemorrhage, nerve, tendon or muscle damage;
- (4) Involves injury to any external organ; and
- (5) Involves second or third degree burns or any burn affecting more than 50 percent of the body surface.

## **HAZARDOUS MATERIALS**

**Fatality** - the information received indicated that the death was due to the hazardous material involved.

**Incident** - refers to any unintentional release of hazardous material while in transit or storage.

**Major/Minor Injury** - (1) injuries requiring hospitalization; (2) injuries involving second or third degree burns; (3) injury-related lost time at work of one or more days such as would be caused by inhalation of strong, irritating vapors are classified as major injuries. All other reported injuries are considered minor.

## HIGHWAY

**Motor Vehicle Occupant** - is a driver of or passenger in a motor vehicle other than a motorcycle or motorscooter. For reporting purposes, this category also includes riders of animals, occupants of animal-drawn vehicles, occupants of streetcars, unauthorized riders, etc.

**Motor Vehicle Traffic Accident** - is any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off the roadway but before events are stabilized.

**Motor Vehicle Traffic Fatality** - is a death resulting from motor vehicle accident injuries occurring on a trafficway within 30 days of the accident.

**Motorcycle** - is a two-wheeled motor vehicle having one or more riding saddles, and sometimes a third wheel for the support of a sidecar. The sidecar is considered a part of the motorcycle. "Motorcycle" includes motorized bicycle, scooter, or tricycle.

**Pedalcycle** - is a vehicle operated solely by pedals, and propelled by human power.

**Includes:** Bicycle (any size, with two wheels in tandem), tricycle, unicycle, and sidecar or trailer attached to any of these devices.

**Excludes:** These devices when towed by a motor vehicle, including hitching.

**Pedestrian** - is any person not in or upon a motor vehicle or other road vehicle.

**Includes:** Person afoot, sitting, lying or working upon a land way or place; person in or operating a pedestrian conveyance.

**Excludes:** Person boarding or alighting from another conveyance, except pedestrian conveyance; person jumping or falling from a motor vehicle in transport.

**Trafficway** - is the entire width between property lines, or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

## PIPELINES

**Gas Distribution** - refers to pipelines transporting natural gas, flammable gas or gas which is toxic or corrosive in distribution operations. (Injury, fatality or accident definitions as shown under "Gas Transmission" below.)

**Gas Transmission** - refers to pipelines transporting natural gas, flammable gas or gas which is toxic or corrosive in transmission or gathering operations.

o Injury - refers to an injury involving lost time or other than on site medical treatment.

o Fatality - is a death resulting from the failure or escape of gas.



- o Accident - is a leak requiring immediate repair or other emergency action.

**Liquid Transmission** - refers to pipelines carrying hazardous material, petroleum and petroleum products in liquid form.

- o Injury - refers to an injury requiring medical treatment other than on site first aid.
- o Fatality - is a death resulting from the escape of liquid.
- o Accident - is a release of the commodity transported as presented in 49 CFR Section 195.50.

## **RAIL RAPID TRANSIT (RRT)**

**RRT Accident** - is any accident which satisfies the following threshold levels:

### **A. Train Collisions**

1. All rail transit revenue train collisions involving other rail transit equipment (such as revenue or non-revenue trains, work trains or work equipment), persons and/or rail-highway crossings.
2. Collisions between revenue trains and other obstacles (shopping carts, foreign objects, etc.) which result in \$5,000 or greater property damage, or casualties.

"Property Damage" refers to the estimated cost to repair or replace damaged property (vehicles, equipment, right-of-way, etc.) to a state equivalent to that which existed prior to the accident. Property damage does not include the cost of clearing wreckage.

### **B. Train Derailments**

1. Rail transit train derailments which result in \$5,000 or greater property damage.

### **C. Fires/Explosions**

1. Fires/explosions which involve the participation of the local fire department in the fire fighting, and/or which cause the evacuation of passengers onto the system right-of-way.

### **D. Exclusions**

1. Accidents (collisions, derailments or fires/explosions) occurring in yards and non-revenue service areas which do not involve revenue trains; accidents (collisions, derailments or fires/explosions) which involve only work trains and servicing equipment; and collisions between train cars resulting from coupling operations which do not involve passenger casualties are excluded.

**RRT Casualty** - is any casualty which satisfies the following threshold levels:

### **A. Employee Casualties**

Employees who are on-duty and who are killed or sustain lost workdays resulting from reportable train accidents.

"Lost workday" means any full day or part of a day (consecutive or not) other than the day of the injury, that an employee is away from work because of the injury. The day of the reportable train accident is not to be reported as a lost workday even though the injured employee does not complete the work assignment that day.

**B. Passenger and Other Casualties**

Casualties involving passengers or other personnel (off-duty employees, contractors, etc.) which occur at or in exclusive approaches to or from faregates, or equivalent, or within the normal "paid" area, and which result in:

A. Fatalities, or

B. Personal injuries which require immediate medical treatment beyond first aid.

"Medical treatment" means treatment requiring the attention of a physician or registered professional medical personnel. "Medical treatment" as used here, does not refer to minor first aid treatment (one-time treatment), precautionary measures such as tetanus shots, or subsequent observation of minor scratches, cuts, bruises or splinters.

**C. Exclusions**

Assaults, attempted suicides, and suicides are excluded.

## **RAILROAD**

**Fatality -**

- (1) The death of any person from an injury within 365 days of the accident/incident;
- (2) The death of a railroad employee from occupational illness within 365 days after the occupational illness was diagnosed by a physician.
- (3) Occupational illness of a railroad employee, as diagnosed by a physician.

**Injury -**

- (1) Injury to any person other than a railroad employee that requires medical treatment;
- (2) Injury to a railroad employee that requires medical treatment or results in restriction of work or motion for one or more workdays, one or more lost workdays, termination of employment, transfer to another job, or loss of consciousness; or

**Non-Train Incident** - is any event arising from the operation of a railroad, but not from the movement of equipment, which results in a reportable death, injury or illness.

**Nontrespassers** - are persons who are lawfully on that part of railroad property which is used in railroad operation and persons adjacent to railroad premises and injured as the result of the operation of a railroad.



**Rail-Highway Grade Crossing** - is a location where one or more railroad tracks cross a public highway, road, or street or a private roadway at grade, including sidewalks and pathways at, or associated with, the crossing.

**Rail-Highway Grade-Crossing Accident/Incident** - is any impact between railroad on-track equipment and an automobile, bus, truck, motorcycle, bicycle, farm vehicle, or pedestrian, at a rail-highway grade crossing.

**Train Accident** - is a collision, derailment, fire, explosion, act of God, or other event involving operation of railroad on-track equipment which, while it does not necessarily result in a reportable death, injury, or illness, results in more than \$4,900 in damages to railroad on-track equipment, signals, track, track structures, or roadbed. Prior to 1985, this threshold stood at \$4,500; prior to 1983, at \$3,700; prior to 1981, at \$2,900; prior to 1979, at \$2,300; prior to 1977, at \$1,750; and prior to 1975, at \$750.

**Train Incident** - is a collision, derailment, fire, explosion, act of God, or other event involving operation of railroad on-track equipment, which results in a reportable death, injury, or illness, but involves less than \$4,900 in damages to railroad on-track equipment, signals, track, track structures, or roadbed. Prior to 1985, this threshold stood at \$4,500; prior to 1983, at \$3,700; prior to 1981, at \$2,900; prior to 1979, at \$2,300; prior to 1977, at \$1,750; and prior to 1975, at \$750.

**Trespassers** - are persons who are on that part of railroad property used in railroad operation, and whose presence is prohibited, forbidden or unlawful. A person on a rail-highway grade crossing is classified as a trespasser if the crossing is protected by gates or other similar barriers which were closed when the person entered the crossing. He is also a trespasser if he attempts to pass over or under trains or cars at the crossings.

## RECREATIONAL BOATING

**Accident** - occurrences involving recreational vessels or their equipment are required to be reported whenever they result in any of the following:

- a. A death;
- b. A person is injured and requires medical treatment beyond first aid;
- c. Damage to the vessel and other property damage totaling more than \$200; or
- d. A person's disappearing from the vessel under circumstances indicating death or injury.

**Fatality** - refers to all deaths (other than deaths by natural causes) and missing persons resulting from an occurrence that involves a vessel or its equipment.

**Injury** - refers to all injuries meeting the criteria set forth in b. above, resulting from an occurrence that involves a vessel or its equipment.

## WATERBORNE TRANSPORTATION

**Casualty** - casualties involving commercial vessels are required to be reported to the Coast Guard whenever the casualty results in the following:

- a. Actual physical damage to property in excess of \$25,000.
- b. Material damage affecting the seaworthiness or efficiency of a vessel.
- c. Stranding or grounding.
- d. Loss of life.
- e. Injury causing any persons to remain incapacitated for a period in excess of 72 hours, except injury to harbor workers not resulting in death and not resulting from vessel casualty or vessel equipment casualty.

**Fatality** - refers to all deaths and missing persons resulting from a vessel casualty.

**Injury** - this term refers to all personal injuries resulting from a vessel casualty.

**Non-Vessel-Casualty-Related Death** - is one which occurs on board a commercial vessel, but not as a result of a vessel casualty, such as collision, fire, or explosion.

**Vessel-Casualty-Related Death** - is one which occurs on board a commercial vessel as a result of a vessel casualty, such as collision, fire, or explosion.

**Waterborne Transportation** - is the transport of freight and/or people by commercial vessels under USCG jurisdiction.

## **NOTES**

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