

Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 7, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Harvey Senseney, Executive Director of the Florence City-County Airport Commission at the following address: 2100 Terminal Drive, Florence, SC 29506.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Florence City-County Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Cathy Nelmes, Program Manager, Atlanta Airports District Office, Campus Building, 1701 Columbia Ave., suite 2-260, College Park, GA 30337-2747, (404) 305-7148. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Florence Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 31, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Florence City-County Airport Commission was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 5, 1995. The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: December 1, 1995.

Proposed charge expiration date: October 31, 1999.

Total estimated PFC revenue: \$881,600.

Brief description of proposed project(s): Runway identification lighting; rehabilitation of medium intensity runway lights for runway 18/36; storm water drainage and terminal

apron; abbreviated airport master plan update; terminal expansion and renovation; airfield signs and pavement marking; taxiway edge lighting and precision approach path indicator; expansion of the airport access road.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air carriers operating under Federal Aviation Regulation Part 135 or Part 298 on an on-demand, non-scheduled basis, and not selling tickets to individual passengers.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Florence City-County Airport Commission.

Issued in Atlanta, Georgia on May 31, 1995.

Dell T. Jernigan,

Manager, Atlanta Airports District Office, Southern Region.

[FR Doc. 95-13945 Filed 6-6-95; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration

[Docket No. P-94-2W; Notice 1]

Transportation of Hazardous Liquid by Pipeline Petition for Waiver; Alyeska Pipeline Service Company

SUMMARY: Alyeska Pipeline Service Company (Alyeska) has petitioned the Research and Special Programs Administration (RSPA) for an amendment to the May 19, 1975, waiver from compliance with the coating and cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) regarding buried mainline insulated piping. RSPA proposes to grant the amendment with the noted stipulations.

DATES: Comments must be submitted on or before July 24, 1995.

FOR FURTHER INFORMATION CONTACT: L.E. Herrick, 202-366-5523 regarding the subject matter of this notice or the Dockets Unit, 202-366-5046, regarding copies of this notice or other material that is referenced herein.

ADDRESSES: Comments may be mailed to the Dockets Branch, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC, 20590. All comments and Docket material may be reviewed in the Dockets Branch, room 8421, between the hours of 8:30 a.m. to 5:00 p.m. Monday through Friday, except federal holidays.

SUPPLEMENTARY INFORMATION: By letters dated March 19 and May 3, 1975, Alyeska requested a waiver from compliance with the coating and cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) with respect to thermally insulated mainline piping on the Trans-Alaska Pipeline System (TAPS). 49 CFR 195.238(a)(5) requires that each component in a hazardous liquid pipeline that is to be buried or submerged must have an external protective coating that supports any supplemental cathodic protection. In addition, if an insulating-type coating is used, it must have low moisture absorption and provide high electrical resistance. 49 CFR 195.242(a) requires a cathodic protection system be installed for all buried or submerged hazardous liquid facilities to mitigate corrosion that might result in a structural failure. A test procedure must be developed to determine whether adequate cathodic protection has been achieved.

The affected areas were specified as (1) three special buried, refrigerated sections totaling 4.3 miles, (2) approximately 240 short buried transitions sections, each approximately 60-80 feet, and (3) approximately 20 buried "sag bend" sections each approximately 120 feet long.

On May 19, 1975, RSPA granted Alyeska the requested waiver (Docket No. Pet. 75-41). The waiver was granted on the premise that the applied thermal insulation design would mitigate corrosion from occurring under insulation. Although the thermal insulation design has been generally effective on the buried insulated mainline piping in preventing thawing of the permafrost and external corrosion that requires repair based on structural analysis of the pipe using methods prescribed by 49 CFR 195.416(h), the design has not prevented all corrosion from occurring.

During routine internal inspection tool corrosion surveys, Alyeska reported evidence of corrosion on 300 of 1850 approximately 40 foot long pipe joints covered by the waiver (16 percent). Alyeska reported this corrosion to OPS on September 2, 1994 by letter. To date, all fifteen joints that have been excavated have been found to have non-injurious corrosion.

Accordingly, RSPA proposes to amend the May 1975 waiver prohibiting further installations on TAPS of buried mainline piping coated with thermal insulation not meeting all coating and cathodic protection requirements of CFR 195.238(a)(5) and 195.242(a).

RSPA further proposes to allow Alyeska to continue under the May 1975 waiver regarding coating and cathodic

protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) for existing insulated piping addressed by the waiver, subject to the following amendments:

1. Alyeska will continue to inspect all thermally insulated mainline pipe by a program of annual internal inspection tool corrosion surveys capable of detecting and assessing potentially injurious corrosion. RSPA's Office of Pipeline Safety (OPS) and Alyeska concur that Alyeska should conduct the next internal inspection tool corrosion survey during the spring of 1996, a period of approximately 18 months from the previous survey. This one-time deviation from an annual schedule is required to place the timing of internal inspection tool corrosion surveys in the early spring of the year.

Running the survey in the spring of 1996 will minimize the adverse affects of wax precipitation on data quality, which would be encountered if a summer or fall 1995 survey were conducted and will avoid the serious weather constraints of a survey taking place during the 1995/1996 winter. Running the survey in the spring of 1996 will permit the completion of scheduled improvements to the corrosion inspection tool. Running the survey in the spring of 1996 will also allow full evaluation of that data with data from the survey conducted during the summer/fall of 1994.

Subsequent internal inspection tool surveys will continue to be conducted annually until OPS determines from the technical data presented by Alyeska that a reduced monitoring frequency is justified.

2. If evaluation of the internal inspection tool corrosion survey data indicates areas of potentially injurious corrosion:

A. An excavation and evaluation of actual corrosion found shall be made in accordance with 49 CFR 195.416(h) to determine if structural repairs are necessary.

B. Structural repairs, if required shall be made in accordance with requirements of ASME B31.4 and Alyeska's Maintenance and Repair Manual (MR-48).

C. Recoating and cathodic protection of excavated piping will be applied in accordance with the requirements of 49 CFR 195.238(a)(5) and 195.242(a).

3. Alyeska will submit to OPS the following engineering studies, which may provide the technical basis for future modification of this proposed waiver.

A. A detailed study of all insulated joints with identified corrosion including a comparison with joints

previously identified as being corroded. Results will be used to evaluate the ability of internal inspection tools used on the TAPS to reliably and repeatedly detect, measure and assess corrosion that may impact structural integrity. Results of this study may also be used to provide the most desirable location to do at least one investigation of the corrosion mechanism described in item 3B below.

B. A completed analysis of mechanisms of corrosion under insulation to determine if the observed corrosion is active or dormant will be completed. This study will include review of internal inspection tool corrosion survey data, field observations from at least one dig and laboratory testing to confirm corrosion mechanisms. Field testing may include the installation of corrosion monitoring devices such as electrical resistance probes or corrosion rate coupons.

C. No later than December 1, 1996, a completed feasibility study of remediation designs and options to be used for the effective control of corrosion under mainline insulated piping. The feasibility study will consider corrosion mechanisms determined previously. A schedule will be provided so that OPS will have the opportunity to witness the internal inspection tool corrosion survey evaluation and installation of any remedial corrective systems.

Interested parties are invited to comment on the proposed amendment to waiver by submitting in duplicate such data, views, or arguments as they may desire. RSPA specifically requests comments on the adequacy of the proposed action regarding 195.238(a)(5) and 195.242(a). Comments should identify the Docket and Notice numbers, and be submitted to the Dockets Unit.

All comments received before July 24, 1995 will be considered before final action is taken. Late filed comments will be considered so far as practicable. No public hearing is contemplated, but one may be held at a time and place set in a Notice in the **Federal Register** if requested by an interested person desiring to comment at a public hearing and raising a genuine issue.

Issued in Washington, DC on June 1, 1995.

Cesar De Leon,

Acting Associate Administrator for Pipeline Safety.

[FR Doc. 95-13930 Filed 6-6-95; 8:45 am]

BILLING CODE 4910-60-P

[Docket No. P-95-1W; Notice 1]

Transportation of Hazardous Liquid by Pipeline Petition for Waiver; Alyeska Pipeline Service Company

SUMMARY: Alyeska Pipeline Service Company (Alyeska) has petitioned the Research and Special Programs Administration (RSPA) for an amendment to the August 16, 1975, waiver (Docket No. Pet. 75-13W) from compliance with the coating and cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) regarding buried pump station and terminal insulated piping. RSPA proposes to grant this amendment subject to the noted stipulations.

DATES: Comments must be submitted on or before July 24, 1995.

FOR FURTHER INFORMATION CONTACT: L.E. Herrick, 202-366-5523 regarding the subject matter of this notice or the Dockets Branch, 202-366-5046, regarding copies of this notice or other material that is referenced herein.

ADDRESSES: Comments may be mailed to the Dockets Branch, U.S. Department of Transportation, 400 Seventh Street, Washington, DC 20590. All comments and Docket material may be reviewed in the Dockets Branch, room 8421, between the hours of 8:30 a.m. to 5:00 p.m. Monday through Friday, except federal holidays.

SUPPLEMENTARY INFORMATION: By letter dated November 24, 1975, Alyeska requested a waiver from compliance with the coating and cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) with respect to thermally insulated pump station and terminal piping on the Trans-Alaska Pipeline System (TAPS). 49 CFR 195.238(a)(5) requires that each component in a hazardous liquid pipeline that is to be buried or submerged must have an external protective coating that supports any supplemental cathodic protection. In addition, if an insulating-type coating is used, it must have low moisture absorption and provide high electrical resistance. 49 CFR 195.242(a) requires a cathodic protection system be installed for all buried or submerged hazardous liquid facilities to mitigate corrosion that might result in structural failure. A test procedure must also be developed to determine whether adequate cathodic protection has been achieved.

On August 16, 1976, RSPA granted Alyeska this waiver (Docket No. Pet. 75-13W) on the premise that the applied thermal insulation design would prevent corrosion from occurring on the piping. However, subsequent inspections of the insulated piping discovered that the annular insulation