

ACTION: Notice of RTCA Special Committee 217/EUROCAE WG 44 Plenary meeting: Airport Mapping Databases.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 217/EUROCAE WG 44.

DATES: The meeting will be held on October 26–30, 2009, from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at Rockwell Collins Office, 3350 Monte Villa Parkway, Suite 200, Bothell, WA 98021. Contact: Brian Gilbert, 425-492-1309, 425-891-8219 (cell), bdgilber@rockwellcollins.com

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 217/EUROCAE WG 44 Plenary: Airport Mapping Databases meeting. The agenda will include:

Monday, October 26

- 9 a.m.—Opening Plenary
 - Chairmen’s remarks and introductions
 - Approve minutes from previous meeting
 - Review and approve meeting agenda
 - Discussion
 - Schedule for this week
 - Schedule for next meetings
 - Action Items
- 10 a.m.—Presentations
 - FAA Airports GIS database—Mike Burski
 - Airport Resolution Standards—Lisa Haskell
 - Report on Connectivity Items—Christian Pschierer
- 2 p.m.—Terrain, Obstacle, and Airport Mapping discussions
 - Discussion on AMDB and ICAO Recommendations

Tuesday, October 27

- 9 a.m.—Terrain, Obstacle, and Airport Mapping discussions
- 1 p.m.—Address Outcome from “Roadmap Items” (outcome from assigned actions)

Wednesday, October 28

- 9 a.m.—Joint Meeting with SC-214/WG78
- 1 p.m.—Terrain, Obstacle, and Airport Mapping discussions

Thursday, October 29

- 9 a.m.—Terrain, Obstacle, and Airport Mapping discussions

Friday, October 30

- 9 a.m.—Terrain, Obstacle, and Airport Mapping discussions
- 10:30 a.m.—Plenary Session
 - Other Business, Determine and agree on action plan, Meeting Plans and Dates

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 24, 2009.

Kimberly Gill,

RTCA Advisory Committee.

[FR Doc. E9-23528 Filed 9-29-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA-2009-0158]

Pipeline Safety: Weldable Compression Coupling Installation

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA); DOT.

ACTION: Notice; Issuance of Advisory Bulletin.

SUMMARY: The Pipeline and Hazardous Materials Safety Administration (PHMSA) reminds pipeline owners and operators of the importance of installing weldable compression couplings in accordance with manufacturer procedures and following appropriate safety and start-up procedures. The failure to install weldable compression couplings correctly, or the failure to implement and follow appropriate safety and start-up procedures, could result in a catastrophic pipeline failure. PHMSA strongly urges operators to review, and incorporate where appropriate into operators’ written procedures, the manufacturer’s installation procedures and take any other necessary safety measures for safe and reliable operation of pipeline systems.

FOR FURTHER INFORMATION CONTACT: Ivan Huntoon by phone at (816) 329-3829 or by e-mail at ivan.huntoon@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Background

In 2007, a crude oil release occurred during maintenance activities on a major oil pipeline. The escaping crude oil ignited and resulting in two fatalities. When this incident occurred the operator was performing a pipe replacement using pre-tested pipe and weldable compression couplings. The failure occurred during start-up operations when the forces associated with pipeline operations exceeded the restraining capability of the unfinished replacement assembly. As pressure increased, movement of the piping occurred resulting in the eventual separation of the pipe from the weldable compression coupling. There was sufficient mechanical breakdown and the escaping crude oil created a flammable vapor-air mixture which ignited a few seconds after the release began. The pipeline was being re-started to allow for welding of the compression couplings to the pipe when the release occurred. The failure occurred while pressure and flow were increasing.

The weldable compression couplings use radial bolts (clamp screws) to attach the compression coupling to the surface of the pipeline. Once attached, longitudinal bolts apply pressure to a steel ring and neoprene seal which expands, providing a compressive seal between the weldable compression coupling and exterior surface of the pipe. The compression couplings are designed to be fillet welded to the pipe surface after bolting and sealing, making them a permanent welded repair.

In the above referenced incident, the weldable compression couplings had been modified prior to the installation by cutting off approximately half of the clamping bolts which reduced the restraining capability of the replacement assembly. The manufacturer’s installation procedures did not authorize this modification. In addition, operators’ procedures specific to the installation of compression couplings must provide sufficient guidance for their employees to determine whether a pipeline is fully anchored prior to welding. In the above referenced incident, the manufacturer’s literature described a pipeline in the anchored condition as being “restricted from movement in all directions” and the operating pressure chosen by the operator to be sustained for welding was based on the manufacturer’s recommendation for a fully anchored installation. However, the physical

characteristics of the installation indicated that it was not fully anchored and that it needed to be limited to a much lower maximum safe working pressure. Operator personnel must be specifically trained and qualified for the installation of weldable compression couplings including ensuring that the extent to which the pipeline is not fully anchored is taken into account when determining the maximum safe working pressure.

To ensure safety, pipeline operators using weldable compression couplings must ensure personnel are trained and qualified to perform the installation. Also, operators must ensure their procedures accurately incorporate manufacturers' procedures and limitations on the use of weldable compression couplings and ensure that the procedures are available, understood and followed by personnel. PHMSA believes that the risk of compromising safety posed by unauthorized modifications to weldable compression couplings is unacceptable. PHMSA strongly recommends that any field changes in the installation process (i.e., modifications allowed by a component manufacturer) that could affect component performance and safety be subject to a documented authorization process, communicated to appropriate personnel, and be reflected by allowable working pressures. Allowable working pressures vary greatly between anchored and un-anchored installations. In order to use the pressure rating for an anchored installation, the operator must verify the pipeline is anchored in all directions in accordance with company and manufacturer procedures prior to pipeline start-up. To ensure safety for personnel, property and the environment, pipeline start-up procedures must be available and followed. Finally, any failure to identify and restrict access to hazard zones during pressurization of exposed pipeline sections could compromise safety.

II. Advisory Bulletin ADB-09-02

To: Owners and Operators of Hazardous Liquid and Natural Gas Pipelines.

Subject: Weldable Compression Couplings.

Advisory: The Pipeline and Hazardous Materials Safety Administration (PHMSA) advises operators of hazardous liquid and natural gas pipelines installing or planning to install weldable compression couplings and similar repair devices to follow manufacturer procedures to ensure correct installation. In addition, PHMSA also

advises these operators to follow the appropriate safety and start-up procedures to ensure the safety of personnel and property and protect the environment. The failure to install a weldable compression coupling correctly, or the failure to implement and follow appropriate safety and start-up procedures, could result in a catastrophic pipeline failure. PHMSA strongly urges operators to review, and incorporate where appropriate into operators' written procedures, the manufacturer's installation procedures and any other necessary safety measures for safe and reliable operation of pipeline systems.

Issued in Washington, DC September 23, 2009.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.
[FR Doc. E9-23527 Filed 9-29-09; 8:45 am]

BILLING CODE 4910-60-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Docket No. FTA-2009-0010]

Urbanized Area Formula Program: Proposed Circular

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Availability of Proposed Circular.

SUMMARY: The Federal Transit Administration (FTA) has placed in the docket and on its Web site, proposed guidance in the form of a circular to assist grantees in implementing the Urbanized Area Formula Program (Section 5307). The Urbanized Area Formula Program provides grants for capital, planning, and some operating projects in urbanized areas. By this notice, FTA invites public comment on the proposed circular 9030.1D, Urbanized Area Formula Program: Program Guidance and Application Instructions for the program.

DATES: Comments must be submitted by November 30, 2009. Late-filed comments will be considered to the extent practicable.

ADDRESSES: You may submit comments identified by the docket number [FTA-2009-0010] by any of the following methods:

1. *Federal eRulemaking Portal:* Go to www.regulations.gov. Follow the online instructions for submitting comments on the U.S. Government electronic docket site.

2. *Fax:* 202-493-2251.

3. *Mail:* U.S. Department of Transportation, 1200 New Jersey Ave., SE., Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

4. *Hand Delivery:* U.S. Department of Transportation, 1200 New Jersey Ave., SE., Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Instructions: You must include the agency name (Federal Transit Administration) and Docket number (FTA-2009-0010) for this notice at the beginning of your comments. You should submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that FTA received your comments, you must include a self-addressed stamped postcard. Note that all comments received will be posted without change to www.regulations.gov including any personal information provided and will be available to internet users. You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477). *Docket:* For access to the docket to read background documents and comments received, go to www.regulations.gov at any time or to the U.S. Department of Transportation, 1200 New Jersey Ave., SE., Docket Operations, M-30, West Building Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Henrika Buchanan-Smith, Office of Program Management, Federal Transit Administration, 1200 New Jersey Ave., SE., East Building, Fourth Floor, Washington, DC 20590, phone: (202) 366-5080, fax: (202) 366-7951, or e-mail, Henrika.Buchanan-Smith@dot.gov; or Richard Wong, Office of Chief Counsel, Federal Transit Administration, 1200 New Jersey Ave., SE., East Building, Fifth Floor, Washington, DC 20590, phone: (202) 366-0675, fax: (202) 366-3809, or e-mail, Richard.Wong@dot.gov.

SUPPLEMENTARY INFORMATION:

Table of Contents

- I. Overview
- II. Chapter-by-Chapter Analysis
 - A. Chapter I—Introduction and Background
 - B. Chapter II—Program Overview
 - C. Chapter III—General Program Information
 - D. Chapter IV—Program Development
 - E. Chapter V—Coordinated Planning