

under the existing § 192.65 since the overhang on each end is about 14 feet. In contrast, the 1972 edition of API RP5L1 was developed especially to provide for the loading and transportation of double-jointed pipe on 52-foot railroad flatcars.

Incorporation by reference of the 1972 edition of API RP5L1 and adoption of related changes in § 192.65(a) were proposed in a notice of proposed rulemaking published on February 19, 1974 (39 FR 6126). Interested persons were afforded an opportunity to participate in the rulemaking by submitting written information, views, or arguments. The comments received have been fully considered in developing the final rule.

All comments received were favorable to the proposed rule change. However, one commenter did suggest an additional rule change which was not proposed in the notice. The suggested change would qualify for use under § 192.65 all pipe which is tested in accordance with § 192.65(b), regardless of when the transportation is performed. Section 192.65(b) permits the use of pipe transported before November 12, 1970, if, as an alternative to meeting the transportation requirements of § 192.65(a), the pipe meets certain test requirements. The commenter argued that, in view of the soundness of the testing procedure, there is no reason to limit the applicability of § 192.65(b) to pipe transported before November 12, 1970. Although the Office of Pipeline Safety (OPS) considers the suggestion to go beyond the scope of the notice, OPS believes it merits discussion.

Section 192.65(b) was added to Part 192 by Amendment 192-12 (38 FR 4760, February 22, 1973) to preclude a substantial waste of stockpiled pipe. Before that amendment, many operators were unable to use pipe shipped prior to the effective date of Part 192 (November 12, 1970) because they could not verify that the pipe was transported in accordance with the 1967 edition of API RP5L1. To remedy the situation, § 192.65(b) was adopted as a "grandfather" clause to qualify for use about \$13 million worth of stockpiled pipe that had been transported by railroad before November 12, 1970.

The difficulty expressed by operators who were unable to verify shipment in accordance with API RP5L1 as to pipe already on hand or ordered before Part 192 became effective should not exist with regard to pipe transported after November 11, 1970. Operators were given sufficient notice and lead time to prepare for compliance with § 192.65 after that date. Therefore, OPS does not consider it appropriate to extend the applicability of § 192.65(b) to all pipe as the commenter suggested.

Report of the Technical Pipeline Safety Standards Committee. Section 4(b) of the Natural Gas Pipeline Safety Act of 1968 requires that all proposed standards and amendments to such standards be submitted to the Committee and that the Committee be afforded a reasonable opportunity to prepare a report on the "technical feasibility, rea-

sonableness, and practicability of each such proposal." This amendment to Part 192 was submitted to the Committee as Item 2 in a list of five proposed amendments. The Committee has made a favorable report which is set forth below. The Committee member who disagreed with the majority of the Committee on Item 2 did not submit a statement of his views.

JANUARY 17, 1975.

Memorandum to: The Secretary of Transportation. Attention: Joseph C. Caldwell, director, Office of Pipeline Safety.
From: Secretary, Technical Pipeline Safety Standards Committee.

Subject: Proposed changes to 49 CFR Part 192, minimum Federal safety standards for transportation of natural and other gases by pipeline.

The following letter and attachments represent an official report by the Technical Pipeline Safety Standards Committee concerning the Committee's action related to five proposed amendments to 49 CFR Part 192, Minimum Federal Safety Standards for Transportation of Natural and Other Gases by Pipeline.

The Committee reviewed the proposals of the Office of Pipeline Safety at a meeting, held in Washington, D.C., on October 30, and 31, 1974, and through an informal balloting procedure recommended certain modifications, some of which were acceptable to the Office of Pipeline Safety. A formal ballot, reflecting the suggested changes, was prepared and distributed to the Committee members, by the undersigned on December 6, 1974.

Formal ballots have been submitted by all fourteen members of the Committee. The majority of the Committee approved all five items on the ballot as being technically feasible, reasonable, and practicable. Negative votes were cast by one member against Items 1, 2, and 3, by two members against Item 4 and by four members against Item 5. Another member, who had been unable to attend the meeting and participate in the discussions, abstained from voting.

Attachment A sets forth the minority opinions submitted in support of the negative votes on Items 4 and 5.

LOUIS W. MENDONSA.

In view of the improved safety criteria provided by this amendment and the period reasonably necessary for compliance, I have determined that good cause exists for making this amendment effective in less than 30 days after issuance.

In consideration of the foregoing, Part 192 of Title 49 of the Code of Federal Regulations is amended as follows, effective February 25, 1975:

1. Section 192.65(a) is amended to read as follows:

§ 192.65 Transportation of pipe.

In a pipeline to be operated at a hoop stress of 20 percent or more of SMYS, an operator may not use pipe having an outer diameter to wall thickness ratio of 70 to 1, or more, that is transported by railroad unless—

(a) The transportation is performed in accordance with the 1972 edition of API RP5L1, except that before February 25, 1975, the transportation may be performed in accordance with the 1967 edition of API RP5L1.

2. In Section II.A of Appendix A to Part 192, item 4 is amended to read as follows:

APPENDIX A—INCORPORATED BY REFERENCE

II. Documents incorporated by reference.
A. American Petroleum Institute:

4. API Recommended Practice 5L1 entered "API Recommended Practice for Railroad Transportation of Line Pipe" (1967 and 1972 editions).

This amendment is issued under the authority of section 3 of the Natural Gas Pipeline Safety Act of 1968 (49 U.S.C. 1672), § 1.58(d) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.58(d)), and the redelegation of authority to the Director, Office of Pipeline Safety, set forth in Appendix A to Part 1 of the regulations of the Office of the Secretary of Transportation (49 CFR Part 1).

Issued in Washington, D.C., on February 6, 1975.

JOSEPH C. CALDWELL,
Director,
Office of Pipeline Safety.

[FR Doc. 75-3792 Filed 2-10-75; 8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 13243; Reference Amdt. 36-4]

PART 36—NOISE STANDARDS: AIRCRAFT TYPE AND AIRWORTHINESS CERTIFICATION

Appendix F—Noise Requirements for Propeller Driven Small Airplanes
Notice Test Data Conditions; Correction

The purpose of this document is to correct the language describing the conditions under which noise emission test data may be corrected under § F36.201 (a) by deleting the reference to testing at relative humidities higher than 90 percent as stated in the preamble to Amendment 36-4, which was issued on December 31, 1974, and published in the FEDERAL REGISTER on January 6, 1975 (40 FR 1029). An editorial correction is also made to a speed symbol used in the acoustical change provisions of § 36.7(a)(2)(ii).

Notice 73-26, published in the FEDERAL REGISTER on October 10, 1973 (38 FR 23016), proposed the text of current § F36.201(a) providing for correction of test data under certain conditions, including when the relative humidity is above 90 percent. In the preamble to Amendment 36-4, the FAA responded to a comment that pointed out an apparent conflict between proposed § F36.101(b) (which prohibits all testing at relative humidities in excess of 90 percent) and § F36.201(a) (which, as proposed, implied that tests may be conducted with relative humidities above 90 percent, if data corrections are made). The preamble noted that the FAA did not intend to modify the strict testing prohibition when the relative humidity exceeded 90 percent by means of the data correction procedures and stated the intent to delete the words "above 90 percent or" from § F36.201(a) in the final rule. However,

contrary to that stated intention in adopting § F36.201, the text of the published final rule inadvertently retained those words. This action corrects that error by making the deletion referred to in the preamble.

In addition, Amendment 36-3, issued on December 12, 1974, and published in the FEDERAL REGISTER on December 19, 1974 (39 FR 43830), added new acoustical change provisions to § 36.1. These included use of the speed symbol "V₂" in § 36.1(c)(2)(ii). Amendment 36-4 moved the new provisions to § 36.7. In so doing, the subscript was inadvertently omitted. To correct this, the term "V+10 knots" in § 36.7(a)(2)(ii) must be changed to read "V₂+10 knots."

Since this action is corrective in nature, and notice and public procedure were given on this subject in Notice 73-26, good cause is found that further notice and public procedure are unnecessary. Since the rule being corrected by this action would become effective February 7, 1975, as part of Amendment 36-4, and since this correction merely executes the stated intent of provisions adopted by Amendment 36-4, and makes an editorial change, the public interest is served by making this correction effective immediately. Therefore, good cause is found for making this correction effective in less than 30 days after publication in the FEDERAL REGISTER.

(Secs. 313(a), 601, 603, 611, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, 1423, and 1431); Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)); Title I of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); E. O. 11514)

In consideration of the foregoing, the text of § F36.201(a) of Appendix F of Part 36 is corrected, effective immediately by deleting the words "above 90 percent or" between the words "humidity is" and the words "below 40 percent," and the term "V+10 knots" in § 36.7(a)(2)(ii) is corrected to read "V₂+10 knots."

Issued in Washington, D.C., on February 3, 1975.

JAMES E. DOW,
Deputy Administrator.

[FR Doc.75-3721 Filed 2-10-75; 8:45 am]

(Docket No. 74-NW-18-AD; Amdt. 39-2089)

PART 39—AIRWORTHINESS DIRECTIVES
Boeing Model 737 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring the replacement of the "B" hydraulic system electrical pump wiring on Boeing Model 737 Series Airplanes was published in FR Doc. 74-21854.

Interested persons have been afforded an opportunity to participate in the making of the amendment. The Air Transport Association of America suggested "the AD be clarified to assure that the replacement of the circuit breakers as specified in Service Bulletin 29-1004 is not made mandatory." The FAA does

not intend this AD to require replacement of the installed 35-ampere circuit breaker.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), Part 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BOEING: Applies to Boeing model 737 airplanes, listed under Group I in Boeing Service Bulletin 29-1004, Revision 1, dated April 2, 1969, or later FAA approved revisions. Compliance required within the next 1,000 hours time in service after the effective date of this AD, unless already accomplished.

To prevent failure of the "B" hydraulic system electrical wiring and other systems wiring which use a common wire bundle, replace the "B" hydraulic system electrical pump spliced wires in accordance with Boeing Service Bulletin 29-1004, Revision 1, dated April 2, 1969, or later FAA approved revisions, or in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. The documents may be examined at FAA Northwest Region, 9010 East Marginal Way, Seattle, Washington 98108.

This amendment become effective March 10, 1975.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1955(c)))

Issued in Seattle, Washington on February 3, 1975.

C. B. WALK, Jr.,
Director, Northwest Region.

NOTE.—The incorporation by reference provisions in the Document were approved by the Director of the Federal Register on June 19, 1967.

[FR Doc.75-3722 Filed 2-10-75; 8:45 am]

[Airspace Docket No. 74-SW-51]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Batesville, Ark., transition area.

On December 20, 1974, a notice of proposed rulemaking was published in the FEDERAL REGISTER (39 FR 44036) stating the Federal Aviation Administration proposed to designate a transition area at Batesville, Ark.

Interested persons were afforded an opportunity to participate in the rulemaking through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 24, 1975, as hereinafter set forth.

In § 71.181 (40 F.R. 441), the following transition area is added:

BATESVILLE, ARK.

That airspace extending upward from 700 feet above the surface within a 15-statute-mile radius of Batesville Regional Airport, Batesville, Ark. (latitude 35°43'00" N., longitude 91°38'00" W.); and within 3.5 miles each side of 255° bearing from the Batesville NDB (latitude 35°42'13" N., longitude 91°45'03" W.), extending from the 15-mile radius area to 11.5 statute miles west of the NDB; excluding that portion which overlies the Heber Springs, Ark., transition area.

(Sec. 307(a), Federal Aviation Act of 1958 (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Fort Worth, Tex., on January 30, 1975.

ALBERT H. THURBURN,
Acting Director, Southwest Region.

[FR Doc.75-3723 Filed 2-10-75; 8:45 am]

CHAPTER II—CIVIL AERONAUTICS BOARD

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER—897; Amdt. 8]

PART 250—PRIORITY RULES, DENIED-BOARDING COMPENSATION TARIFFS AND REPORTS OF UNACCOMMODATED PASSENGERS

Denied-Boarding Compensation; Interpretative Amendment and Partial Stay

Correction

In FR Doc. 75-2833 appearing at page 4409 in the issue of Thursday, January 30, 1975, on page 4409 the date in the last line of the third paragraph in column two should read "March 1, 1975".

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER I—PUBLIC TRANSPORTATION

PART 820—RURAL HIGHWAY PUBLIC TRANSPORTATION DEMONSTRATION PROGRAM

Revocation

On November 6, 1974, Chapter I of title 23, Code of Federal Regulations, was amended by adding a new Part 820. Part 820 provided administrative guidelines to implement the Rural Highway Public Transportation Demonstration Program required by section 147 of the Federal-Aid Highway Act of 1973, Pub. L. 93-87. On January 4, 1975, in section 103 of the Federal-Aid Highway Amendments of 1974, Pub. L. 93-643, the Congress amended section 147 to change the area to be served from rural areas to rural areas and small urban areas when service within small urban areas will enhance the mobility of rural populations, to increase authorizations, to limit payments for operating expenses to payments from the general fund of the United States, to provide preference for certain existing private bus operations, and to require