

Avenue, SW, Washington, DC 20591, telephone (202) 267-3498.

SUPPLEMENTARY INFORMATION: The referenced meeting is announced pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II). The agenda will include status reports on the following:

1. Rotorcraft External Load Combination Safety Requirements.
2. Normal Category Gross Weight and Passenger Issues.
3. Performance and Handling Qualities Requirements.
4. Critical Parts.

Attendance is open to the public but will be limited to the space available. The public must make arrangements by August 1, 1997, to present oral statements at the meeting. Written statements may be presented to the committee at any time by providing 16 copies to the Assistant Chair or by providing the copies to him at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available at the meeting if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on July 21, 1997.

Jean Casciano,

Acting Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 97-19569 Filed 7-24-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration (RSPA), DOT

[Docket No. PS-142; Notice 6]

Candidates for the Pipeline Risk Management Demonstration Program

AGENCY: Office of Pipeline Safety, DOT.

ACTION: Notice.

SUMMARY: The Research and Special Programs Administration's (RSPA) Office of Pipeline Safety (OPS) has completed screening of three candidate companies for the Pipeline Risk Management Demonstration Program. They are Northwest Pipeline Corporation, Shell Pipe Line Corporation, and Tennessee Gas Pipeline Corporation/East Tennessee Natural Gas Company. OPS believes these companies' demonstration project proposals satisfy all eligibility and screening criteria, based on a Letter of

Intent submitted by each company to OPS, a subsequent OPS screening, and examination of each company's safety and environmental compliance record. OPS is now engaging in consultations with these companies to clarify and refine demonstration project provisions. Once OPS and a company reach agreement, OPS will approve the company's proposal and the demonstration project can get underway. OPS invites public comment on any aspect of these companies' proposals.

OPS may approve up to ten demonstration projects. OPS will screen additional candidate companies after the July 25, 1997, deadline for companies to submit Letters of Intent. Summaries of their Letters of Intent will be published in subsequent **Federal Register** notices.

DATES: OPS requests that comments to this notice be submitted on or before August 25, 1997 so that OPS can give the comments full consideration before deciding whether to approve a company's proposal. However, comments on any aspect of the Demonstration Program, including the individual projects, will be accepted in the Docket throughout the 4-year demonstration period.

ADDRESSES: Send comments in duplicate to the Dockets Unit, Room 8421, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590. Identify the docket and notice number stated in the heading of this notice. All comments and docketed material will be available for inspection and copying in room 8421 between 8:30 a.m. and 5 p.m. each business day.

FOR FURTHER INFORMATION CONTACT: Eben Wyman, (202) 366-0918 regarding the subject matter of this notice. Contact the Dockets Unit, (202) 366-5046, for docket material.

SUPPLEMENTARY INFORMATION:

I. Background

Appendix A of The Requests for Applications for the Pipeline Risk Management Demonstration Program (62 FR 14719), published on March 27, 1997, describes the processes by which OPS will receive, review, approve, monitor, modify, and terminate company risk management demonstration projects. Companies considering participating in a demonstration project must submit a Letter of Intent to OPS no later than July 25, 1997. Based on Letters of Intent and additional screening considerations, OPS will choose up to ten candidate

companies whose project proposals merit further consideration. OPS will enter into consultations with candidate companies to clarify and refine demonstration project provisions. OPS may approve up to ten demonstration projects. If OPS approves a project, OPS will issue an order and begin auditing project performance.

OPS expects the projects, and the Demonstration Program itself, to evolve from lessons learned during the four-year demonstration period. OPS hopes to learn whether and in what form risk management should be incorporated into the Federal pipeline safety program on a permanent basis.

OPS is requesting public input through all stages of the demonstration projects, beginning with receipt of the Letters of Intent. Specific benefits of public involvement in the Demonstration Program for OPS, industry, State and community representatives include:

- Exchange of information about specific and relevant local factors during the decision-making process that may not be known at the Federal or State level; and
- Feedback regarding the success of the Demonstration Program in accomplishing the goals for which it was designed.

OPS requests comments on safety, environmental, socioeconomic, land use, geographic and any other issues that relate to these demonstration project proposals. OPS will consider public input, as well as input from local, State, and other federal agencies, during its consultations with candidate companies to clarify and refine demonstration project provisions. OPS will publish the final provisions for each project and allow for additional public comment before issuing an order signifying project approval. OPS will continue to seek broadbased input on individual demonstration projects throughout the 4-year demonstration period. A Risk Management Communications Plan is being developed that will describe the mechanisms OPS intends to have in place for providing demonstration project status and accepting stakeholder input. This communications plan will be published in the **Federal Register**.

OPS has screened the following three candidates, and has determined that they meet the criteria for participating with OPS in consultations about their proposals: Northwest Pipeline Corporation, Shell Pipe Line Corporation, and Tennessee Gas Pipeline Corporation/East Tennessee Natural Gas Company. Each company is working to develop an external

communication plan strategy that will ensure incorporation of input/concerns from all stakeholders into its demonstration project, both initially and throughout the 4-year demonstration period. Section II of this notice provides a summary of these companies' Letters of Intent. OPS has begun consultations with these companies.

Additional candidate companies will be screened after the July 25 deadline for submission of Letters of Intent. Summaries of their Letters of Intent will be published in subsequent **Federal Register** notices. This phased approach to scheduling consultations allows OPS to better manage workload.

II. Letter of Intent Summaries

1. *Northwest Pipeline Corporation (Northwest)*: Northwest operates approximately 3,900 miles of interstate natural gas transmission line running through six western states, with endpoints at Ingacio, Colorado and the Canadian border at Sumas, Washington.

The pipeline traverses the densely populated regions of western Washington and Oregon through the agricultural areas of eastern Oregon, Washington and Idaho into the isolated areas of southwest Wyoming, Utah and Colorado. The route covers a variety of terrains from mountains to deserts, crossing numerous rivers and lakes, encountering very moderate to very extreme climates, and crossing national parks, Indian nations, wilderness areas, and habitats of numerous threatened and some endangered species.

While Northwest proposes to apply a risk management approach to its entire system, the company plans to limit regulatory exemptions to specified locations on the pipeline.

OPS is interested in entering into consultations with Northwest because its risk management program has the potential to:

- Explore means of assessing and addressing risks presented by a pipeline in rugged terrain susceptible to land movement;
- Investigate the risk-reduction benefits of certain new technologies; and
- Investigate new means of industry/government partnering to conduct cooperative pipeline research.

The proposed Northwest demonstration project also has the potential to help OPS examine the benefits of risk management as a regulatory alternative under a variety of conditions because of the following distinguishing features:

- A location with diverse geographic features (the demonstration site traverses six western states:

Washington, Oregon, Idaho, Wyoming, Utah, and Colorado);

- The identification of land movement as a significant risk issue for Northwest; and
- The opportunity to explore various regulatory approaches, from item-by-item approvals to approvals of risk-based decision processes.

Northwest's risk management program coordinator and point-of-contact is Molly McAnally. She can be reached at Northwest Pipeline Corporation, PO Box 58900, Salt Lake City, UT, 84158-8800, or by calling (801) 584-6797.

2. *Shell Pipe Line Corporation (SPLC)*: SPLC operates nearly 8,000 miles of pipelines, transporting over 4.0 million barrels of oil, oil products, and carbon dioxide daily and employing over 700 people in 16 states.

SPLC is proposing portions of two separate interstate pipeline systems with different yet very distinct risk characteristics as its demonstration project: one transporting ethylene, a flammable, highly volatile liquid (HVL) that becomes a slightly lighter-than-air gas when released to the atmosphere, and which, under certain conditions, could form an explosive vapor cloud until diluted/dispersed; the second transporting carbon dioxide, a non-flammable, inert, non-toxic liquid that becomes a heavier-than-air gas when released to the atmosphere, and which, under certain conditions, could become an asphyxiation hazard until diluted/dispersed. Both ethylene, a hazardous liquid, and carbon dioxide must comply with part 195 of the Code of Federal Regulations.

The first part of SPLC's proposed demonstration project consists of nearly its entire Texas-Louisiana 12" Ethylene Pipeline System (approximately 205 miles of 250 miles), which transports chemical-grade ethylene between Shell Oil Products Company's Deer Park (Texas) Manufacturing Complex and its Napoleonville (Louisiana) transfer facility. Ethylene is a chemical feed stock which is used in the manufacture of plastics, anti-freeze, detergents and other consumer products. This proposed test area addresses risks concerning the operation of a 12-inch, HVL pipeline (and related facilities) at pressures between 1000 and 1400 psig, in the proximity to, and sometimes traversing, five areas with large and growing industrial/residential populations. SPLC has been the operator of the pipeline since its construction in 1979.

The second part of SPLC's proposed demonstration project consists of the northwestern half (approximately 260 miles) of its Cortez 30" Carbon Dioxide

Pipeline System which transports merchantable-grade carbon dioxide from Cortez, Colorado across New Mexico to Denver City, Texas (the demonstration segment terminates near Albuquerque, New Mexico). This carbon dioxide, in turn, is then used for tertiary oil recovery in the Denver City area. This proposed test area will assess the risks surrounding the operation of a 30-inch, carbon dioxide pipeline (and related facilities) at pressures between 1300 and 2200 psig, where it operates in proximity to five areas with small and growing residential populations. SPLC has been the operator of the pipeline since its construction in 1983.

For the test area included in the demonstration program, SPLC proposes a comprehensive risk management program that will assess all hazards and risks associated with operation of these pipelines.

OPS is interested in entering into consultations with SPLC because its risk management program has the potential to:

- Explore resource reallocation from lower-risk carbon dioxide pipeline to higher-risk ethylene;
- Evaluate the effect on public safety and environmental protection caused by resource reallocation within an individual pipeline system, based on the constantly changing set of internal (i.e. pressure) and external (i.e. population) conditions; and
- Employ the risk management communications initiative to improve third-party damage prevention and emergency response coordination.

The proposed SPLC demonstration project also has the potential to help OPS examine the benefits of risk management as a regulatory alternative under a variety of conditions because of the following distinguishing features:

- The commodities (ethylene and carbon dioxide);
- The location (the demonstration sites cross several southwestern states, including Colorado, New Mexico, Texas, and Louisiana);
- Technical/regulatory issues (SPLC is considering operating a section of the carbon dioxide pipeline at a higher pressure than is currently allowed by the regulations); and
- Policy issues (the allocation of resources between high and low risk pipelines, and between high and low risk sections on the same pipeline).

Fred Fischer, Manager, Technical Operations Support, leads SPLC's designated Risk Management team and serves as the central information contact for the program. He can be reached at Shell Pipe Line Corporation, Two Shell

Plaza, PO Box 2648, Houston, Texas, 77252, or by calling 713-241-0461.

5. Tennessee Gas Pipeline Corporation/East Tennessee Natural Gas Company (Tennessee/East Tennessee): Tennessee/East Tennessee are subsidiaries of El Paso Natural Gas Company of Houston, Texas. Tennessee Gas operates a total of 14,574 miles of both onshore and offshore pipeline, while East Tennessee Natural Gas operates 1,149 miles of onshore pipeline.

Tennessee/East Tennessee proposes to apply a risk management approach to its entire system. The company proposes modifying or eliminating compressor station relief valve testing and inspection under certain conditions, extending from 18 months to 24 months the time it is allowed to confirm or revise maximum allowable operating pressure due to class location changes, reducing the inspection frequency under certain conditions of certain emergency valves and regulators, and using new design criteria for increased system efficiency.

Tennessee/East Tennessee has also specified locations in western Pennsylvania, central Tennessee, and offshore Louisiana where it proposes altering maximum allowable operating pressure to suit local conditions.

The company believes superior safety can be achieved by enhanced damage prevention, increased patrolling, the use of internal inspection tools, and the reallocation of funds to re-habilitation projects on its higher risk pipeline segments.

OPS is interested in entering into consultations with Tennessee/East Tennessee because its risk management program has the potential to:

- Provide examples of data collection and analysis tools for supporting risk management; and
- Provide examples of how companies can use risk management to re-allocate resources to re-habilitation projects and other high value safety activities.

The proposed Tennessee/East Tennessee demonstration project also has the potential to help OPS examine the benefits of risk management as a regulatory alternative under a variety of conditions because of the following distinguishing features:

- Consideration of worker safety as well as public safety in risk assessment;
- Examination of the risk control potential of a number of existing regulations;
- The use of risk-based arguments for establishing MAOP; and
- The breadth of the demonstration site (which includes four OPS regions:

Southern, Eastern, Central, and Southwest; and 17 states).

Tennessee/East Tennessee's risk management program coordinator and point-of-contact is Daron Moore. He can be reached at Tennessee Gas Pipeline Company, PO Box 2511, Houston, TX, 77252-2511, or by calling (713) 757-4023.

Issued in Washington, DC on July 22, 1997.

Cesar De Leon,

Deputy Associate Administrator for Pipeline Safety.

[FR Doc. 97-19664 Filed 7-24-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-6 (Sub-No. 378X)]

Burlington Northern Railroad Company—Abandonment Exemption—in Grays Harbor County, WA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: Under 49 U.S.C. 10502, the Board exempts from the requirements of 49 U.S.C. 10903 the abandonment by Burlington Northern Railroad Company¹ of a 1.18-mile line of railroad referred to as the South Aberdeen trackage between mileposts 1.82 and 3.00 in South Aberdeen, WA, subject to environmental conditions and standard labor protective conditions.

DATES: The exemption will be effective August 24, 1997 unless stayed or a statement of intent to file an offer of financial assistance (OFA) is filed. Statements of intent to file an OFA under 49 CFR 1152.27² and requests for interim trail use/rail banking under 49

¹ On December 31, 1996, The Atchison, Topeka and Santa Fe Railway Company merged with and into Burlington Northern Railroad Company. The name of the surviving corporation is The Burlington Northern and Santa Fe Railway Company. Because the petition for exemption was filed and the record was largely developed before the merger, we will continue to use Burlington Northern Railroad Company in the case title.

² See Exempt. Of Rail Abandonment—Offers of Finan. Assist., 4 I.C.C.2d 164 (1987), for regulations in effect at the time of filing of the exemption petition. We note that the ICC Termination Act of 1995 has made changes and additions to the previous law regarding the processing of abandonments and OFAs. To implement these changes, we have issued final rules in Abandonment and Discontinuance of Rail Lines and Rail Transportation Under 49 U.S.C. 10903, STB Ex Parte No. 537 (STB served Dec. 24, 1996) (effective on January 23, 1997), modified, STB served June 27, 1997 (to be effective July 27, 1997). Because we have processed the exemption petition under the former regulations, we will continue to use those regulations in this proceeding to process an OFA, if one is filed.

CFR 1152.29³ must be filed by August 4, 1997; petitions to stay must be filed by August 11, 1997; petitions to reopen must be filed by August 19, 1997.

ADDRESSES: An original and 10 copies of all pleadings referring to STB Docket No. AB-6 (Sub-No. 378X) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of all pleadings must be served on petitioner's representative: Sarah J. Whitley, 3800 Continental Plaza, 777 Main Street, Fort Worth, TX 76102-5384.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., 1925 K St., N.W., Room 210, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: July 15, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 97-19652 Filed 7-24-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-468 (Sub-No. 2X)]

Paducah & Louisville Railway, Inc.; Abandonment Exemption; in White Plains and St. Charles, KY

Paducah & Louisville Railway, Inc. (P&L) has filed a notice of exemption under 49 CFR Part 1152 Subpart F—*Exempt Abandonments* to abandon approximately 8.50 miles of its line of railroad between milepost J-146.0 at White Plains and milepost J-154.5 near St. Charles, in Hopkins County, KY.¹

³ At the request of the City of Aberdeen, WA, a notice of interim trail use (NITU) will be issued under 49 CFR 1152.29. Also, a public use condition will be imposed on the transaction under 49 CFR 1152.28.

¹ Pursuant to 49 CFR 1152.50(d)(2), the railroad must file a verified notice with the Board at least 50 days before the abandonment or discontinuance is to be consummated. The applicant in its verified notice, indicated a proposed consummation date of August 25, 1997. However, because the verified notice was filed on July 7, 1997, consummation

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