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