

resistance properties equal to those of bronze.

7. Section 193.10-10 is amended by revising paragraph (K) (4) as follows:

§ 193.10-10 Fire hydrants and hose.

(K) * * *

(4) Each section of fire hose installed or replaced after 1 July 1976, must be lined commercial fire hose that conforms to Underwriter's Laboratories, Inc. Standard 19 or Federal Specification ZZ-H-451E. Hose that bears the Label of Underwriter's Laboratories, Inc. as lined fire hose is accepted as conforming to this requirement. Each section of fire hose used after January 1, 1980 must conform to the specification required by this paragraph.

Dated: September 17, 1975.

J. V. CAFFEY,
Captain, U.S. Coast Guard, Act-
ing Chief, Office of Merchant
Marine Safety.

[FR Doc. 75-26241 Filed 9-22-75; 8:45 am]

Materials Transportation Bureau

[49 CFR Part 195]

[OPSO Docket No. OPSO-35; Notice No. 75-4]

**TRANSPORTATION OF LIQUIDS BY
PIPELINE**

Offshore Pipeline Facilities

The safety standards in Part 195 of Title 49 of the Code of Federal Regulations govern the transportation by pipeline in interstate and foreign commerce of petroleum, petroleum products and various other hazardous materials. Part 195 presently applies to both onshore and offshore pipelines.

Exploration and development of petroleum resources in offshore areas are currently being expanded to meet increased energy needs. Additionally, plans for the construction of deepwater ports on the Outer Continental Shelf are being developed. In view of these developments the Materials Transportation Bureau (MTB) is considering amending the following sections of Part 195 to more clearly delineate the applicability of Part 195 to offshore liquid pipelines and to better assure the safe operation of such pipelines:

Section 195.1. Paragraph (b) (4) of § 195.1 presently excludes gathering lines in rural areas from the applicability of Part 195. Gathering lines are pipelines which transport a commodity from a production facility to a trunkline reception point. MTB proposes to amend § 195.1(b) (4) to make it clear that offshore gathering lines are within the coverage of Part 195. A significant percentage of existing offshore pipelines are gathering lines. MTB believes that safety requires the regulation of offshore gathering lines because of the greater likelihood of defects attributable to their being more difficult to install, monitor, maintain and repair than onshore gathering lines.

Additionally, many offshore gathering lines are in areas where they are exposed to various kinds of vessel traffic and fishing operations. Moreover, the potential damage due to spillage from an offshore gathering line is greater than from an onshore gathering line because of the greater difficulty in locating and containing a spill from an offshore line.

Section 195.2. The term "offshore" as presently defined in § 195.2 means generally the areas off the coastline of the United States. MTB proposes to amend the definition of "offshore" to mean the area covered by the "outer continental shelf" and the "lands beneath navigable waters" as those terms are respectively defined in the Outer Continental Shelf Lands Act (43 U.S.C. 1331) and the Submerged Lands Act (43 U.S.C. 1301). The proposed definition of "offshore" establishes the outer margin of the continental shelf as one of the boundaries of an offshore area and includes inland navigable bodies of water such as the Mississippi River. MTB believes that many pipelines crossing inland navigable bodies of water should be subject to many of the same requirements as pipelines crossing coastal waters because of the similarity of operating conditions. At the same time, in developing the amendments proposed hereinafter MTB has taken into account the fact that many inland waters do not pose the same operating problems as coastal waters. All areas not included within this proposed definition of "offshore" would be within the meaning of the term "onshore" as it is used in the proposed amendments.

Sections 195.106 and 195.128. MTB proposes to add a new paragraph (b) to § 195.128 to require that a design factor of 0.50 or less be used in the design formula set forth in § 195.106 for offshore pipelines located on and within a 300-foot radius of an offshore platform. Section 195.106 presently requires a general design factor of 0.72 or less for all pipelines. MTB proposes to amend that section to reflect the proposed 0.50 design factor for pipelines on and near an offshore platform. MTB believes that a more stringent design factor resulting in increased wall thickness is justified because of the need to protect against the potential for greater stresses in pipelines on or near offshore platforms and because of the increased concentration of operating and maintenance personnel and equipment on an offshore platform.

Sections 195.230 and 195.232. MTB proposes to amend § 195.230 to permit repair of welds on offshore pipelines being laid from a lay barge as long as the welds are made in accordance with established written welding procedures that produce sound ductile welds pursuant to § 195.214. Section 195.230 presently prohibits repair of a weld if there are cracks in the weld or if the weld was previously repaired. It is additionally proposed that § 195.232 be amended to except offshore pipelines from the requirement that a weld must be removed whenever it contains one or

more cracks or when it is unacceptable under § 195.228 and has not been or is not permitted to be repaired. MTB recognizes the many problems that may arise during the removal of welds from a pipeline being installed offshore from a lay barge. These problems include loss of tension in the pipe string, barge motion, proper alignment, and limited access to the weld joint. Considering the possibilities of damage to the pipe string, reduced weld quality, and the potential personnel hazards associated with the removal of pipe welds on board a lay barge, MTB believes that permitting the additional repair of welds in accordance with applicable welding procedures permitted by the proposed amendments is justified.

Section 195.234. Section 195.234 presently provides for the nondestructive testing of pipeline welds. Paragraph (e) (1) of § 195.234 presently requires that 100 percent of the girth welds be non-destructively tested in any location where loss of commodity could reasonably be expected to pollute bodies of water. MTB proposes to amend paragraph (e) (1) to explicitly require that 100 percent of the girth welds on pipelines located in offshore areas be non-destructively tested. The proposed amendment will continue to require the nondestructive testing of all girth welds on pipelines in any body of water which is not an offshore area but in which a loss of commodity could reasonably be expected to pollute the body of water. MTB believes that the nondestructive testing of all girth welds in such areas is justified by the obvious difficulties encountered in the repair of girth welds once they have been submerged, and by the difficulty of containing a spill from a submerged pipeline.

Sections 195.238 and 195.242. MTB proposes to amend § 195.238 to provide that a pipeline component may not be submerged unless it has an external protective coating in accordance with the standards set forth in § 195.238. MTB proposes to amend § 195.242 to provide that a cathodic protection system must be installed for all submerged pipelines to mitigate corrosion that might result in structural failure. Sections 195.238 and 195.242 presently require only buried pipelines to comply with their external coating and cathodic protection requirements. Under the proposed amendment of § 195.248 certain offshore submerged pipelines need not be buried. The proposed amendment of §§ 195.238 and 195.242 are intended to make it clear that submerged but unburied pipelines still have to comply with external coating and cathodic protection requirements.

Section 195.246. MTB proposes to add a new paragraph (b) to § 195.246 to require offshore pipelines in water depths of 200 feet or less to be installed so that the top of the pipeline is below the natural bottom. This proposed requirement would not apply, if unstable soil conditions would expose the pipeline to greater external forces than would occur

by laying the pipeline on the natural bottom, or if the pipeline is otherwise appropriately protected. In general, offshore pipelines installed in water less than 200 feet in depth are placed below the natural bottom to comply with trawling interest requests. Also, hurricanes have damaged pipelines that were not ditched in water depths up to 175 feet. The installation of pipelines below the natural bottom beyond the 200-foot water depth does not appear warranted from a cost and safety standpoint.

Section 195.248. Section 195.248 presently designates certain cover requirements for pipelines in various locations. MTB proposes to amend § 195.248 by adding a new paragraph (b) explicitly designating cover requirements for offshore pipelines. MTB proposes to require a minimum of 48 inches of cover between the top of the pipe and the natural bottom for offshore submerged pipelines located in a river, stream, harbor or deepwater port safety zone. (A deepwater port safety zone means the safety zone established around a deepwater port as determined by the Secretary of Transportation in accordance with section 10(d) of the Deepwater Port Act of 1974 (33 U.S.C. 1506).) For other offshore areas MTB proposes to require a minimum of 36 inches of cover for offshore pipelines installed under water less than 12 feet deep as measured from the mean low tide in tidal waters or from the mean low watermark in nontidal waters. The proposed new paragraph (b), like the present paragraph (a), allows less cover than the minimum required if it is impractical to provide the minimum cover and additional equivalent protection is provided.

MTB believes that a 48-inch cover requirement is justified in rivers or streams because of the underwater currents that have the potential for eroding the river or stream bottom. MTB also believes that a 48-inch cover requirement is justified in harbors and deepwater port safety zones because of the heavy shipping traffic in such areas which could result in dredging activities and heavy anchor droppings. MTB believes that a minimum 36-inch cover requirement for offshore pipelines in depths of 12 feet or less except in rivers, streams, harbors, and deepwater port safety zones is a reasonable safety requirement to protect other users of these relatively near shore offshore areas and to protect the pipelines from external damage. The proposed cover requirements are consistent with the present standards of the U.S. Army Corps of Engineers.

Section 195.258. MTB proposes to add a new paragraph (b) to § 195.258 to require that each submerged offshore valve be marked or located by conventional survey techniques to facilitate quick location when operation of the valve is required. MTB recognizes that it may be impractical to physically mark each offshore valve and proposes to allow offshore valves to be alternatively located by the use of conventional survey techniques such as triangulation to facilitate the quick location of offshore valves.

Section 195.260. Section 195.260 requires the installation of pipeline valves at certain locations. MTB proposes to amend paragraph (c) to require the installation of valves at locations on pipelines in offshore areas that will minimize damage or pollution in offshore areas. Existing paragraph (c) refers only to the prevention of damage by the appropriate location of valves in open country and near populated areas.

Section 195.306. Section 195.306 presently allows liquid petroleum to be used as a test medium in pipelines if certain conditions are met. Because of the difficulties arising from the location and containment of a spill resulting from a testing failure on underwater pipelines, MTB proposes to amend paragraph (b) of § 195.306 to prohibit the use of liquid petroleum as a test medium in offshore pipelines.

Section 195.410. Section 195.410 establishes requirements for the marking of liquid pipelines. MTB proposes to add a new paragraph (e) to § 195.410 to require that pipe risers on offshore platforms be marked to protect them from damage by vessels. Since the markers are intended to warn vessel operators of a potential danger they are constructed according to a format generally understood by vessel operators. One widely adopted format for aids to navigation is the Uniform State Waterway Marking System (USWMS) which is set forth in 33 CFR 66.10. The proposed amendment regulating the marking of risers on offshore platforms conforms to the USWMS. The intended effect of the marking requirement is not to supersede similar requirements of the U.S. Coast Guard or the U.S. Army Corps of Engineers but to be compatible with them. Thus, where a marker is required on a riser on an offshore platform or deepwater port facility by either of these agencies, a single sign that complies with the proposed § 195.410(e) can be used. The sign must be rectangular with edges colored international orange. Black block letters on a white background must be used to warn of the danger from anchoring because of the pipeline risers and to give the name and telephone number of the carrier. The sign must be visible in overcast daylight from vessels that may damage or interfere with the pipeline risers.

Section 195.412. Paragraph (b) in § 195.412 presently excepts offshore pipelines from the requirement that carriers must inspect at least once every 5 years each crossing under a navigable waterway to determine the condition of the crossing. Because of the difficulties involved in locating, containing and repairing leaks from offshore pipelines, MTB believes that offshore pipelines should be inspected more frequently so that preventive action can be taken to correct unsafe conditions. MTB proposes to revise paragraph (b) by adding a new requirement that offshore pipelines be inspected at intervals not exceeding one year.

Section 195.416. Paragraph (a) of § 195.416 requires carriers to conduct tests at intervals not exceeding 12 months on underground pipelines that

are cathodically protected to determine whether the protection is adequate. Since leaks caused by corrosion as well as other leaks from offshore pipelines are more difficult to locate, contain, and repair than leaks from onshore pipelines, MTB proposes to amend paragraph (a) to require the testing of cathodically protected offshore pipelines at intervals not exceeding 6 months.

In consideration of the foregoing MTB proposes to amend Part 195 of Title 49 of the Code of Federal Regulations as set forth below:

1. In § 195.1, paragraph (b) (4) would be amended to read as follows:

§ 195.1 Scope.

(b) * * *

(4) Except for Subpart B of this part, transportation of petroleum in onshore pipelines in rural areas between a production facility and a carrier's trunkline reception point.

2. In § 195.2, the definition of "offshore" would be revised to read as follows:

"Offshore" means the area covered by the "outer continental shelf" and the "lands beneath navigable waters" as those terms are respectively defined in the Outer Continental Shelf Lands Act (43 U.S.C. 1331) and the Submerged Lands Act (43 U.S.C. 1301);

3. In § 195.106, paragraph (a) would be amended to read as follows:

§ 195.106 Internal design pressure.

(a) Internal design pressure for the pipe in a pipeline is determined in accordance with the following formula:

$$P = \frac{2 St}{D} \times E \times F$$

P=Internal design pressure in pounds per square inch gauge.

S=Yield strength in pounds per square inch determined in accordance with paragraph (b) of this section.

t=Nominal wall thickness of the pipe in inches. If this is unknown, it is determined in accordance with paragraph (c) of this section.

D=Nominal outside diameter of the pipe in inches.

E=Seam joint factor determined in accordance with paragraph (e) of this section.

F=Except as provided in § 195.128, a design factor of 0.72, except that a design factor of 0.54 is used for pipe that has been cold worked to meet the specified minimum yield strength and is subsequently heated, other than by welding to 600° F. or more.

4. In § 195.128, the existing first paragraph would be designated as paragraph (a) and a new paragraph (b) would be added to read as follows:

§ 195.128 Station piping.

(b) A design factor of 0.50 or less must be used in the design formula set forth in § 195.106, for pipelines located on an offshore platform and within 300 feet measured horizontally from an offshore platform.

5. In § 195.230, the existing introductory text would be amended and designated as paragraph (a), existing para-

graphs (a), (b), and (c) would be redesignated as paragraphs (a) (1), (a) (2), and (a) (3), and a new paragraph (b) would be added to read as follows:

§ 195.230 Welds: Repair of defects.

(a) Except as provided in paragraph (b) of this section, a weld that is found unacceptable under § 195.228 may not be repaired unless—

- (1) There are no cracks in the weld;
- (2) The segment of the weld to be repaired was not previously repaired; and
- (3) The weld is inspected after repair to assure its acceptability.

(b) In the case of offshore pipelines, a weld on a pipeline being installed from a lay barge may be repaired if the repair is made in accordance with established written welding procedures that have been tested under § 195.214 to assure that they will produce sound ductile welds.

6. Section 195.232 would be amended to read as follows:

§ 195.232 Welds: Removal of defects.

Except for offshore pipelines being laid from a lay barge, a cylinder of the pipe containing the weld must be removed and the ends rebeveled whenever—

- (a) The weld contains one or more cracks;
- (b) The weld is not acceptable under § 195.228 and is not repaired; or
- (c) The weld was repaired and the repair did not meet the requirements of § 195.228.

7. § 195.234, paragraph (e) (1) would be amended to read as follows:

§ 195.234 Welds: Nondestructive testing and retention of testing records.

(e) * * *

(1) In offshore areas and at any location where a loss of commodity could reasonably be expected to pollute any stream, river, lake, reservoir, or other body of water which is not an offshore area.

8. In § 195.238, paragraphs (a) and (b) would be amended to read as follows:

§ 195.238 External coating.

(a) No pipeline system component may be buried or submerged unless that component has an external protective coating that—

- (1) Is designed to mitigate corrosion of the buried or submerged component;
- (2) Has sufficient adhesion to the metal surface to prevent underfilm migration of moisture;
- (3) Is sufficiently ductile to resist cracking;
- (4) Has enough strength to resist damage due to handling and soil stress; and
- (5) 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.

(b) All pipe coating must be inspected just prior to lowering the pipe into the ditch or submerging the pipe in offshore

waters and any damage discovered must be repaired.

9. In § 195.242, paragraph (a) would be amended to read as follows:

§ 195.242 Cathodic protection system.

(a) A cathodic protection system must be installed for all buried or submerged facilities to mitigate corrosion that might result in structural failure. A test procedure must be developed to determine whether adequate cathodic protection has been achieved.

10. In § 195.246, the existing first paragraph would be designated as paragraph (a) and a new paragraph (b) would be added to read as follows:

§ 195.246 Installation of pipe in a ditch.

(b) Unless otherwise appropriately protected, all offshore pipe in water depths of 200 feet or less, as measured from the mean low tide in tidal waters or from the mean low watermark in nontidal waters, must be installed so that the top of the pipe is below the natural bottom except where unstable soil conditions would expose the pipeline to greater external forces than would occur by laying the pipeline on the natural bottom.

11. In § 195.248, existing paragraph (b) would be redesignated as paragraph (c), paragraph (a) would be amended and a new paragraph (b) would be added to read as follows:

§ 195.248 Cover over buried pipeline.

(a) Unless specifically exempted in this subpart, all onshore pipe must be buried so that it is below the level of cultivation. Except as provided in paragraph (c) of this section, the pipe must be installed so that the cover between the top of the pipe and the ground level or road bed, as applicable, complies with the following table:

Location	Cover (Inches)	
	For normal excavation	For rock excavation ¹
Industrial, commercial, and residential areas.....	36	30
Drainage ditches at public roads and railroads.....	36	36
Any other area.....	30	18

¹ Rock excavation is any excavation that requires blasting or removal by equivalent means.

(b) Except as provided in paragraph (c) of this section, all offshore pipe installed under water less than 12 feet deep, as measured from the mean low tide in tidal waters or from the mean low watermark in nontidal waters, must have a minimum cover of 36 inches between the top of the pipe and the natural bottom except that all offshore pipe installed under water of any depth in a river, stream, harbor or deepwater port safety zone (as defined in the Deepwater Port Act of 1974 (33 U.S.C. 1502)) must have a minimum cover of 48 inches be-

tween the top of the pipe and the natural bottom.

12. In § 195.258, the existing first paragraph would be designated as paragraph (a) and a new paragraph (b) would be added to read as follows:

§ 195.258 Valves: General.

(b) Each submerged offshore valve shall be marked or located by conventional survey techniques to facilitate quick location when operation of the valve is required.

13. In § 195.260, paragraph (c) would be amended to read as follows:

§ 195.260 Valves: Location.

(c) On each mainline at locations along the pipeline system that will minimize damage or pollution from accidental liquid discharge, as appropriate for the terrain in open country, for offshore areas, or for populated areas.

14. In § 195.306, paragraph (b) would be amended to read as follows:

§ 195.306 Test medium.

(b) Except for offshore pipelines, liquid petroleum that does not vaporize rapidly may be used as the test medium if—

(1) The entire pipeline section under test is outside of cities and other populated areas;

(2) Each building within 300 feet of the test section is unoccupied while the test pressure is equal to or greater than a pressure which produces a hoop stress of 50 percent of specified minimum yield strength;

(3) The test section is kept under surveillance by regular patrols during the test; and

(4) Continuous communication is maintained along entire test section.

15. In § 195.410, a new paragraph (c) would be added to read as follows:

§ 195.410 Line markers.

(c) In the case of offshore pipelines, each riser on an offshore platform that is exposed to damage by marine traffic must be identified by a marker having the following characteristics:

(1) A sign, rectangular in shape, with a narrow strip along each edge colored international orange and the area between lettering on the sign and boundary strips colored white.

(2) Written on the sign in block style, black letters—

(i) The word "Warning," "Caution," or "Danger" followed by the words "Do Not Anchor or Moor" and the words "Petroleum Pipeline;" and

(ii) The name of the carrier and the telephone number (including area code) where the carrier can be reached at all times.

(3) In overcast daylight, the sign is visible and the writing required by (c) (2) (i) of this section is legible from approaching or passing vessels that may damage or interfere with the pipeline.

16. In § 195.412, the section heading and paragraph (b) would be revised to read as follows:

§ 195.412 Inspection of rights-of-way and offshore pipelines.

(b) Each carrier shall, at intervals not exceeding one year, inspect each offshore pipeline to determine whether its condition is safe.

17. In § 195.416, paragraph (a) would be amended to read as follows:

§ 195.416 External corrosion control.

(a) Each underground onshore pipeline that is under cathodic protection must be tested at intervals not exceeding 12 months and each offshore pipeline that is under cathodic protection must be tested at intervals not exceeding 6 months to determine whether the protection is adequate.

Interested persons are invited to participate in this rule-making action by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and notice numbers and be submitted in duplicate to the Acting Director, Office of Pipeline Safety Operations, Department of Transportation, Washington, D.C. 20590.

All communications received by October 20, 1975, will be considered by the Director of MTB before taking final action on the notice. Late filed comments will be considered so far as practicable. All comments will be available for examination by interested persons at the Office of Pipeline Safety Operations, Room 6226, 2100 Second Street SW., Washington, D.C., before and after the closing date for comments. The proposal contained in this notice may be changed in the light of comments received.

In commenting on the proposed definition of the term "offshore," interested persons should carefully consider the various situations in which pipelines would by definition be "offshore" pipelines. MTB requests comments on whether any of the amendments proposed herein should be changed because pipeline facilities in rivers, bays and other similar protected inland waters are not designed, constructed, operated, and maintained in substantially the same way as pipelines on the Outer Continental Shelf and in the territorial seas off the coast of the United States.

Proposed effective date. MTB recognizes that the liquid pipeline industry will need a reasonable period of time in which to comply with some of the proposed amendments for offshore liquid pipelines. MTB anticipates that the proposed amendments relating to offshore pipelines will become effective in early 1976. If there are any proposed amendments in this notice with which the industry needs a long lead time in which to reasonably comply, persons should identify the proposed amendment, state why a longer lead time is needed, and state a reasonable time needed for compliance.

This notice is issued under the authority of sections 831-835 of title 18, United

States Code, section 6(e) (4) of the Department of Transportation Act (49 U.S.C. 1655(e) (4)), § 1.64 of the Regulations of the Office of the Secretary of Transportation (49 CFR 1.64), and the redelegation of authority to the Director, Office of Pipeline Safety Operations, set forth in Appendix A to Part 102 of the Regulations of the Office of the Director, Materials Transportation Bureau, (49 CFR Part 102).

Issued in Washington, D.C., on September 17, 1975.

CESAR DELEON,
Acting Director,
Office of Pipeline Safety Operations.
[FR Doc.75-25230 Filed 9-22-75;8:45 am]

CIVIL AERONAUTICS BOARD

[14 CFR Part 231]

[EDR-279A; Docket No. 27065; Dated: September 18, 1975]

TRANSPORTATION OF MAIL; MAIL SCHEDULES; AUTOMATION OF FLIGHT SCHEDULE INFORMATION

Termination of Rule Making Proceeding

Under Part 231 of the Board's Economic Regulations (14 CFR Part 231) flight schedule information is submitted to the Board in the form of loose-leaf pages of prescribed size. Data submitted in this conventional hard-copy form can of course be converted into machine-readable form. Recently we decided to consider the possibility of modernizing our system for collecting flight schedule data by completely eliminating the use of conventional hard-copy filings, and requiring instead that carriers file this data in machine-readable form only.

Thus, by Notice of Proposed Rule Making EDR-279, dated September 30, 1974 (Docket 27065) and published at 39 FR 35676 dated October 3, 1974, the Board gave notice that it had under consideration an amendment to Part 231 to require that flight schedule information could only be filed with the Board on magnetic tape, so that we could eliminate the step of converting filed pages into machine-readable form. The proposal was also designed, incidentally, to facilitate achieving uniformity among the carriers in their reporting of flight schedule information to the Board. Recognizing that some of the smaller carriers might not have access to automatic data processing equipment, EDR-279 indicated that we would grant necessary relief by waiver, so as to enable such carriers to continue to submit flight schedule information in conventional form.

Comments in response to the notice were submitted by ten certificated route air carriers¹ and The Reuben H. Donnelly Corporation.

¹ Allegheny Airlines, Inc.; American Airlines, Inc.; Delta Air Lines, Inc.; Eastern Air Lines, Inc.; Kodak-Western Alaska Airlines, Inc.; Northwest Airlines, Inc.; Ozark Air Lines, Inc.; Pan American World Airways, Inc.; Trans World Airlines, Inc.; and United Air Lines, Inc.

Upon further consideration of this matter, we have decided that it would be premature to adopt the proposal at this time.

Since it now appears that we can without a great deal of difficulty receive reliable, timely and uniform computerized flight schedule information, despite the fact that filings under Part 231 are made in hardcopy form, there appears to be no adequate justification to insist that, subject to waiver, all carriers must file this information on magnetic tape. Moreover, to the extent that the proposed rule was designed to improve uniformity in the flight schedule information being reported, we have concluded that there may be no need to amend the rule to achieve such uniformity, and that we should first try to accomplish this objective through informal means.

Accordingly, the Board hereby terminates the rule making proceeding in Docket 27065.

(Section 204(a), of the Federal Aviation Act, as amended; 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.75-25310 Filed 9-22-75;8:45 am]

CONSUMER PRODUCT SAFETY COMMISSION

[16 CFR Part 1014]

PRIVACY ACT

Proposed Policies and Procedures Implementing the Privacy Act of 1974

Correction

In FR Doc. 75-23274 appearing on page 42025 in the issue of Wednesday, September 10, 1975, make the following correction: In § 1014.12 (a) (3) on page 42028, the first two lines in column one should be omitted.

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 240]

[Rel. No. 11656; File No. S7-573]

NET CAPITAL REQUIREMENTS TO MUNICIPAL SECURITIES DEALERS AND SPECIALISTS

Extension of Comment Period

In Securities Exchange Act Release No. 11561 (July 30, 1975); 40 FR 29795, the Commission solicited the views of all interested parties with regard to (1) any special problems which may be unique to brokers or dealers in municipal securities in anticipation of their becoming subject to Rule 15c3-1 on December 1, 1975, and (2) the appropriate capital requirements for specialists, including market makers, specialists and registered traders in options who do not deal with the public and who are not clearing members of the Options Clearing Corporation.

The Commission has received requests that the comment period be extended so that interested persons may have additional time in which to present their