suant to the applicable Certificate of Privilege;

(iv) Mail to the office of the committee a copy of the bill of lading for each Certificate of Privilege shipment promptly after the date of shipment;

(v) Bill each shipment directly to the applicable processor.

(3) Each receiver of potatoes for processing pursuant to paragraph (e) of this section shall:

(i) Complete and return an application form for listing as a manufacturer of potato products;

(ii) Certify to the committee and to the Secretary that potatoes received from the production area for processing will be used for such purpose and will not be placed in fresh market channels;

(iii) Report on shipments received as the committee may require and the Secretary approve.

(g) *Minimum quantity exception.*— Each handler may ship up to, but not to exceed, 5 hundredweight of potatoes any day without regard to the inspection and assessment requirements of this part, but this exception shall not apply to any shipment that exceeds 5 hundredweight of potatoes.

(h) *Definitions.* The terms "U.S. No. 1," "U.S. No. 2," "Size B," "fairly clean," "moderately skinned," and "slightly skinned," shall have the same meaning as when used in the United States Standards for Potatoes (§§ 51.1540–51.1566 of this title effective September 1, 1971, as amended February 5, 1972, 37 FR 2745), including the tolerances set forth therein. The term "prepeeling" means potatoes which are clean, sound, fresh tubers prepared commercially in a prepeeling plant by washing, removal of the outer skin or peel, trimming, and sorting preparatory to sale in one or more of the styles of peeled potatoes described in § 52.2422 (United States Standards for Grades of Peeled Potatoes §§ 52.2421–52.2433 of this title). The term "other processing" has the same meaning as the term apearing in the act and includes, but is not restricted to, potatoes for dehydration, chips, shoestrings, starch, and flour. It includes only that preparation of potatoes for market which involves the application of heat or cold to such an extent that the natural form or stability of the commodity undergoes a substantial change. The act of peeling, cooling, slicing, or dicing, or the application of material to prevent oxidation does not constitute "other processing." The terms "Idaho Utility grade" and "Oregon Utility grade" shall have the same meaning as when used in the respective standards for potatoes for the respective States. Other terms used in this section shall have the same meaning as when used in Maketing Agreement No. 98 and Order No. 945, both as amended.

(i) *Applicability to imports.* Pursuant to § 8e of the act and § 980.1 "Import regulations" (7 CFR 980.1), Irish potatoes of the long varieties imported during the effective period of this section shall meet the grade, size, cleanliness and maturity requirements specified in paragraphs (a) and (b) of this section.

Dated: June 20, 1975.

G. H. GOLDSBOROUGH,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc.75-16628 Filed 6-26-75;8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 75-RM-21]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter the transition area at Rock Springs, Wyoming.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Division, Federal Aviation Administration, Park Hill Station, P.O. Box 7213, Denver, Colorado 80207. All communications received on or before July 27, 1975, will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 10455 E. 25th Avenue, Aurora, Colorado 80010.

On June 2, 1975, a notice was published in the FEDERAL REGISTER (40 FR 23724) amending the control zone and transition area at Rock Springs, Wyoming. Prior to the publication of the final rule, it was noted that a full description of the 700 foot transition area providing controlled airspace for a back-course ILS approach had been inadvertently omitted. The purpose of this follow-on amendment is to correct this omission.

In consideration of the foregoing, the FAA proposes the following airspace action:

In Federal Aviation Regulation § 71.181 (40 FR 441) the description of the Rock Springs, Wyoming 700 foot transition area, as amended by Docket 75-RM-11 (40 FR 23724) is further amended to read as follows:

That airspace extending upward from 700 feet above the surface within a 11.5 mile radius of the Rock Springs-Sweetwater County Airport (latitude 41°35'45" N., longitude 109°04'00" W.), within 9.5 miles north and 4.5 miles south of the 090° and 270° bearings from the Thayer LOM (latitude 41°35'49" N., longitude 108°58'09" W.) extending from the 11.5 mile radius area to 18.5 miles east of the Thayer LOM and from the 11.5 mile radius area to 29.5 miles west of the Thayer LOM; and within one mile north and 6 miles south of the Rock Springs VORTAC 102° radial extending from the 11.5 mile radius area to 18.5 miles east of the VORTAC.

This amendment is proposed under authority of section 307(a) of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(a)), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Aurora, Colorado, June 30, 1975.

M. M. MARTIN,
Director, Rocky Mountain Region.

[FR Doc.75-16744 Filed 6-26-75;8:45 am]

[14 CFR Part 71]

[Airspace Docket No. 75-NW-14]

TRANSITION AREA

Proposed Alteration; Correction

In FR Doc. 75-15425 appearing at page 25218 in the FEDERAL REGISTER of Friday, June 13, 1975, the first line of the description of the Spokane, Washington, Transition Area is corrected by deleting "* * * upward from 7000 * * *" and substituting therefor, "* * * upward from 700 * * *".

Dated: June 18, 1975.

J. H. TANNER,
Acting Director, Northwest Region.

[FR Doc.75-16745 Filed 6-26-75;8:45 am]

Office of Pipeline Safety

[49 CFR Part 192]

[Docket No. OPS-33; Notice No. 75-3]

TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE

Protecting Cast-Iron Pipelines

The Office of Pipeline Safety (OPS) is considering adding a new § 192.755 to Title 49 of the Code of Federal Regulations concerning protection of buried cast-iron pipelines. The new rule would require an operator to provide protection against the potential for damage which arises when the support for a buried cast-iron pipeline is disturbed, either by the operator or otherwise.

Recent gas pipeline failures point out the need for special protection against bending stresses caused by outside forces in a cast-iron pipeline. Analyses of six samples of failed cast-iron pipe by the National Bureau of Standards, on behalf of OPS, indicate that in the presence of bending stresses caused by externally applied loads, cast-iron pipe is susceptible to cracking. Results of these analyses were published by the National Transportation Safety Board (NTSB) in Report Number NTSB-PAR-73-3 (1972).

A particularly relevant failure involving a broken cast-iron reducer occurred on April 22, 1973, in El Paso, Texas. In the El Paso incident, while searching for a reported gas leak, a 17-20 foot-long hole was dug by the gas company surrounding a 6-inch cast iron main and reducer, which lay under a city street. After the company was unable to find a leak at that location, the hole was backfilled, but the uncovered pipe was not braced and the overlying road surface was not paved. Six days later a gas explosion destroyed seven units in an adjoining apartment complex, killing seven persons.

NTSB concluded its Report Number NTSB-PAR-74-2 on the El Paso failure by stating, in part, that:

> The gas which accumulated under the apartment house floors had leaked primarily from a broken cast-iron reducer * * * The cast-iron reducer failed * * * because of lack of adequate support from below and repeated shock loads delivered by the heavy truck traffic.

In addition, NTSB found that:

> The uncovering and disturbing of the cast-iron pipe by the gas company in an unsuccessful search for a gas leak six days before the accident contributed to the failure of the reducer.

OPS concurs with the NTSB analysis of the hazard created by uncovering and backfilling cast-iron pipe in the El Paso incident: An important factor in the failure was that the reducer was made of cast iron, a material more brittle than others. Also, after the support for the pipe was disturbed, it could not be adequately reproduced by backfilling alone because soil in recently backfilled areas will settle. Since the pipe was not replaced with a more ductile material or otherwise protected against the truck traffic, abnormal bending stresses probably arose in an area of inadequate support and cracked the reducer.

The new § 192.755 being proposed addresses this safety problem by requiring each operator who knows or should know that the support for a portion of a buried cast-iron pipeline is disturbed to protect that portion of the pipeline against damage by certain external causes. The external causes are unstable soil conditions; impact forces by vehicles; vibrations by heavy construction equipment, trains, trucks, buses, or blasting; apparent future excavation near the pipeline; or other foreseeable outside forces which may subject the pipeline to bending stress. If support for a cast-iron pipeline is disturbed by a natural event or by persons other than the operator or its agent; the operator becomes aware or has reason to know of the disturbance while conducting required patrols and leakage surveys of pipelines and by other means of notice. Protective measures might include replacing cast-iron pipe with pipe made of a less brittle material, strengthening the support for a cast-iron pipeline, or strengthening its cover.

In consideration of the foregoing, OPS proposes to amend Part 192 of Title 49 of the Code of Federal Regulations by adding § 192.755 to read as follows:

§ 192.755 Protecting cast-iron pipelines.

When an operator knows or should know that the support for a portion of a buried cast-iron pipeline is disturbed, that portion of the pipeline must be protected against damage by—

(a) Vibrations from heavy construction equipment, trains, trucks, buses, or blasting;

(b) Impact forces by vehicles;

(c) Unstable soil;

(d) Apparent future excavations near the pipeline; or

(e) Other foreseeable outside forces which may subject that portion of the pipeline to bending stress.

Interested persons are invited to participate in this proceeding by submitting such written data, views, or arguments as they may desire. Comments should identify the notice number and be submitted in duplicate to the Director, Office of Pipeline Safety, Department of Transportation, Washington, D.C. 20590. All comments received by August 11, 1975, will be considered by the Director before taking action based on this notice. Late filed comments will be considered so far as practicable. All written comments received will be placed in the public docket and thereafter will be available for examination by interested persons.

This notice of proposed rulemaking 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 June 23, 1975.

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

[FR Doc.75-16774 Filed 6-26-75;8:45 am]

[49 CFR Parts 192, 195]

[Docket NO. OPS-34; Notice 75-2]

TRANSPORTATION OF NATURAL AND OTHER GAS AND HAZARDOUS LIQUIDS BY PIPELINE

Incorporation by Reference

The Office of Pipeline Safety (OPS) is considering amending Parts 192 and 195 of Title 49 of the Code of Federal Regulations to update the existing references therein to documents prepared by industry to later published editions of those documents.

This proposed rule change is based, in part, on a petition filed by the American Society of Mechanical Engineers (ASME) on August 9, 1974 (Docket No. Pet. 75-2) requesting that OPS update all the references to industry documents listed in Appendixes A and B of Part 192 to more recent editions of those documents. In support of its petition, ASME points out that recent editions of industry developed documents reflect changes in demand for materials and improvements in manufacturing practices and technology.

OPS concurs with ASME that the Federal gas pipeline safety standards, and the liquid standards as well, should be in accord with recent developments in materials and pipeline transportation technology. To this end, it is the policy of OPS to review each latest published edition of a referenced document, and if it is found appropriate and reasonable for public safety, to begin a rule making proceeding to incorporate by reference that latest edition in the Federal standards.

Part 192 incorporates by reference all or portions of 48 different documents containing standards and specifications developed and published by private organizations. Likewise, Part 195 incorporates by reference 19 different documents. Because the OPS review process attendant to each new published edition has not kept current with the frequency of industry publication since Parts 192 and 195 were issued, many of the editions which are currently referenced in the Federal standards are now out-of-print or obsolete. In extreme cases, the gas or liquid pipeline industry is required to comply with an outmoded specification, copies of which are not readily available.

Another problem for industry, as well as the public safety, exists where Part 192 requires, as a qualification for use of pipe, that it be manufactured to an edition of a referenced specification of which there is a later published edition. Pipe manufacturers normally make pipe according to the latest published editions. If these later editions are not referenced in Part 192, operators have trouble ensuring that newly ordered pipe is manufactured in accordance with the earlier referenced editions.

Also, if later editions are presumed to contain up-to-date safety criteria, the public safety may suffer by requiring compliance with earlier editions.

OPS is considering, as an ultimate goal, the substitution of performance requirements for as many of the existing references to industry documents as practicable. Performance requirements would not only eliminate the need to refer to outside publications but also eliminate the problems for industry which accompany references to out-of-date documents. In the interim, however, OPS believes that the contribution of Parts 192 and 195 to public safety would be increased by adopting the ASME proposal and updating the existing references to industry documents so as to refer to later published editions of those documents.

Where later editions of referenced documents in Parts 192 and 195 have been published, OPS has reviewed them and finds them acceptable from the standpoint of public safety. However, because new editions are frequently published, some of the editions reviewed and proposed by this Notice for incorporation by reference may not be the latest published edition now available. Where this is true, those editions may be proposed