

rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the Regional Counsel, Attention: Rules Docket, Post Office Box 20636, Atlanta, GA 30320. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 39.13 of the Federal Aviation Regulations by adding the following new airworthiness directive:

PIPER. Applies to all PA-28-140 airplanes certified in all categories which have flexible engine-to-oil radiator hoses installed.

Unless already accomplished, for aircraft with flexible oil hose installations having 900 hours or more time in service, compliance with this airworthiness directive is required within the next 100 hours' time in service after the effective date of this airworthiness directive and thereafter at intervals not to exceed 1,000 hours' time in service from the last replacement except as otherwise specified.

Note: Early production aircraft equipped with rigid oil lines between oil radiator and engine, and airplanes with 50-inch-length hose assemblies, Piper Part No. 63901-69, installed at the time of manufacture are all exempt from this airworthiness directive.

To prevent possible rupture of oil hose assemblies 63794-16, 63901-16, or 61413-02, comply with paragraphs (a) and (c) or (b) and (c).

(a) Remove left and right radiator hose assemblies and install new left and right radiator hose assemblies, Piper Part No. 63794-16 or equivalent hose assemblies approved by Chief, Engineering and Manufacturing Branch, FAA, Southern Region, and thereafter at intervals not to exceed 1,000 hours' time in service.

(b) Hose assembly, Piper Part No. 63901-72 (46" length hose in lieu of 40" length) hose may be used and if installed in accordance with paragraph (c) no repetitive replacement is required.

(c) When reinstalling hose assemblies, Part No. 63794-16 or 63901-16, adjust the oil hoses to insure a clearance of 1 3/4" to 2" between oil hoses and the front exhaust stacks. Both oil hoses must be tied firmly together where they pass below the exhaust stacks. As the hose is routed to the rear of the engine, it must pass underneath and behind the electrical ground cable and in front of the lower of the two engine mount struts. The hose must be tied to the engine mount strut at this location so that a clearance of at least 2 inches is maintained between the oil hose and exhaust stack. Hose installation and routing of hose assembly Part No. 63901-72 will be the same as the above except that a minimum clearance of

3.0" between hose assembly and exhaust stacks must be maintained. Special care should be exercised in routing the 46" hose assembly (P/N 63901-72) to prevent chafing.

Note: If hose assembly hours cannot be determined, airplane hours will be used.

Issued in East Point, Ga., on November 5, 1971

W. R. RUCKER,

Acting Director, Southern Region.

[FR Doc.71-16626 Filed 11-15-71;8:45 am]

Office of Pipeline Safety

[49 CFR Part 192]

[Notice 71-6; Docket No. OPS-13]

MINIMUM FEDERAL SAFETY STANDARDS FOR GAS PIPELINES

Modification of Required Capacity of Pressure Relieving and Limiting Stations

The Department of Transportation is considering an amendment to § 192.201 (a) that would change the restriction on accidental pressure buildup in pipelines other than a low pressure distribution system which have a maximum allowable operating pressure (MAOP) of less than 60 p.s.i.g.

Under § 192.201(a) (1), pressure relieving and pressure limiting stations which are not in a low pressure distribution system must have enough capacity and be set to operate to prevent the pressure from exceeding the MAOP plus 10 percent or the pressure that produces a hoop stress of 75 percent of SMYS, whichever is lower.

It has come to the attention of the Department that when the MAOP is below 60 p.s.i.g., present day regulating equipment cannot accurately limit accidental overpressure to 10 percent above the MAOP. In this pressure range, a 10 percent difference in pressures between a regulator and a pressure relieving or limiting device is difficult and impractical to attain, and could result in an erratic and consequently hazardous operation. To rectify this condition, § 192.201(a) (1) would be revised to permit the pressure in pipelines with an MAOP of less than 60 p.s.i.g. but at least 12 p.s.i.g. to build up to the MAOP plus 6 p.s.i.g. The pressure in pipelines with an MAOP of less than 12 p.s.i.g. would be allowed to build up to the MAOP plus 50 percent. Since pressures below 60 p.s.i.g. will not produce a hoop stress of 75 percent of SMYS, this alternative pressure limitation was not included in the proposed amendment.

An overpressure limitation of 6 p.s.i.g. is considered a practical increment sufficient for proper functioning of regulating equipment used in pipelines with an MAOP between 12 and 60 p.s.i.g. At the same time, the 6 p.s.i.g. limitation is higher than necessary for adequate pressure control when the MAOP is below 12 p.s.i.g. Present day equipment is capable of functioning with precision in this low pressure range at increments less than 6 p.s.i.g. but more than 10 percent of MAOP.

The proposed revision of limits for accidental overpressure is an increase over the present 10 percent of MAOP limitation. However, the Department does not believe that safety of the system would be reduced since in recent years pipeline components have been designed and rated for at least 60 p.s.i.g., even though the MAOP of the system may have a much lower setting under § 192.619.

Interested persons are invited to participate in making the proposed amendment by submitting written information, views, or arguments. In particular, comments are requested on (1) the feasibility of adopting the 50 percent of MAOP limitation for pressures below 12 p.s.i.g., and (2) how the proposed amendment would affect the safe operation of pipelines. Submission received before December 15, 1971, will be considered with a view towards amending the proposal before final action is taken. Communications should identify the docket and notice numbers and be sent in duplicate to the Office of Pipeline Safety, Department of Transportation, 400 Sixth Street SW., Washington, DC 20590. All comments received will be available for examination at the Office of Pipeline Safety both before and after the closing date for comments.

This notice is issued under the authority of the Natural Gas Pipeline Safety Act of 1968 (49 U.S.C. sec. 1671 et seq.), § 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, dated November 6, 1968 (33 F.R. 16468).

In consideration of the foregoing it is proposed to amend § 192.201(a) of Title 49 of the Code of Federal Regulations to read as follows:

§ 192.201 Required capacity of pressure relieving and limiting stations.

(a) Each pressure relief station or pressure limiting station or group of those stations installed to protect a pipeline must have enough capacity, and must be set to operate, to insure the following:

(1) In a low pressure distribution system, the pressure must not cause the unsafe operation of any connected and properly adjusted gas utilization equipment.

(2) In pipelines other than a low pressure distribution system—

(i) If the maximum allowable operating pressure is at least 60 p.s.i.g., the pressure must not exceed the maximum allowable operating pressure plus 10 percent or the pressure that produces a hoop stress of 75 percent of SMYS, whichever is lower;

(ii) If the maximum allowable operating pressure is at least 12 p.s.i.g., but less than 60 p.s.i.g., the pressure must not exceed the maximum allowable operating pressure plus 6 p.s.i.g.; or

(iii) If the maximum allowable operating pressure is less than 12 p.s.i.g., the pressure must not exceed the maximum

allowable operating pressure plus 50 percent.

Issued in Washington, D.C., on November 10, 1971.

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

[FR Doc.71-16645 Filed 11-15-71;8:47 am]

**FEDERAL COMMUNICATIONS
COMMISSION**

[47 CFR Part 74]

[Docket No. 19320]

**COMMUNITY ANTENNA TELEVISION
(CATV) SYSTEMS**

Nationally Syndicated Programs; Extension of Time for Filing Comments

Order. Regarding amendment of § 74.1103(g)(2) of the Commission's rules and regulations, Docket No. 19320.

1. In the notice of proposed rule making in this proceeding (36 F.R. 19442),

the Commission called for comments by November 8, 1971, and reply comments by November 18, 1971. By motion filed November 8, 1971, the Association of Maximum Service Telecasters, Inc., requested a 1-week extension of time so that comments may be filed by November 15, 1971, and reply comments by November 23, 1971. In support of its motion, MST cites "the unexpected press of other matters, including other CATV matters."

2. It does not appear that any other party or the public interest in general would be prejudiced if the requested extension is granted.

Accordingly, it is ordered, Pursuant to § 0.289(c)(4) of the Commission's rules and regulations, that the time for filing comments on the notice of proposed rule making in Docket No. 19320 is extended as follows: Comments are due on or before November 15, 1971, and reply comments due on or before November 23, 1971.

Adopted: November 8, 1971.

Released: November 9, 1971.

[SEAL] SOL SCHILDHAUSE,
Chief, Cable Television Bureau.

[FR Doc.71-16676 Filed 11-15-71;8:50 am]