



Natural Gas Transportation System
Post Office Building, P.O. Box 290
1200 Pennsylvania Avenue, NW.
Washington, DC 20044

April 16, 1985

D-0025228

Mr. George M. Nelson
President
Alyeska Pipeline Service Company
1835 South Bragaw Street
Anchorage, Alaska 99512

Re: Resolution of Alyeska Pipeline Service Company Comments on ANGTS
Pipeline Design Criteria Manual (DCM)

Dear Mr. Nelson:

By letter of February 21, 1985 (GOA-85-1014) to the Office of Federal Inspector (OFI), Northwest Alaskan Pipeline Company (NWA) stated the position of both the Alyeska Pipeline Service Company (Alyeska) and NWA with respect to unresolved comments by Alyeska concerning Sections 13.0, and 21.0 and Appendix A to Section 21 of the Pipeline Design Criteria Manual (DCM). Their letter was intended as a request for approval of the last remaining unapproved sections of the DCM, and an acknowledgement that the DCM was complete. In James Harle's letter of March 6, 1985, he confirmed that NWA's letter substantially set forth Alyeska's position on these issues.

On March 13, 1985, and on subsequent dates, Earl Kari and/or Earl Ellis of OFI met with Mr. Harle and Alyeska's consultant to discuss the list of issues and attempt to resolve them. Mr. Ellis' memorandum (enclosed), which outlines the discussions and the positions reached in these meetings, has been reviewed by NWA and they concur with it. I am highly gratified by the degree of success attained in discussions among Alyeska, NWA and my staff.

Mr. Ellis' memorandum indicates that for six of the ten listed issues (Category A) Alyeska has dropped its objections after further explanation. For three other issues (Category B) OFI, NWA and Alyeska now agree that Alyeska's concerns relate to subsequent steps in the design process, and that the issues should be resolved during preparation of design procedures and other plans following remobilization of the project; no changes are needed in the DCM.

The final issue (Category C) remains unresolved: Alyeska would like non-frost bulb related frost heave criteria to be referenced in Section 21A. Specifically, Alyeska's position is that:

"Alyeska has reviewed the majority of PDCM sections and support documents and finds it difficult to 'tie together' NWA's methodology for certain design conditions. For example, an insulated workpad may be required in certain

areas to eliminate frost heave in locations where alteration of drainage could impact TAPS. Even if approved criteria is available, it should be cross-referenced for future use by designers and reviewers."

Mr. Ellis recommends that the DCM be accepted as written. I concur in his recommendation for the following reasons. DCM Section 21A (Appendix) was prepared as a stand-alone document to deal specifically with heave caused by the chilled pipeline. When, following remobilization, the final project design procedures and methodology and remaining criteria are prepared, the pertinent criteria will be integrated into the design procedures, and OFI and Alyeska will have the opportunity to review and provide comments thereon.

Mr. Harle's March 6 letter also noted that there are a number of issues upon which Alyeska has agreed to defer comment until additional documentation becomes available after reactivation of the project. It has always been recognized that the Pipeline DCM does not constitute the complete Design Criteria requiring approval under Federal Right-of-Way Grant Stipulation 1.6.1. NWA, in an April 15, 1985 letter, states that:

"It has been and remains our intention to obtain approval of the remaining elements of design criteria in a logical sequence that would result in approval of the generally-applicable or otherwise prerequisite criteria packages prior to approval of the site-specific (or mile-by-mile) design packages that would be affected by these criteria."

As stated in my December 17, 1981, letter to J. F. McPhail, which I have enclosed for your convenience, NWA must afford Alyeska an opportunity to review and comment upon relevant parts of the plans and programs, including Design Criteria, which are likely to have a significant impact on the Trans-Alaska Pipeline System. The OFI has directed NWA, in writing, to implement this coordination requirement so that your design concerns are fully considered and your dialogue with NWA is documented for use during the subsequent OFI design review process. I can assure you that all relevant design criteria issues will be resolved before the affected final design components are approved. The procedure set forth in my December 17, 1981, letter is designed to accomplish that.

It has been a pleasure working with Alyeska over the past four years and sharing insights on the design of the ANGTS which, like the TAPS, is so important to our national interest. Your staff is to be commended for its highly competent and professional review of the issues, and we look forward to further discussions with you when the project remobilizes.

Sincerely yours,


John T. Rhett
Federal Inspector

Enclosures



701 C Street, Room C-528
P. O. Box 6619
Anchorage, Alaska 99513

April 15, 1985

Rec'd 4/17/85
Doo 32700

MEMO

TO: Mr. John T. Rhett, Federal Inspector ANGTS

FROM: Earl Ellis, Civil Engineer *Earl Ellis*

SUBJECT: Disposition of Alyeska Pipeline Service Company (Alyeska) - Northwest Alaskan Pipeline Company (NWA) Final Unresolved Issues in the Design Criteria Manual

The unresolved Alyeska issues were transmitted to OFI in NWA's letter of February 21, 1985. Alyeska further elaborated on the bases of these concerns in their letter to OFI on March 6, 1985. Meetings between Alyeska and OFI's technical staff were held in Anchorage on March 13, 1985 and April 4, 1985 to enable OFI to obtain a full and complete understanding of the Alyeska issues.

Following is OFI's assessment and disposition of the issues which have been separated into three categories:

- A. Alyeska issues which have been resolved.
- B. Alyeska issues which should be addressed by NWA, commented on by Alyeska and reviewed by OFI during preparation of design procedures and other plans following remobilization of the project.
- C. Alyeska issues which OFI considers invalid within the context of the scope of the DCM and will not be considered in approval of the Manual.

The following issues are included in Category A:

Issue No. 1, Section 21. The issue is in two parts:

- a. Disagreement on the specified moisture content which divides ice-rich and ice-poor in frozen silts and silty sands for the purpose of calculating creep at pipeline bends. (The second part of the issue is addressed in Category B)

Disposition: Alyeska's comment is correct; that is, the selected division between frozen soils which would be considered ice-rich and ice-poor is not on the conservative side. Average values of data were used rather than enveloping values. Alyeska is concerned that with this definition soils

at a pipeline bend adjacent to a TAPS crossing could be designated as ice-poor and have the bend restraint calculated using high thawed soil strengths when in reality the soil could be ice-rich and only much lower creep strength would be available for bend restraint. If the design required thawed soils strengths to confine the pipe bend to preclude movement leading to pipeline failure adjacent to the TAPS pipeline the criteria would require modification to assure a degree of conservatism. Elongation of weakly restrained or unrestrained legs of the bend due to the internal pressure and the temperature difference between the tie-in temperature and the operating temperature produces the movement and change in geometry at the bend which must be evaluated for buckling and potential pipeline rupture. "Worse case" bend movements would amount to less than one half of a foot in the sharper bends that Alyeska is concerned with if restraint were lost for 200 to 300 feet from the apex of the bend because the positive change in temperature between tie-in and operating conditions is relatively small as compared to those of hot pipelines. Therefore, although the comment is appropriate from a purely technical conservative-nonconservative point of view, the design is not sensitive to the "unconservative" criteria. Additionally, as the mile-by-mile design proceeds Alyeska will have the opportunity to evaluate the design on a site specific basis in areas that may affect their pipeline. NWA's criteria are acceptable to OFI as stated.

Issue No. 4 Section 21-A, Subsection 1.1: NWA should substantiate the assumption that frost heave associated with: (1) freezing of unfrozen porewater in already frozen soil, and (2) freezing porewater in non-frost susceptible soil can be neglected.

Disposition:

(1) Testing and careful study of the heaving of frozen soils initially at temperatures near freezing have been accomplished in the NWA laboratory test program, at the Fairbanks Frost Heave Test Site, and at the Calgary Test Site in the Calgary clays which contain a very high unfrozen moisture content. No appreciable heave occurred in any of the soils. Also, evaluation of existing evidence and the above mentioned programs was sufficient to enable the Cold Regions Engineering Technical Committee to agree that no significant heave problem was associated with existing frozen ground. No further documentation is required for OFI to accept this concept and the criteria are acceptable to OFI as written.

(2) Alyeska agreed that the question of heaving of nonfrost susceptible soil was not a subject of further controversy.

Issue No. 5 Section 21-A, Subsection 2.2: The bullet which stated that long term heave would be used in computing cover depth over the pipe was deleted in the final revision. Alyeska believes that the bullet should be re-inserted.

Disposition: Alyeska interpreted the original bullet to mean that increased pipe burial depth would be used by the designers to reduce or limit heave. They endorsed the concept for the purpose of limiting heaving with its resultant effects on the cross drainage patterns. It was never the intent of NWA to limit pipe heaving with increased burial depth - the bullet as written was meant to require burial of the pipe to

a depth that would allow for the calculated heave over the project life maintaining the top of the pipe below the original surface of the ground. It is better to bury the pipe as near the ground surface as possible from the pipe integrity standpoint when designing for frost heave because deeper burial increases confinement and places larger stresses on the pipe for a given amount of heave. Additionally, strain relief from warming and/or thawing of the ground above the pipe is reduced with increased burial depth. No additional wording is required to express the intent of the criteria and the criteria are acceptable to OFI as written.

Issue No. 6 Section 21-A, Subsection 3.4.1: Prediction of heave along the alignment relies on statistical landform values. It is not obvious that this will ensure a conservative frost heave evaluation.

Disposition: NWA will use site specific data for their evaluation where it is available and a "floor" value of a statistical evaluation of landform values where data is not available. This procedure was accepted for the general cross country pipeline because a summation of the compounding conservatisms in the frost heave evaluation plus the large data base made up of the "problem" soils will generally offset any understatement of the soils heave potential. (the exploration plans were made to test the problem soils) NWA will gather site specific data at all pipeline crossings so that the heave evaluation will be based on site specific data. (See DCM Section 20.2.6.4) No additional general criteria are required to strengthen this concept. Additionally, as the mile by mile design proceeds Alyeska will have the opportunity to evaluate the design on a site specific basis in areas that may affect their pipeline. NWA's criteria are acceptable to OFI as stated.

Issue No. 7 Section 21-A, Subsection 3.4.1.2: NWA discards data from soil samples with more than 10 percent organics in evaluating the dry density of the soil to be used to calculate frost heave at a given location. Alyeska believes the exclusion of organic soils from the averaging process could lead to unconservative densities being used in the heave correlation equation.

Disposition: Deleting the soils samples with more than 10 percent organics from the averaging process in determining the dry density of the design soil is conservative because the heave correlation equation predicts increasing heave rates for more dense soils. With the less dense soils samples (high organic soils) deleted from the averaging process a design soil with a higher density is determined. No change in the criteria is required. Alyeska will have the opportunity to review the site specific designs where there is possible interaction between the two pipelines so that their underlying concerns associated with calculation of heave in the organic soils can be addressed in detail at that time. The criteria are acceptable to OFI as written.

Issue No. 8 Section 21-A, Subsection 4.2: Alyeska was concerned that base line readings of the pipeline should be taken immediately following

construction, as well as at the beginning of start-up so that any pipe movements which occur during the dormant period would be detected.

Disposition: NWA's commitment to determine the elevation of the pipeline immediately after the pipe is laid by an as-built survey followed by a monitoring run immediately after startup was verbally accepted by Alyeska as adequate. The criteria are acceptable to OFI as written.

The following issues are included in Category B:

Issue No.1, Section 21. Second of two parts:

- b. Disagreement on the procedure for determining creep in soils.

Disposition: The proposed procedure for determining creep resistance of frozen soils is considered acceptable by the OFI. It is presented in a summary form which will require selection of design values and development of the analytical procedures before use in the mile by mile design. OFI and Alyeska will have the opportunity to review and comment on detailed design procedures when they are developed following project remobilization. Also, if the ongoing NWA effort to develop a more sophisticated pipe-frozen soil interaction model is successful, the presently proposed method will be replaced by the new method. The DCM is acceptable to OFI as written.

Issue No. 3 General Comment No. 2 Section 21-A, Frost Heave Criteria and Methodology: Topics which should be addressed are:

- a. Alteration of surface and subsurface drainage patterns due to heave and frost bulb growth.

Disposition: This comment can be broken into two parts, alteration of drainage due to non frost bulb heaving and alteration of drainage due to frost bulb heaving. Alyeska has experienced drainage alteration problems in permafrost areas where insulated low water crossings were constructed with a thawed zone beneath the insulation. As the soil beneath the insulation froze it heaved as much as two feet vertically causing summer ponding and thermal degradation associated with the inundated area. A maintenance program was required to reconstruct the low water crossings to reestablish the original drainage patterns. The same effect could be caused by the heaving pipe in areas of non permafrost. Subsurface drainage alteration could occur at either. The topic of drainage alteration has been discussed with NWA in detail in the past but because it is subject to site conditions which are difficult if not impossible to determine or analyze, the decision has been made to provide cover over the pipe thick enough to allow for the expected heave with a safety factor to allow for maintenance of the surface drainage. Subsurface drainage modifications will be alleviated to the extent possible with ditch plug placement and subsurface drainage but will at best require considerable maintenance in the operating phase of the project. Alyeska's experience with the heaving of low water crossings should be utilized to improve the design and reduce the amount of and cost of operational maintenance to the extent possible. It is recommended that Alyeska be contacted by NWA at the time of project

reactivation to obtain information on the performance and operational history of the low water crossings to be used in development of the design procedures. The DCM is acceptable to OFI as written.

b. Potential frost jacking of the frost bulb in areas with a deep active layer.

Disposition: Frost jacking has been recognized by NWA and referred to in DCM 21-A. The pipe will be designed for frost heave which will account for frost jacking in most instances. Where jacking or frost heave occurs in excess of the design amount and where it is either posing a threat to pipeline structural integrity (determined by monitoring) or causing a drainage problem maintenance will be required to correct the situation. The maintenance requirements for drainage alteration will be included in the NWA Operations and Maintenance Manual which will be developed before operational startup. Alyeska will have the opportunity to review and comment on the manual at that time. The DCM is acceptable to OFI as written.

The following issue is included in Category C:

Issue No. 2 General Comment No. 1 Section 21-A, Frost Heave Criteria:

Alyeska would like non frost bulb related frost heave criteria to be referenced in Section 21-A. Specifically, Alyeska's position as stated in NWA's letter dated February 21, 1985 referenced above follows:

Alyeska has reviewed the majority of PDCM sections and support documents and finds it difficult to "tie together" NWA's methodology for certain design conditions. For example, an insulated workpad may be required in certain area to eliminate frost heave in locations where alteration of drainage could impact TAPS. Even if approved criteria is available, it should be cross-referenced for future use by designers and reviewers.

Disposition: DCM Section 21-A (Appendix) was prepared as a stand alone document to deal specifically with heave caused by the chilled pipeline. The final project design procedures and methodology, part of the design criteria, must still be prepared. At that time related criteria will be integrated into the design procedures and OFI and Alyeska will have the opportunity to review and provide comments on the procedures. stand

Room 3412, Post Office Building
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20044

DEC 17 1981

Mr. J. F. McPhail
Alyeska Pipeline Service Company
Vice President, ANGTS Relations
P. O. Box 2220
Houston, Texas 77001

Dear Mr. McPhail:

Now that the time pressures of the waiver hearings have eased, I feel that it is appropriate to bring you up-to-date on our thinking about ANGTS design review relative to TAPS. Back in June, just as the waiver process started, you provided to the State Pipeline Coordinator and myself comments on Northwest Alaskan's draft "Government Design-Review Submission Plan." Since that time, of course, the operation of the design review process has clarified many issues raised by that draft document.

Accordingly, I do not intend to revisit your comments point-by-point; Bill Black, the OFI Director of Engineering Review, has communicated with you on the details of the design review process. Instead, I want to discuss more generally the relevance of TAPS as a design issue and Alyeska's role in the design process.

TAPS is obviously of major relevance to OFI's mission. It is the product of project-specific federal legislation similar to that underlying ANGTS. And from the environmental, safety, energy, and technical perspectives, TAPS is one of the major aspects of the alignment in Alaska, which ANGTS design must address. By the same token, we are guided by the statutory mandate for joint or adjacent rights-of-way for compatible uses (Section 28(p) of the Mineral Leasing Act). (For example, Northwest's grant of right-of-way, while requiring generally a 200 feet minimum separation, recognizes that the Federal Inspector may reduce that separation when certain criteria have been met). In balancing these two goals, the federal government has set up a somewhat complicated, though entirely necessary, decisionmaking process for ANGTS design review.

Relative to TAPS, a key to that decisionmaking process is the coordination, during design development between Northwest and Alyeska (as agent for the owners of TAPS), on ANGTS design issues affecting TAPS. Of course, under Stipulation 1.6.1 to its grant of right-of-way, Northwest must afford Alyeska "an opportunity to review and comment upon relevant parts of the plans and programs," which are those "likely to have a significant impact" on TAPS. While Northwest must reasonably consider your comments, it need not always agree. Nevertheless, it must give the OFI evidence of this coordination. The OFI has orally notified, and will in writing direct, Northwest to implement this coordination requirement so that your design concerns are fully considered and your

Following Northwest's design development process, which includes this coordination with Alyeska, there is the more formal design review process conducted by the OFI. In this regard Stipulation 1.7.3 requires in Northwest's NTP applications an analysis of any effects on TAPS and a description of how TAPS will be protected.

To the extent that there is some confusion over how this process should function, it probably comes from the additional provision in Stipulation 1.6.1 which has the OFI consider your suggestions, as it approves design criteria and plans. This is nothing novel; it merely states the obvious point that the OFI will consider all the facts at hand before making a regulatory decision, whether for design review or anything else. This should not be construed as somehow reducing the obligation to coordinate during design development. While the OFI considers all credible comments in solving the complex issues faced in design review, that does not in any way allow either Northwest or Alyeska to short-circuit full coordination.

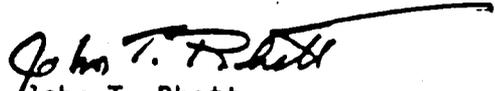
In this regard Northwest and Alyeska have perhaps the best firsthand understanding of ANGTS-TAPS proximity, especially on a mile-by-mile basis. It is therefore incumbent on both private parties to seek joint solutions to placing these two major energy projects closely together in the utility corridor. The federal government recognizes that such a massive undertaking as ANGTS might lead to disputes between the two project companies; witness the indemnification provision in Northwest's grant of right-of-way. Nevertheless, it is both Northwest's and Alyeska's obligation to work in good faith to resolve disputes during design formulation.

As a result, the OFI will not allow any attempts to use the OFI design review process to leverage one party's position against the other. Therefore, the comments we receive from Alyeska in response to Northwest design submissions should, to the extent that they are critical of those submissions, reflect honest disagreement persisting throughout the coordination process, not new objections held back during that coordination. By the same token during design development, Northwest must afford Alyeska adequate opportunity for review and comment. Subsequently, Northwest must provide to the OFI valid reasons if and when it rejects Alyeska's comments given as part of that coordination.

Following this coordination process and during the formal design review process contemplated by both the grant of right-of-way and the President's Decision, the OFI is the final decisionmaker; therefore, third party comment to the OFI is advisory, not mandatory, in nature. But that OFI design authority does not mask the respective legal duties of Northwest and Alyeska. Whether as certificate holder or right-of-way grantee, these project companies are ultimately responsible under their own authorizations for preserving the resources, such as the surrounding environment, touched by the respective pipelines. One of the steps in meeting those duties is this coordination process prior to OFI design review.

in the subsequent OFI design review process should be valuable.

Sincerely yours,


John T. Rhett
Federal Inspector

cc: Charles Behlke
State Pipeline Coordinator

Luke Legg
Northwest Alaskan Pipeline Company

Darrell MacKay
Northwest Alaskan Pipeline Company

Regulatory Guide 3.55, "Standard Format and Content for the Health and Safety Sections of License Renewal Applications for Uranium Hexafluoride Production," describes the information needed in the health and safety sections of renewal applications for uranium hexafluoride plants and recommend a format for its presentation.

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed or (2) improvements in all published guides are encouraged at any time. Comments should be sent to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Docketing and Service Branch.

Regulatory guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Copies of active guides may be purchased at the current Government Printing Office price. A subscription service for future guides in specific divisions is available through the Government Printing Office. Information of the subscription service and current prices may be obtained by writing to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Publications Sales Manager.

(5. U.S.C. 552(a))

Dated at Silver Spring, Maryland this 15th day of April 1985.

For the Nuclear Regulatory Commission.

Robert B. Minogue,

Director, Office of Nuclear Regulatory Research.

[FR Doc. 85-9662 Filed 4-19-85; 8:45 am]

BILLING CODE 7590-01-M

OFFICE OF THE FEDERAL INSPECTOR FOR THE ALASKA NATURAL GAS TRANSPORTATION SYSTEM

Federal Inspector Approval of "Stipulation 1.6.1" Plans for the Alaska Segment of the Alaska Natural Gas Transportation System

AGENCY: Office of the Federal Inspector (OFI) for the Alaska Natural Gas Transportation System.

ACTION: Notice.

EFFECTIVE DATE: April 22, 1985.

FOR FURTHER INFORMATION CONTACT: Rhodell B. Fields, Legal Counsel, Office of the Federal Inspector for the Alaska Natural Gas Transportation System, (202) 275-1100, 1200 Pennsylvania Ave., NW., P.O. Box 290, Washington, D.C. 20044.

Take notice that by letter dated April 16, 1985, to Northwest Alaskan Pipeline

Company (NWA), John T. Rhett, the Federal Inspector, acknowledged that, with the approval on January 25, 1985, of "Stipulation 1.6.1." Plan No. 18 for the Alaska segment of the Alaska Natural Gas Transportation System (ANGTS), the Federal Inspector has approved those 1.6.1 plans that could be concluded prior to remobilization.

On December 1, 1980, the United States Department of the Interior (DOI) issued a grant of right-of-way (F-24538) (R-O-W) to the Alaskan Northwest Natural Gas Transportation Company (ANNGTC), to allow construction of the Alaska segment of the ANGTS over Federal lands. Stipulation 1.6.1 of the R-O-W required the company to submit to the Federal Inspector comprehensive plans for the following areas (1.6.1. Plans):¹

- (1) Air Quality;
- (2) Blasting;
- (3) Camps;
- (4) Clearing;
- (5) Corrosion Control;
- (6) Cultural Resource Preservation;
- (7) Environmental Briefings;
- (8) Erosion and Sedimentation Control;
- (9) Fire Control;
- (10) Liquid Waste Management;
- (11) Material Exploration and Extraction;
- (12) Oil and Hazardous Substances Control, Cleanup and Disposal;
- (13) Overburden and Excess Material Disposal;
- (14) Pesticides, Herbicides, Chemicals;
- (15) Pipeline Contingency;
- (16) Quality Assurance/Quality Control;
- (17) Restoration;
- (18) River Training Structures;
- (19) Solid Waste Management;
- (20) Stream, River and Floodplain Crossings;
- (21) Surveillance and Maintenance;
- (22) Visual Resources;
- (23) Wetland Construction;
- (24) Seismic; and
- (25) Human/Carnivore Interaction.

Moreover, Stipulation 1.6.2 of the R-O-W provides that the plans and programs specified in Stipulation 1.6.1 must be approved in writing by the Federal Inspector.

By letter dated April 16, 1985, the Federal Inspector acknowledged approval of the following plans required by Stipulation 1.6.1 of the R-O-W: 1, 2, 3, 6, 7, 10, 11, 12, 14, 18, 19, 22, 24, and 25. These plans were reviewed by the Federal Inspector and Alaska, and where relevant, were commented upon by the Alyeska Pipeline Service

Company. They address a variety of environmental, health, safety, construction and operation matters related to the Alaskan segment of ANGTS. All parties directly involved consider these plans and programs to be the ones that could be concluded at this time. They agree that the remainder of the plans will be completed following remobilization and, where applicable, prior to approval of site-specific (or mile-by-mile) design packages that would be affected by these plans.

All of the pertinent approval letters for the respective 1.6.1 plans are available for review upon request.

Dated April 16, 1985.

John T. Rhett,

Federal Inspector.

[FR Doc. 85-9588 Filed 4-19-85; 8:45 am]

BILLING CODE 6119-01-M

Federal Inspector Actions Concerning the Pipeline Design Criteria Manual for the Alaska Segment of the Alaska Natural Gas Transportation System

AGENCY: Office of the Federal Inspector (OFI) for the Alaska Natural Gas Transportation System.

ACTION: Notice.

EFFECTIVE DATE: April 22, 1985.

FOR FURTHER INFORMATION CONTACT: Rhodell G. Fields, Legal Counsel, Office of the Federal Inspector for the Alaska Natural Gas Transportation System, (202) 275-1100, 1200 Pennsylvania Ave., NW., P.O. Box 290, Washington, D.C. 20044.

Take notice that by letters dated April 16, 1985, to Northwest Alaskan Pipeline Company (NWA), John T. Rhett, the Federal Inspector, approved Sections 13 and 21A¹ of the Pipeline Design Criteria Manual for the Alaska segment of the Alaska Natural Gas Transportation System (ANGTS).

On December 1, 1980, the United States Department of the Interior (DOI) issued a grant of right-of-way (F-24538) (R-O-W) to the Alaskan Northwest Natural Gas Transportation Company (ANNGTC), to allow construction of the Alaska segment of the ANGTS over Federal lands. Stipulation 1.6.1 of the R-O-W required the company to submit to the Federal Inspector Design Criteria. Moreover, Stipulation 1.6.2 of the R-O-W provided that the plans and programs specified in Stipulation 1.6.1 must be approved in writing by the Federal Inspector.

¹ Design Modes and Frost Heave Design Criteria and Methodology, respectively.

¹ Numbers conform to Plan Numbers.

During the past four years, NWA, as agent and operator for the ANGTS partnership, has submitted individual sections of the Pipeline Design Criteria Manual (DCM) for review by the Federal Inspector and the State of Alaska (Alaska). In addition, as required by Stipulation 1.6.1, NWA submitted Design Criteria to the Alyeska Pipeline Service Company for comment on behalf of the owners of the Trans-Alaska Pipeline System. These comments were considered during the DCM review process. Individual sections of the DCM have been approved previously by the Office of the Federal Inspector. By letters dated April 16, 1985, the Federal Inspector approved Sections 13 and 21A of the DCM. With these most recent approvals, the DCM is now complete as a significant component of the Design Criteria for the Alaska segment of the ANGTS.

The sponsors can rely on those approvals as a basis for development of design procedures, completion of remaining Design Criteria, and Final Design of the pipeline. Those approvals only cover the documents currently on file with the OFI related to the approved DCM sections. The OFI has encouraged the sponsors to make any reasonable changes to the DCM which would provide a more cost-effective design. Positive results from such efforts would be reviewed by the OFI at the appropriate time.

All of the pertinent approval letters for the individual sections of the DCM are available for review upon request.

Dated: April 16, 1985.

John T. Rhett,

Federal Inspector.

[FR Doc. 85-9589 Filed 4-19-85; 8:45 am]

BILLING CODE 6119-01-M

DEPARTMENT OF STATE

[Public Notice 936]

Agency Form Submitted for OMB Review

ACTION: In accordance with the provisions of the Paperwork Reduction Act of 1980, the Department has submitted a collection of information to the Office of Management and Budget for review.

SUMMARY: The following summarizes the information collection proposal submitted to OMB:

1. Form number—JF-53.
2. Title—Application for Dependent Care Training Grant.
3. Purpose—Used to determine eligibility of and identify dependents requesting training outside the Foreign Service Institute's facilities or to request day-care services while dependent is attending a training course.
4. Type of request—Extension.
5. Origin—Foreign Service Institute.
6. Frequency—On occasion.
7. Respondents—Employees and dependents of Foreign Service employees.
8. Estimated number of responses—75.

9. Estimated number of hours needed to respond—6.25.

Section 3504(h) of Pub. L. 96-511 does not apply.

Additional Information or Comments: Copies of the forms and supporting documents may be obtained from Gail J. Cook (202) 632-3602. Comments and questions should be directed to (OMB) Francine Picoult (202) 395-7231.

Dated: April 1, 1985.

Robert E. Lamb,

Assistant Secretary for Administration and Security.

[FR Doc. 85-9641 Filed 4-19-85; 8:45 am]

BILLING CODE 4710-24-M

DEPARTMENT OF TRANSPORTATION

Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q of Department of Transportation's Procedural Regulations (See, 14 CFR 302.1701 et. seq.), Week Ended April 12, 1985

Subpart Q Applications

The due date for answers, conforming application, or motions to modify scope are set forth below for each application. Following the answer period DOT may process the application by expedited procedures, such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Date filed	Docket No.	Description
Apr. 8, 1985.....	43029	Trans Global Airlines, Inc., c/o Harry A. Bowen, Bowen and Atkin, 2020 K Street NW., Suite 350, Washington, D.C. 20006. Conforming Application of Trans Global Airlines, Inc. pursuant to Section 401 of the Act and Subpart Q of the Regulations requests a certificate to engage in scheduled foreign air transportation of persons, property and mail: (a) Between points in interstate and overseas air transportation within the United States, the District of Columbia, and U.S. territories or possessions. (b) Between coterminous points in the United States, the District of Columbia, or U.S. territories and coterminous points in Belgium, the Federal Republic of Germany, Ireland, Israel, Luxembourg, Netherlands, Portugal, and Switzerland. (c) Between coterminous points in the United States, the District of Columbia, or U.S. territories and coterminous points in Antigua, Bahamas, Barbados, Chile, Costa Rica, Dominican Republic, El Salvador, Grenada, Guadeloupe, Guatemala, Haiti, Honduras, Jamaica, Martinique, Netherland Antilles, Panama, St. Kitts, and Trinidad and Tobago; and (d) Between San Juan and Mexico City, Mexico. Answers may be filed by April 22, 1985.
Apr. 11, 1985.....	43036	Midway Airlines (1984), Inc., c/o Joel Stephen Burton, Ginsburg, Feldman and Bress, 1250 Connecticut Avenue, N.W. Washington, D.C. 20036 Application of Midway Airlines (1984), Inc. pursuant to Section 401 of the Act and Subpart Q of the Regulations requests a certificate of public convenience and necessity authorizing scheduled interstate and overseas air transportation. Applicant also requests a determination of fitness pursuant to Part 204 of the Regulations. Conforming Applications, Motions to Modify Scope and Answers may be filed by May 9, 1985.
Apr. 9, 1985.....	42922	King Flying Service, c/o Bill Miller, Bill Miller Associates, Suite 301, 1341 G Street, N.W., Washington, D.C. 20005. Supplemental Material to the Application of King Flying Service. Answers may be filed by May 7, 1985.
Apr. 12, 1985.....	43038	Eastern Air Lines, Inc., Miami International Airport, Miami, Florida 33148. Application of Eastern Air Lines, Inc. pursuant to Section 401 of the Act and Subpart Q of the Regulations to permit Eastern to provide air service on the following routes: Atlanta, Georgia—Tokyo, Japan Honolulu, Hawaii—Tokyo, Japan Los Angeles, California—Tokyo, Japan Miami, Florida—Tokyo, Japan Portland, Oregon—Tokyo, Japan Conforming Applications, Motions to Modify Scope and Answers may be filed by May 10, 1985.

Phyllis T. Kaylor,

Chief, Documentary Services Division.

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