

the Commission's Regulations. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceedings. Copies of this filing are on file with the Commission and are available for public inspection in the Public Reference Room. This filing may be viewed on the web at <http://www.ferc.fed.us/online/rims.htm> (call 202-208-2222 for assistance).

David P. Boergers,

Secretary.

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. GT00-19-000]

Kinder Morgan Interstate Gas Transmission LLC; Notice of Tariff Filing

February 29, 2000.

Take notice that on February 25, 2000 Kinder Morgan Interstate Gas Transmission LLC (KMIGT), formerly KN Interstate Gas Transmission Co. (KNI) filed a complete copy of its proposed FERC Gas Tariff, Fourth Revised Volume Nos. 1-A and 1-B and Second Revised Volume Nos. 1-C and 1-D.

KMIGT states that the proposed tariff is revised only to reflect a change in name from KNI to KMIGT. No changes to the applicable Rate Schedules or General Terms and Conditions in the tariff are being made in this filing.

Any person desiring to be heard or to protest said filing should file a motion to intervene or a protest with the Federal Energy Regulatory Commission, 888 First Street, N.E., Washington, D.C. 20426, in accordance with Sections 385.214 or 385.211 of the Commission's Rules and Regulations. All such motions or protests must be filed in accordance with Section 154.210 of the Commission's Regulations. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceedings. Any person wishing to become a party must file a motion to intervene. Copies of this filing are on file with the Commission and are available for public inspection in the Public Reference Room. This filing may be viewed on the web at <http://www.ferc.fed.us/online/rims.htm> (call 202-208-2222 for assistance).

[rims.htm](http://www.ferc.fed.us/online/rims.htm) (call 202-208-2222 for assistance).

David P. Boergers

Secretary.

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. CP00-91-000]

National Fuel Gas Supply Corporation; Notice of Application

February 29, 2000.

Take notice that on February 22, 2000, National Fuel Gas Supply Corporation (National Fuel), 10 Lafayette Square, Buffalo, New York 14203, filed in Docket No. CP00-91-000 an application pursuant to Sections 7(b) and 7(c) of the Natural Gas Act and Part 157 of the Commission's Regulations (18 CFR 157) for a certificate of public convenience and necessity authorizing the replacement of an existing pipeline and permission and approval to abandon facilities, all as more fully set forth in the application on file with the Commission and open to public inspection. This filing may be viewed on the web at <http://www.ferc.fed.us/online/rims.htm> (call (202) 208-2222 for assistance).

National Fuel requests authorization to replace certain facilities in order to maintain service under existing agreements and to provide additional firm transportation service to National Fuel Gas Distribution Corporation (Distribution). Specifically, National Fuel requests authorization to: (1) Replace 12.9 miles of 8-inch diameter pipeline, known as Lines S-1 and AM-60 in Warren, McKean and Elk Counties, Pennsylvania, with 20-inch diameter pipeline; (2) abandon in place 18.9 miles of 8-inch and 10-inch pipeline, known as Line L in Warren, McKean and Elk Counties, Pennsylvania; (3) relocate, modify or abandon certain appurtenant stations in Warren, McKean and Elk Counties, Pennsylvania; and (4) add approximately 360 horsepower (hp) of compression at the Roystone Compression Station in Warren County, Pennsylvania by modifying the existing units. It is indicated that there will be no abandonment or decrease in service to any of National Fuel's customers as a result of the proposed abandonment of Line L and appurtenant stations.

National Fuel proposes to abandon the Russell City receipt point located on

Line L. It is indicated that Russell City is designated as a receipt point together with several other interconnections between National Fuel and Tennessee Gas Pipeline Company under ten firm transportation agreements pursuant to its EFT Rate Schedule. National Fuel states that it would be able to meet the firm transportation requirements of these customers without the use of Russell City. It is indicated that National Fuel is in the process of seeking consent from the affected EFT Shippers.

National Fuel also proposes to abandon the Allegheny National Forest receipt point located at the interconnection between Line L and the facilities of CNG Transmission Corporation. National Fuel states that this receipt point is designated under two EFT Service Agreements but gas has not been received at this point since December 1984. As a result, the abandonment of the Allegheny National Forest receipt point will not impact any of National Fuel's shippers. It is further indicated that National Fuel is in the process of seeking consent from the two affected EFT Shippers.

National Fuel estimates that cost of the project to be \$11.4 million. National Fuel states that the facilities will be financed with internally-generated funds and/or interim short-term bank loans.

National Fuel requests that the Commission grant a determination of rolled-in rate treatment with respect to the costs associated with this project. National Fuel states that the project would result in system benefits, improving the reliability and flexibility of service on its system.

In its application, National Fuel requests a waiver of Section 1.5 of its FT Rate Schedule so that it can provide service to Distribution without having to equip the delivery points and primary receipt points with real time measurement, communication and control capability. National Fuel asserts that because the FT service to Distribution would be fed by, and would feed into, a no-notice EFT service that does not require measurement information on a real time basis, installation of facilities to measure gas flowing into Line AM-60 at Lamont and out of Line AM-60 at Roystone would not be operationally necessary.

National Fuel also requests waivers of Section 2.3(a) and 2.3(d) of its EFT Rate Schedule which limits its obligations to deliver gas at any combination of delivery points to the Contract Maximum Daily Quantity (MDTQ), and limits National Fuel's aggregate receipt