

127 FERC ¶ 61,309
FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D.C. 20426

June 29, 2009

In Reply Refer To:
Millennium Pipeline Company, L.L.C.
Docket No. RP09-633-000

Millennium Pipeline Company, L.L.C.
One Blue Hill Plaza, Seventh Floor
P.O. Box 1565
Pearl River, NY 10965

Attention: Gary A. Kruse
Vice President - General Counsel & Secretary

Reference: New Firm Rate Schedules FT-2, HT-1, and BH-1

Dear Mr. Kruse:

1. On May 29, 2009 Millennium Pipeline Company, L.L.C. (Millennium) filed revised tariff sheets¹ to implement three new firm transportation services: (1) Rate Schedule FT-2, a limited firm transportation service; (2) Rate Schedule HT-1, an hourly firm transportation service; and (3) Rate Schedule BH-1, a separately stated, firm backhaul service. Millennium's revised tariff sheets also include the recourse rates applicable to such services and ministerial changes to Millennium's tariff necessary as a result of the new services, and are proposed to be effective July 1, 2009. For the reasons discussed below, the Commission accepts Millennium's proposed tariff sheets, to be effective July 1, 2009, as requested, subject to conditions discussed below.

2. Millennium states that it is proposing three new firm transportation services in response to requests by shippers for additional service flexibility. Millennium states that these three new transportation services will provide shippers a broader array of service options and are intended to be consistent with the flexible firm services provided by other interstate pipelines previously approved by the Commission.

¹ The revised tariff sheets are listed in the Appendix.

3. Millennium states that its proposed limited firm transportation service under Rate Schedule FT-2 will provide flexibility to those shippers who desire firm service, but who may be able to accommodate limited periods of time when the service is not scheduled, in exchange for being subject to a reduced maximum reservation rate. Millennium states that Rate Schedule FT-2 is modeled after similar limited firm transportation services currently offered by interstate natural gas pipelines.² Millennium states that, under Rate Schedule FT-2, shippers will be entitled to the same quality of firm transportation service as Rate Schedule FT-1 shippers, subject only to Millennium's right to not schedule service in whole or in part on any day up to a maximum of ten days in any service month. For the remainder of the month, Millennium states, it is obligated to schedule the service as if it were Rate Schedule FT-1 service. Millennium states that scheduled Rate Schedule FT-2 service will not be "subject to a prior claim by another customer or another class of service,"³ and therefore quantities will be scheduled (if the nomination is accepted) according to the same priority afforded to all other firm transportation services provided pursuant to Millennium's tariff. Millennium states that if it becomes necessary for Millennium to exercise its right not to schedule nominations on a given gas day, Millennium will notify shippers prior to the deadline for timely nominations and such shippers will have the option of requesting overrun service pursuant to proposed section 3(f) of Rate Schedule FT-2.

4. Millennium states that during capacity constraints when it is necessary to allocate capacity, Rate Schedule FT-2 shippers whose services have been scheduled will have their service allocated on a *pro rata* basis with all of Millennium's other scheduled firm transportation shippers, with all such firm shippers having priority over interruptible service. Millennium states that FT-2 service nominated at primary receipt and delivery points will receive scheduling priority over quantities nominated at secondary receipt and delivery points. Millennium also states that it may agree to provide discounts for Rate Schedule FT-2 service and the parties may agree to negotiated rates.

5. Millennium states that because service pursuant to Rate Schedule FT-2 is afforded a reduced maximum reservation rate, the possibility exists that Rate Schedule FT-2 service may yield less revenue to Millennium as compared to comparable levels of service under Rate Schedules FT-1 and HT-1. Therefore, Millennium proposes under proposed section 2(h) of Rate Schedule FT-2 that, if and when it receives an acceptable

² Millennium Transmittal at 2, n.3 (citing *Vector Pipeline, L.P.*, 103 FERC ¶ 61,391 (2003); *ANR Pipeline Co.*, 77 FERC ¶ 61,236 (1996); *reh'g denied*, 79 FERC ¶ 61,032 (1997); *Panhandle Eastern Pipe Line Co.*, 74 FERC ¶ 61,102 (1996), *reh'g denied*, 75 FERC ¶ 61,084 (1996)).

³ Millennium Transmittal at 3 (citing 18 C.F.R. 284.7(a)(3)).

request for firm transportation service pursuant to Rate Schedule FT-1 or HT-1 that can only be provided by reducing transportation demand for FT-2 service, Millennium will notify the FT-2 shipper(s) with the lowest net value of service that Millennium may reduce their transportation demand, effective 30 days after such notification, by the equivalent amount of capacity requested under Rate Schedule FT-1 or HT-1. Under proposed section 2(h) of Rate Schedule FT-2, the notified shipper can elect within the 30-day period to either: (1) execute a FT-1 or HT-1 service agreement for the amount of transportation demand subject to such reduction at a rate that exceeds the net present value of the Rate Schedule FT-1 or HT-1 pending request; (2) execute an IT-1 service agreement for the amount of transportation demand subject to reduction; or (3) terminate the transportation demand subject to reduction for the remaining term of FT-2 service.

6. Millennium states that it derived the proposed FT-2 rate based on its existing Rate Schedule FT-1 rate.⁴ Millennium proposes a reservation charge of \$13.269 per Dth, a commodity charge of \$0.2156 per Dth, and an overrun charge of \$0.6518 per Dth. Millennium states that the proposed FT-2 reservation charge is equal to 67.12 percent of the Rate Schedule FT-1 reservation charge and the commodity charge is 32.88 percent of the 100 percent load factor Rate Schedule FT-1 reservation charge, plus the Rate Schedule FT-1 commodity charge of \$0.0019 per Dth. The proposed FT-2 overrun charge is equal to the Rate Schedule FT-1 overrun charge. Millennium states that it designed the proposed FT-2 reservation rate based on the guaranteed number of days per year of scheduled firm service (245), divided by the number of days in a year. Millennium states that the commodity charge as derived recognizes that Rate Schedule FT-2 is a firm service which, if flowed the entire month, is equivalent to firm service (and equates to the 100 percent load factor rates) under Rate Schedule FT-1.⁵ The service will also be subject to the same retainage and applicable surcharges as are applicable to Rate Schedule FT-I service.

7. Millennium states that demand for this service is unknown at this time and therefore it is difficult to project a reasonable estimate of the potential revenues or billing determinates applicable to designing the proposed rates or assess with reasonable accuracy any appropriate cost allocations to the service. Millennium states that because its initial rates were designed on its capacity level and it has not fully subscribed its

⁴ The currently effective FT-1 rates are: Reservation charge of \$19.769 per Dth; Commodity charge of \$0.0019 per Dth; and Overrun charge of \$0.6518 per Dth. First Revised Sheet No. 6 to Millennium's FERC Gas Tariff, Original Volume No. 1.

⁵ Millennium states that the methodology used to establish the derivative rates for this service were based upon the methodology approved by the Commission in *Vector Pipeline*, 103 FERC ¶ 61,391 at P 14.

system, Millennium is at risk to sell this and other firm services. Millennium states that it is scheduled to file a cost and revenue study to justify its rates by no later than the end of the first three years of actual operation,⁶ at which time the Commission and Millennium's shippers will have had some operating experience upon which to review the appropriate cost treatment for this new service. In light of the foregoing, Millennium requests waiver of sections 154.202(a)(1)(v)-(viii) of the Commission's regulations pending review in its upcoming rate proceeding.

8. Millennium states that Rate Schedule FT-2 service is not projected to have any adverse impact upon Millennium's existing services.

9. Millennium proposes Rate Schedule HT-1 to provide service flexibility to shippers who require varying levels of firm service throughout the gas day instead of uniform hourly rates of flow required under other rate schedules. Millennium states that Rate Schedule HT-1 was developed based on Commission-approved hourly firm transportation services currently in effect on other interstate pipelines.⁷ Under proposed Rate Schedule HT-1, Millennium states that a HT-1 shipper can schedule their entire transportation demand over a period of time between 4 and 20 hours (Hourly Delivery Period), with a Maximum Hourly Delivery Quantity (MHDQ) specified in one-hour increments. Millennium states that a shipper's MHDQ will be determined by dividing its transportation demand by the Hourly Delivery Period elected in its service agreement. Millennium states that service under Rate Schedule HT-I will not be "subject to a prior claim by another customer or another class of service,"⁸ and will have quantities scheduled according to the same priority afforded to all other firm services provided pursuant to Millennium's tariff. Similar to other firm rate schedules, Millennium states that during periods of constrained capacity when it becomes necessary to allocate capacity, Rate Schedule HT-1 service will be allocated on a *pro rata* basis along with Millennium's other firm transportation shippers. Millennium states that HT-1 service will be subject to the negotiation of discounts or negotiated rates.

⁶ See *Millennium Pipeline Co. L.L.C.*, 117 FERC ¶ 61,319, at P 104 (2006). Millennium is required to file a cost and revenue study justifying its rates no later than three years (December 22, 2011) after commencing service.

⁷ Millennium Transmittal at 5, n.15 (citing *Vector Pipeline*, 103 FERC ¶ 61,391; *Gulfstream Natural Gas System, L.L.C.*, 91 FERC ¶ 61,119 (2000); *Panhandle Eastern Pipe Line Co.*, 90 FERC ¶ 61,119, *order on reh'g*, 91 FERC ¶ 61,174, *reh'g granted*, 93 FERC ¶ 61,211 (2000)).

⁸ Millennium Transmittal at 6 (citing 18 C.F.R. 284.7(a)(3)).

10. Under proposed section 2(d) of Rate Schedule HT-1, shippers will be permitted to adjust their nominated hourly amounts by submitting a written request no less than one hour before requested initiation or change of service. Millennium states that Rate Schedule HT-1 shippers wishing to schedule quantities in excess of their transportation demand will have the option of requesting overrun service pursuant to section 3(f) of Rate Schedule HT-1. Millennium states that HT-2 service nominated at primary receipt and delivery points will receive scheduling priority over quantities nominated at secondary receipt and delivery points. Millennium also states that Rate Schedule HT-1 shippers will have secondary receipt and delivery point rights, however such receipts and deliveries will be scheduled on the same basis as Rate Schedule FT-1, and flowed at an even rate notwithstanding the hourly flow rates otherwise applicable to Rate Schedule HT-1 service.

11. Millennium states that similar to FT-2 service, the proposed reservation charge for HT-1 service is a derivative of Millennium's currently effective Rate Schedule FT-1 rates. To reflect the value of accelerated deliveries during the gas day, Millennium states, the reservation charge will be determined by multiplying the currently effective Rate Schedule FT-1 reservation charge by the product of the shipper's transportation demand and the number of hour in a gas day (24), divided by the shipper's Hourly Delivery Period. Millennium states that the HT-1 commodity charge is the same commodity charge applicable to FT-1 service, and will be subject to the same surcharges and retainage charges. As is the case with Rate Schedule FT-2, Millennium states that it is not able to project at this time a reasonable level of service for HT-1 service and requests waiver of any requirement to submit such information as part of this application.

12. Millennium states that Rate Schedule HT-1 service is not projected to have any adverse impact upon Millennium's existing services.

13. Millennium states that it is proposing firm backhaul service under Rate Schedule BH-1 to permit customers to separately contract for backhaul service without simultaneously contracting for forwardhaul firm service. Millennium states that this service has been developed based on similar forms of separate, firm backhaul transportation service previously approved by the Commission.⁹ Millennium explains that because of limited, reliable displacement opportunities on its system, it will determine whether or not there is sufficient forwardhaul volume flowing to assure firm backhaul service on a given day. Further, Millennium states that on any day when it becomes necessary to limit Rate Schedule BH-1 service, service will be scheduled on a

⁹ Millennium Transmittal at 7, n.25 (citing *Northern Border Pipeline Co.*, 97 FERC ¶ 61,162 (2001); *Tennessee Gas Pipeline Co.*, 84 FERC ¶ 61,083 (1998), *reh'g denied*, 84 FERC ¶ 61,319 (1998)).

pro rata basis among all Rate Schedule BH-1 shippers based upon transportation demand.

14. Millennium states that Rate Schedule BH-1 service nominated at primary receipt and delivery points will receive scheduling priority over quantities nominated at secondary receipt and delivery points. Millennium states that under section 2(e) of Rate Schedule BH-1 shippers will have flexible primary receipt and delivery point rights, but, to preserve the integrity of the backhaul service, Rate Schedule BH-1 shippers will not be permitted to segment their transportation capacity. As with the proposed FT-2 and HT-1 services, Millennium states that BH-1 service may be subject to discounting or to the agreement of negotiated rates for the service. BH-1 shippers will also have the option of requesting overrun service pursuant to proposed section 3(g) of Rate Schedule BH-1.

15. Millennium states that the proposed \$19.769 per Dth reservation charge, \$0.0019 per Dth commodity charge, and \$0.6518 per Dth overrun charge for Rate Schedule BH-1 service are the same as those charges applicable to Rate Schedule FT-1 service except retainage will be limited to the lost-and-unaccounted-for component only. Under proposed section 3(e), if on any day Rate Schedule BH-1 service is not scheduled, Millennium will provide customers with a reservation charge credit for each day service is not scheduled. For the same reasons stated above, Millennium requests a waiver of any requirement regarding the submission of projected volumes and revenue information for this BH-1 service.

16. Millennium states that Rate Schedule HT-1 service is not projected to have any adverse impact upon Millennium's existing services.

17. To implement the proposed new rate schedules, Millennium is proposing: (a) a number of conforming and other ministerial changes to its tariff, including changes to the General Terms & Conditions (GT&C) of Millennium's FERC Gas Tariff and form of service agreement applicable to the new FT-2, HT-1, and BH-1 proposed transportation services. Millennium is also proposing a number of clerical housekeeping changes to its tariff ranging from updating the employee designated as the contact person for Millennium's tariff to modifying the legal name of one of the contracting parties in the Form of Electronic Contracting Agreement.

18. Notice of Millennium's filing in Docket No. RP09-633-000 was issued on June 2, 2009. Interventions and protests were due as provided in section 154.210 of the Commission's regulations, 18 C.F.R. § 154.210 (2008). Pursuant to Rule 214, 18 C.F.R. § 385.214 (2008), all timely filed motions to intervene and any motions to intervene out-of-time filed before the issuance date of this order are granted. Granting late intervention at this stage of the proceeding will not disrupt this proceeding or place additional burdens on existing parties. On June 18, 2009, Virginia Power Energy Marketing, Inc. (VPEM) filed untimely comments. On June 23, 2009, Millennium filed an answer to VPEM's

comments. We will accept VPEM's comments as well as Millennium's answer because they provide information that may assist us in our decision-making process.¹⁰

19. The Commission finds that Millennium's proposed Rate Schedules are generally consistent with similar proposals approved by the Commission, with one exception, and accordingly, accepts Millennium's revised tariff sheets to become effective July 1, 2009, subject to conditions, as discussed below.

20. VPEM raises several issues concerning Millennium's proposed hourly transportation services. First, VPEM states that no reason exists for limiting hourly scheduling flexibility to Rate Schedule HT-1 shippers and shippers under Millennium's other rate schedules should enjoy the same nominating and scheduling flexibility as Rate Schedule HT-1 shippers. Second, VPEM argues that Millennium should detail how its new proposal will coordinate with NAESB intra-day bumping requirements so that shippers can understand what gas will flow during what times when capacity is constrained. Third, VPEM argues that Millennium should explain in more detail its requirement that a shipper requesting HT-1 service make arrangements with upstream and downstream transporters that are acceptable to Millennium (e.g., what would qualify as acceptable and what would not). Fourth, VPEM argues that Millennium failed to adequately explain why a shipper would not be able to schedule its quantities over a 24-hour period, as opposed to the hourly limitation of 4 to 20 hours proposed by Millennium. Finally, VPEM states that, because in proposed Rate Schedule FT-2, Millennium has given itself the ability to unilaterally revise the levels of service under signed service agreements if Millennium receives an acceptable request for service under Rate Schedules FT-1 or HT-1, VPEM fails to see how Rate Schedule FT-2 service can be considered firm and encourages the Commission to reject this aspect of the service.

21. In its answer, Millennium opposes VPEM's request to extend hourly scheduling flexibility to all transportation services on the grounds that it is inconsistent with the Commission's prior approval of separate, premium priced services providing hourly flow flexibility and beyond the scope of this limited filing under section 4 of the Natural Gas Act. We agree with Millennium that, consistent with the Commission's prior decisions, Millennium is permitted to offer services, in addition to its FT-1 service, that provide

¹⁰ Rule 213(a)(2) of the Commission's regulations, 18 C.F.R. § 385.213(a)(2) (2008), prohibits an answer to a protest unless otherwise ordered by the decisional authority.

increased flexibility to customers.¹¹ Moreover, VPEM cannot demand more service than it currently pays for.¹²

22. We also find that Millennium has sufficiently detailed both the scheduling priorities of its various services and the arrangements an HT-1 shipper must make with upstream and downstream transporters. Millennium clarifies in its answer that service provided under Rate Schedule HT-1 will have the same scheduling and curtailment priority as all other firm services provided under Millennium's tariff and will be subject to all applicable NAESB standards just as with Millennium's other transportation services. With respect to VPEM's concern about the "bumping" effects of Rate Schedule HT-1, Millennium states that there will be none, as the proposed revisions to GT&C section 7.2(d)(2) make clear that once other firm services have been scheduled, nominations under Rate Schedule HT-1 will not bump them, intraday or otherwise. Millennium also states in its answer that its determination whether upstream and downstream arrangements are acceptable will be based solely upon operational circumstances and on a not unduly discriminatory basis.

23. The Commission also accepts Millennium's proposed hourly limitation of 4 to 20 hours, notwithstanding VPEM's objections. Under section 4 of the Natural Gas Act, if the pipeline's proposal is reasonable, the Commission will accept it, regardless of whether other rates, terms, and conditions may be reasonable.¹³ Millennium states in its answer that the range of maximum hourly flow rates represents the range of flexibility that Millennium has determined is operationally and administratively feasible for it to provide under Rate Schedule HT-1. Moreover, it does not believe that it has the operational or administrative capability to allow flow variances to be spread across an entire gas day. In light of the operational and administrative constraints faced by Millennium and given we have accepted similar hourly limitation proposals,¹⁴ we find that Millennium's proposed hourly limitation is reasonable.

¹¹ See, e.g., *Colorado Interstate Gas Company*, 122 FERC ¶ 61,256, at P 76 (2008).

¹² See *Portland Natural Gas Transmission System*, 111 FERC ¶ 61,430, at P 80 (2005).

¹³ See *Western Resources, Inc. v. FERC*, 9 F.3d 1568, 1578 (D.C. Cir. 1993); *Consolidated Edison Co. v. FERC*, 165 F.3d 992 (D.C. Cir. 1999).

¹⁴ See, e.g., *Great Lakes Gas Transmission Limited Partnership*, 120 FERC ¶ 61,105 (2007).

24. The Commission also accepts Millennium's proposal to reduce FT-2 shippers' service entitlements when it receives new requests for Rate Schedule FT-1 or HT-1 service that can only be provided by reducing the entitlements of Rate Schedule FT-2 shippers, with one exception. VPEM argues that this provision renders Rate Schedule FT-2 service something other than firm service. We disagree. As Millennium points out in its answer, the Commission has previously accepted similar terms in similar proposals for limited firm service.¹⁵ For example, on review of a similar proposal for limited firm service, the Commission stated that "[w]hile the [limited firm transportation] service does not fit either of the two models for firm and interruptible transportation as set out in Part 284 of the Commission's regulations, the [limited firm transportation service] is essentially a type of firm, rather than interruptible, service."¹⁶ The Commission also added that "the Commission did not guarantee that the pipeline would be restricted to a static core of services"¹⁷ and that limited firm transportation service "can promote economic efficiency and enhance the efficient functioning of natural gas markets" by increasing the pipeline's throughput to the benefit of all of its customers.¹⁸ VPEM has not presented us with any specific arguments that such is not the case with respect Millennium's proposal and, therefore, we accept Millennium's proposal.

25. Nevertheless, in those cases where we have permitted pipelines to reduce the entitlements of shippers receiving limited firm transportation service, the limited firm shipper's new service agreement need only equal or exceed the net present value of the pending request for service under Rate Schedules FT-1 or HT-1.¹⁹ Millennium proposes, instead, to require that the Rate Schedule FT-2 shipper must exceed the other offers but does not explain the reasons for this difference with respect to its limited firm service and neither can we. Consistent with these other approved filings, Millennium's FT-2 shippers should only be required to enter into a FT-1 or HT-1 service agreement that equals or exceeds the net present value of the FT-1 or HT-1 service agreement. Therefore, Millennium is directed to file revised tariff sheets within fifteen days of the date of this

¹⁵ See, e.g., *Vector Pipeline*, 103 FERC ¶ 61,391; and *Panhandle*, 74 FERC ¶ 61,102.

¹⁶ See *Panhandle*, 74 FERC ¶ 61,102 at 61,325.

¹⁷ See *Panhandle*, 75 FERC ¶ 61,084 at 61,256

¹⁸ See *Id.* at 61,256-7 (citing *Columbia at Columbia Gas Transmission Corporation*, 55 FERC ¶ 61,366, at 62,114 (1991)).

¹⁹ See, e.g., First Revised Sheet No. 58 to *Vector Pipeline, L.P.*'s FERC Gas Tariff, Original Volume 1; and First Revised Sheet No. 101 to *Panhandle Eastern Pipe Line Corp.*'s FERC Gas Tariff, Third Revised Volume No. 1.

order to allow a notified Rate Schedule FT-2 shipper to obtain new service pursuant to FT-1 or HT-1 when the net present value of its new service equals or exceeds the net present value of the Rate Schedule FT-1 or HT-1 pending service request.

26. Also, while the Commission accepts Millennium rates, having been derived from the rates for Millennium's current FT-1 service and based upon the same method of designing rates that the Commission has accepted previously,²⁰ and grants Millennium's requested waiver of sections 154.202(a)(1)(v)-(viii) of the Commission's regulations pending review in its upcoming rate proceeding, we nevertheless require Millennium to file an activity report within 45-days after the first year of service. When a pipeline proposing a new rate schedule lacks experience necessary to provide a reliable projection of possible revenues or costs related to the new service, the Commission has often conditioned its approval upon the filing of an activity report following the first year of service. This appears particularly appropriate here given the numerous unknowns (i.e., shipper interest, potential revenues, billing determinants, and cost allocations) and the number of new firm transportation services being proposed by Millennium. The activity report should be filed within 45 days after the end of the first year of operation of Rate Schedules FT-2, HT-1 and BH-1 and include for each rate schedule: (1) the date service was rendered for each transaction; (2) the volume shipped under each transaction; (3) monthly volumes; (4) the name of the shipper for each transaction; (5) whether the shipper is an affiliate of Millennium; (6) the rate charged for each transaction; (7) the revenues received for each transaction; and (8) the monthly revenues for this service. Such information will provide the Commission and interested parties actual information that can be used to monitor Millennium's activity and revenues for each new rate schedule proposed herein.

By direction of the Commission.

Kimberly D. Bose,
Secretary.

²⁰ See, e.g., *Vector Pipeline*, 103 FERC ¶ 61,391; *Panhandle*, 74 FERC ¶ 61,102; *Gulfstream*, 91 FERC ¶ 61,119; *Panhandle*, 90 FERC ¶ 61,119; *Northern Border*, 97 FERC ¶ 61,162; and *Tennessee*, 84 FERC ¶ 61,083.

Appendix

Docket No. RP09-633-000
Millennium Pipeline Company, L.L.C.

FERC Gas Tariff, Original Volume No. 1
Tariff Sheets to be Effective July 1, 2009, Subject to Conditions

First Revised Sheet No. 0	First Revised Sheet No. 119
First Revised Sheet No. 1	First Revised Sheet No. 120
Second Revised Sheet No. 6	First Revised Sheet No. 121
First Revised Sheet No. 7	First Revised Sheet No. 122
First Revised Sheet No. 9	First Revised Sheet No. 123
First Revised Sheet No. 11	First Revised Sheet No. 124
First Revised Sheet No. 13	First Revised Sheet No. 125
Original Sheet No. 14	First Revised Sheet No. 138
Original Sheet No. 15	First Revised Sheet No. 162
Original Sheet No. 16	First Revised Sheet No. 168
Original Sheet No. 16A	First Revised Sheet No. 196
Original Sheet No. 16B	First Revised Sheet No. 202
Original Sheet No. 16C	First Revised Sheet No. 215
Original Sheet No. 16D	First Revised Sheet No. 222
Original Sheet No. 16E	First Revised Sheet No. 231
Original Sheet No. 16F	First Revised Sheet No. 233
Original Sheet No. 16G	First Revised Sheet No. 348
Original Sheet No. 16H	First Revised Sheet No. 359
Original Sheet No. 16I	First Revised Sheet No. 550
First Revised Sheet No. 19	First Revised Sheet No. 551
First Revised Sheet No. 20	First Revised Sheet No. 552
First Revised Sheet No. 28	First Revised Sheet No. 555
First Revised Sheet No. 45	First Revised Sheet No. 556
First Revised Sheet No. 47	First Revised Sheet No. 566
First Revised Sheet No. 48	First Revised Sheet No. 567
First Revised Sheet No. 50	First Revised Sheet No. 587
First Revised Sheet No. 51	First Revised Sheet No. 588
First Revised Sheet No. 106	First Revised Sheet No. 602
First Revised Sheet No. 107	First Revised Sheet No. 603