

rules and regulations

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Title 10—Energy

CHAPTER I—NUCLEAR REGULATORY COMMISSION

PART 50—LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

Number of Copies of Amendments to Safety Analysis Report

Section 50.30(c)(1)(i) of 10 CFR Part 50 provides that each application for a license to construct and operate a production or utilization facility (including amendments to such applications) should include three signed originals and a specified number of copies. With respect to copies of the safety analysis report, § 50.30(c)(1)(i) requires that 40 copies be submitted to the NRC staff and 30 copies be retained by the applicant for distribution in accordance with the written instructions of the Director of Nuclear Reactor Regulation or Director of Nuclear Material Safety and Safeguards, as appropriate.

An initial submission of 40 copies of the safety analysis report is adequate for staff review since it is practicable to break a set of each safety analysis report into sections so that more than one staff member may work concurrently with a single SAR. It is not feasible, however, in most instances to divide an amendment to the SAR so that it may be reviewed concurrently by more than one staff member. In many instances, the staff must reproduce additional copies of the amendments.

Accordingly, the Commission is increasing the number of copies of amendments to the safety analysis report which must be submitted to the staff from 40 to 60 copies. This increase in the number of copies to be submitted will materially contribute to the expeditious review of the amendments to the SAR.

Because this amendment relates solely to minor procedural matters, notice of proposed rule making and public procedure thereon are unnecessary and good cause exists to make the amendment effective on July 27, 1976.

Pursuant to the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and sections 552 and 553 of title 5 of the United States Code, the following amendment to Title 10, Code of Federal Regulations, Part 50 is published as a document subject to codification.

1. Paragraph 50.30(c)(1)(i) is amended to read as follows:

§ 50.30 Filing of applications for licenses; oath or affirmation.

(c) Number of copies of application.
(1) Each filing of an application for a

license to construct and operate a production or utilization facility (including amendments to such applications) should include three signed originals and the following number of copies:

(i) For an application for a license for a facility described in § 50.21(b) or § 50.22, or a testing facility: Fifteen (15) copies of that portion of the application containing the information required by §§ 50.33 and 50.37 (general information) and forty (40) copies of that portion of the application containing any of the information required by §§ 50.34 and 50.34a (safety analysis report) except that sixty (60) copies shall be filed if such portion of the application is an amendment to the safety analysis report; an additional ten (10) copies of the general information and thirty (30) copies of the safety analysis report, or part thereof or amendment thereto, shall be retained by the applicant for distribution in accordance with the written instructions of the Director of Nuclear Reactor Regulation or Director of Nuclear Material Safety and Safeguards, as appropriate. The Director of Nuclear Reactor Regulation or Director of Nuclear Material Safety and Safeguards may request additional copies of applications and the safety analysis report where the design is of a unique nature or for applications submitted pursuant to this Part 50, Appendices M, N, and O.

Effective date: These amendments become effective on July 29, 1976.

(Sec. 161, Pub. L. 83-703, 68 Stat. 948 (42 U.S.C. 2201); Sec. 201, Pub. L. 93-438, 88 Stat. 1242 (42 U.S.C. 5841))

Dated at Bethesda, Md., this 10th day of July 1976.

For the Nuclear Regulatory Commission.

LEE V. GOSSICK,
Executive Director
for Operations.

[FR Doc.76-21665 Filed 7-28-76;8:45 am]

PART 70—SPECIAL NUCLEAR MATERIAL Criticality Accident Protection Requirements

On October 11, 1974, the Atomic Energy Commission published in the FEDERAL REGISTER (39 FR 36602) proposed amendments of its regulations in 10 CFR Part 70, "Special Nuclear Material," for public comment. The amendments proposed requiring a criticality accident dosimetry capability where special nuclear material is handled, used, or stored.

The purposes of this dosimetry are to provide a method for determining which individuals were significantly exposed, and to provide estimates of neutron and gamma doses to personnel, should a criticality accident occur.

After the amendments were proposed, the Nuclear Regulatory Commission staff prepared a value-impact analysis on the effects of requiring this criticality accident dosimetry capability. The analysis indicated that while the cost of the dosimetry was found to be fairly modest, the probable value of the dosimetry was still not worth the cost. The bases of this conclusion were: (1) The future occurrence rate of such accidents was predicted to be very small; and (2) physicians experienced in the treatment of individuals who have received large doses of radiation reported that although they would wish to have dose estimates, in the event of radiation exposure, they would base their treatment entirely on physical symptoms, not on dose estimates. The principal value of the dosimetry was, it was suggested, its ability to provide a good estimate of the dose within 24 hours, before major physical symptoms are apparent, so that early preparation for the necessary medical treatment can proceed. The value of this early preparation was difficult to quantify, but was not considered significant. The probability of such earlier preparation resulting in a life saved was estimated to be very small. The value-impact analysis is available in the NRC Public Document Room, or a copy may be obtained upon request from the Office of Standards Development, Washington, D.C. 20555.

The value-impact analysis did indicate that a device, such as an indium strip, to permit immediate identification of the workers exposed to radiation from a criticality accident, was well worth the cost. Therefore, the effective rule requires this "screening" device but does not require use of a dosimeter.

Under section 301 of the Energy Reorganization Act of 1974¹ any proceedings pending before the AEC at the time of its abolition, and the establishment of the NRC, shall, to the extent that such proceedings relate to functions transferred by the Act, be continued by NRC. After careful consideration of the comments received and other factors involved, the Commission has adopted the amendments in the form set out below.

Pursuant to the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and sec-

¹ Public Law 93-438 (88 Stat. 1233).

tions 552 and 553 of title 5 of the United States Code, the following amendments of Title 10, Chapter I, Code of Federal Regulations Part 70, are published as a document subject to codification.

Section 70.24 is amended by revising the section heading and the last sentence of the prefatory language in paragraph (a); by redesignating paragraph (b) as paragraph (d); and by adding new paragraphs (b) and (c) to read as follows:

§ 70.24 Criticality accident requirements.

(a) * * * This section is not intended to require underwater monitoring when special nuclear material is handled or stored beneath water shielding or to require monitoring systems when special nuclear material is being transported when packaged in accordance with the requirements of Part 71 of this chapter.

(b) Each licensee authorized to possess special nuclear material in quantities in excess of those specified in paragraph (a) shall:

(1) Provide the means for identifying quickly which individuals have received doses of 10 rads or more.

(2) Maintain facilities and supplies at the site for decontamination of personnel, arrangements for the services of a physician and other medical personnel qualified to handle radiation emergencies, arrangements for transportation of injured or contaminated individuals to treatment facilities, and arrangements for treatment of individuals at treatment facilities outside the site boundary.

(c) Holders of licenses for construction or operation of a nuclear reactor issued pursuant to Part 50 of this chapter, except critical assembly reactors, are exempt from the requirements of paragraph (b) of this section with respect to special nuclear material used or to be used in the reactor.

(d) Any licensee who believes that good cause exists why he should be granted an exemption in whole or in part from the requirements of this section may apply to the Commission for such exemption. Such application shall specify his reason for the relief requested.

Effective date: The foregoing amendments become effective on September 27, 1976.

(Secs. 53, 161(b) and (1), 182, 183, Pub. L. 83-703, 88-489, 68 Stat. 930 as amended, 948 as amended, 949, 953 as amended, 954, 78 Stat. 602 (42 U.S.C. 2073, 2201(b) and (1), 2232, 2233); Sec. 201, Pub. L. 93-438, Pub. L. 94-79, 88 Stat. 1242 as amended, 89 Stat. 413 (42 U.S.C. 5841)).

Dated at Washington, D.C. this 22nd day of July 1976.

For the Nuclear Regulatory Commission.

SAMUEL J. CHILK,
Secretary of the Commission.

[FR Doc. 76-21938 Filed 7-28-76; 8:45 am]

Title 12—Banks and Banking
CHAPTER III—FEDERAL DEPOSIT
INSURANCE CORPORATION

PART 303—APPLICATIONS, REQUESTS,
AND SUBMITTALS

Effective July 22, 1976, § 303.13 of the rules and regulations of the Federal Deposit Insurance Corporation (12 CFR § 303.13) is amended by adding paragraph (h), to read as follows:

§ 303.13 Other delegations of authority.

(h) *Competitive factor reports of "no significant competitive effects."* The Board of Directors has delegated to the Executive Secretary, or his designee, the authority on behalf of the Board of Directors to furnish reports to the Board of Governors of the Federal Reserve System or the Comptroller of the Currency on the competitive factors involved in any merger required to be approved by one or the other of the agencies, if a majority of the appropriate Divisions or Offices of the Corporation are of the view that the proposed merger would have no significant competitive effects and if no member of the Board has indicated an objection prior to the forwarding of the report to the appropriate agency.

This amendment is designed to expedite processing of the competitive factor report required by the Bank Merger Act of 1960 (12 U.S.C. 1828(c) (4)) where Corporation staff views a proposed bank merger as having no significant competitive effects.

Inasmuch as the Board of Directors has found that this amendment involved statements of only internal Corporation procedure and, therefore, pursuant to § 302.6 of the rules and regulations of the Federal Deposit Insurance Corporation (12 CFR 302.6), that notice, public participation, and prior publication are unnecessary and would serve no useful purpose, the requirements of section 553 of Title 5, United States Code, with respect to notice, public participation, and deferred effective date were not followed in connection with this amendment.

By order of the Board of Directors,
July 22, 1976.

FEDERAL DEPOSIT INSURANCE
CORPORATION,
ALAN R. MILLER,
Executive Secretary.

[FR Doc. 76-22002 Filed 7-28-76; 8:45 am]

Title 14—Aeronautics and Space
CHAPTER I—FEDERAL AVIATION ADMIN-
ISTRATION, DEPARTMENT OF TRANS-
PORTATION

[Docket No. 76-SO-74; Amdt. 39-2679]

PART 39—AIRWORTHINESS DIRECTIVE
Piper PA-28R and PA-32R Airplanes

There has been a failure of the nose landing gear trunnion on a Piper PA-

28R-200 which resulted in a collapsed nose gear during landing. Since this condition is likely to exist or develop in other aircraft of the same type design, an airworthiness directive is being issued to require inspection of the nose gear trunnion for cracks and modification as necessary on Piper PA-28R and PA-32R airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

PIPER. Applies to: PA-28R serial numbers 7635001 to 7635249 inclusive, 7635251 to 7635299 inclusive, 7635302 to 7635318 inclusive and 7635321; PA-32R serial numbers 7680001 to 7680132 inclusive, 7680134 to 7680220 inclusive, 7680222 to 7680231 inclusive, 7680233 to 7680236 inclusive, 7680238 to 7680243 inclusive, 7680245 to 7680256 inclusive, 7680258 to 7680294 inclusive, 7680296 to 7680322 inclusive, 7680324 to 7680326 inclusive and 7680332.

NOTE.—All other PA-28R-180, PA-28R-200 and PA-32R-300 airplanes that have had the Nose Gear Trunnion Assembly (Piper Part Number 67054-00V) replaced with one supplied by the manufacturer between August 1, 1975 and August 1, 1976, must also comply with this airworthiness directive.

Compliance required prior to the next flight unless already accomplished. Aircraft located in a non-servicing area may be flown (gear extended) to a service facility for compliance with this airworthiness directive after nose gear trunnion has been visually inspected and a determination made that no obvious cracks exist on the trunnion ear to which the nose landing gear arm spring is attached. NOTE: This initial inspection may be performed by the pilot or by other persons authorized to perform preventive maintenance under FAR 43.

If cracks are found, the airplane may be flown in accordance with FAR 21.197 to a base where the repair can be performed.

To prevent possible nose gear collapse accomplish the following:

1. Remove top and bottom engine cowl.
2. Place aircraft on jacks.
3. PA-28R Only—Remove assist springs (part numbers 67168-00V and 67169-00V) from nose gear trunnion (67054-00V) attach lug.
4. PA-32R Only—Remove assist spring (part number 67168-00V), bolt (part number 400 011), and bushings (part numbers 82732-95V & 63900-138V) from nose gear trunnion (67054-00V) attach lug.
5. Remove paint from area of attachment lug.

CAUTION

DO NOT USE ABRASIVE MATERIAL TO REMOVE PAINT FINISH AS THIS ACTION WOULD OBSCURE AND BLEND THE CRACK SURFACE (SHOULD A CRACK EXIST).

A suitable solvent such as acetone or lacquer thinner should be used and the area wiped clean with a dry cloth.

6. By use of a minimum 3½ power magnifying glass, inspect the area around the attachment lug for evidence of cracking. Special attention should be given to the outer circumference of the lug.

7. Should a crack be found, install Piper Nose Gear Trunnion Modification Kit 761 074V before further flight.

8. Should no crack be found, reassemble in reverse order, Steps 3 or 4 (whichever applicable) as outlined above.

9. Install engine cowl.

10. Perform gear retraction and free fall extension to assure proper landing gear operation (refer to PA-28 or PA-32 Service Manual, whichever is applicable).

11. Remove aircraft jacks.

Piper Service Bulletin No. 510, Revision A, dated July 14, 1976, covers this same subject.

An equivalent repair may be approved by the Chief, Engineering and Manufacturing Branch, ASO-210, FAA, Southern Region.

This amendment becomes effective August 6, 1976.

(Sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 and 1423) and of Section 6(c) of the Department of Transportation Act (49 U.S.C. 1655 (c)))

Issued in East Point, Georgia on July 20, 1976.

PHILLIP M. SWATEK,
Director, Southern Region.

[FR Doc. 76-21895 Filed 7-28-76; 8:45 am]

[Docket No. 76-EA-40; Amdt. 39-2680]

PART 39—AIRWORTHINESS DIRECTIVE
Piper Aircraft

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to issue an airworthiness directive applicable to Piper PA-31 type airplanes.

There have been reports of elevator balance weights being loose and broken on the subject type airplanes. Since this deficiency can exist or develop on similar type airplanes, an airworthiness directive is being issued which will require an alteration of the weights by incorporation of a kit.

In view of the foregoing and because the deficiency is one which affects air safety, notice and public procedure hereon are impractical and good cause exists for making the amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.89 [31 FR 13697] § 39.13 of Part 39 of the Federal Aviation Regulations is amended by issuing a new airworthiness directive, as follows:

PIPER. Applies to Models PA-31-325, Serial Nos. 31-7400990, 31-7512006 through 31-7512058; PA-31-350, Serial Nos. 31-5001 through 31-7552108 certified in all categories.

To prevent possible hazards in flight associated with loose elevator balance weights, accomplish the following within the next fifty hours in service from the effective date of this AD unless previously accomplished:

a. Alter the elevator balance weight attachment in accordance with Piper Elevator Balance Weight Modification Kits No. 761 040 applicable to Model PA-31-325 or No. 761 041 applicable to Model PA-31-350 or approved equivalent alterations.

b. Equivalent alterations must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

(Piper Service Bulletin Number 500 refers to this subject).

This amendment is effective August 3, 1976.

(Sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 and 1423), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655 (c)))

Issued in Jamaica, N.Y., on July 20, 1976.

WILLIAM E. MORGAN,
Director, Eastern Region.

[FR Doc. 76-21887 Filed 7-28-76; 8:45 am]

[Docket No. 15612; Amdt. 39-2682]

PART 39—AIRWORTHINESS DIRECTIVES
Rolls-Royce (1971) RB211-22 Series Engines

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring periodic inspections for cracks in the intermediate compressor casing and replacement of the casing, as necessary, on Rolls-Royce (1971) RB211 series engines to supersede amendment 39-2170 (40 FR 16190), AD 75-08-18, was published in the FEDERAL REGISTER at 41 FR 17398.

Interested persons have been afforded an opportunity to participate in the making of the amendment and no objections were received. However, based on a review of the manufacturer's data, the AD has been revised to exempt Silcoset-coated aluminum compressor casings from the repetitive inspection requirements of the AD. Rolls-Royce Modification 3738 covers the incorporation of Silcoset-coated aluminum casings. Since this change is relaxatory in nature and imposes no additional burden on any person additional notice and public procedure on this change is unnecessary. The AD also includes an updated reference to the manufacturer's service bulletin.

It should be noted that this amendment has been made effective upon issuance. A number of operators have been performing repetitive inspections on steel and Silcoset-coated aluminum compressor casings in accordance with the requirements of AD 75-08-18. This amendment will relieve an unnecessary burden, and, therefore, good cause exists for making it effective in less than 30 days.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following airworthiness directive:

ROLLS-ROYCE (1971) LIMITED. Applies to Rolls-Royce RB211-22 series engines that do not incorporate Rolls-Royce Modifications 3310, and 3738.

Compliance is required as indicated.

To prevent inflight engine shutdown that could result from cracks in the engine intermediate casing, accomplish the following:

(a) Within the next 50 hours engine time in service after the effective date of this AD, or before the accumulation of the lesser of 400 hours total engine time in service or 280 cycles, whichever occurs later, unless already accomplished in accordance with Revision 5 of Rolls-Royce Service Bulletin RB211-72-A3077, dated July 5, 1976, comply with paragraph (b) of this AD.

(b) Inspect the outside of the intermediate compressor casing for axial cracks in the outer main casing wall, using the dye penetrant method—

(1) In the vicinity of the internal wheel case oil scavenge boss and the borescope access port at the 5 o'clock location when viewed from the rear; and

(2) In the vicinity of the internal gearbox oil vent and pressure tube connections (ground handling point) at the 9 o'clock location when viewed from the rear.

(c) If a crack is found during any inspection required by this AD, and that crack, either—

(1) Has reached either the oil scavenge boss which is located at the 5 o'clock location or the ground handling point which is located at the 9 o'clock location;

(2) Has progressed through either the oil scavenge boss which is located at the 5 o'clock location or the ground handling point which is located at the 9 o'clock location; or

(3) Is in close proximity to and appears to be approaching either the oil scavenge boss which is located at the 5 o'clock location or the ground handling point which is located at the 9 o'clock location; before further flight, except that the engine may be operated on an aircraft which is flown in accordance with FARs 21.197 and 21.199 to a base where replacement can be accomplished, replace the cracked casing with a serviceable casing of either steel, Silcoset-coated aluminum or aluminum. If replacement is accomplished with other than a Silcoset-coated aluminum casing or steel casing continue to inspect the replacement casing for cracks in accordance with paragraph (b) of this AD at intervals established in paragraph (e) of this AD.

(d) If a crack is found during any inspection required by this AD which does not conform to any of the criteria of paragraph (c) of this AD and which has progressed from a point forward to a point aft of the oil scavenge boss which is located at the 5 o'clock location, or from a point forward to a point aft of the ground handling point which is located at the 9 o'clock location, replace the cracked casing with a serviceable casing of either steel, Silcoset-coated aluminum or aluminum, before further flight, except that the engine may be operated on an aircraft which is flown, either—