

Amendment Number 6 Effective Date:
June 5, 2006.
SAR Submitted by: BNG Fuel Solutions
Corporation.
SAR Title: Final Safety Analysis Report
for the Ventilated Storage Cask
System.
Docket Number: 72-1007.
Certificate Expiration Date: May 7, 2013.
Model Number: VSC-24.
* * * * *

Dated at Rockville, Maryland, this 3rd day
of March, 2005.

For the Nuclear Regulatory Commission.

Luis A. Reyes,

Executive Director for Operations.

[FR Doc. E6-4083 Filed 3-20-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 25, 91, 121, 125, and 129

[Docket No. FAA-2005-22997; Notice No.
05-14]

RIN 2120-A123

Reduction of Fuel Tank Flammability in Transport Category Airplanes

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM); extension of comment period.

SUMMARY: This action extends the
comment period for an NPRM published
on November 23, 2005. In the NPRM,
the FAA proposed new rules that would
require operators and manufacturers of
transport category airplanes to take
steps that, in combination with other
required actions, should greatly reduce
the chance of a catastrophic fuel tank
explosion. The extension of the
comment period is a result of requests
from a number of entities to allow
public comment on new information
that has recently been placed in the
public docket.

DATES: Send your comments on or
before May 8, 2006.

ADDRESSES: You may send comments on
the NPRM, identified by Docket No.
FAA-2005-22997, using any of the
following methods:

- DOT Docket Web site: Go to
<http://dms.dot.gov> and follow the
instructions for sending your comments
electronically.
- Government-wide rulemaking Web
site: Go to <http://www.regulations.gov>
and follow the instructions for sending
your comments electronically.
- Mail: Docket Management Facility;
U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building,
Room PL-401, Washington, DC 20590-
0001.

- Fax: 1-202-493-2251.
- Hand Delivery: Room PL-401 on
the plaza level of the Nassif Building,
400 Seventh Street, SW., Washington,
DC, between 9 a.m. and 5 p.m., Monday
through Friday, except Federal holidays.

For more information on the
rulemaking process, see the
SUPPLEMENTARY INFORMATION section of
the NPRM.

Privacy: We will post all comments
we receive, without change, to <http://dms.dot.gov>, including any personal
information you provide. For more
information, see the Privacy Act
discussion in the **SUPPLEMENTARY
INFORMATION** section of the NPRM.

FOR FURTHER INFORMATION CONTACT:

Michael E. Dostert, FAA Propulsion/
Mechanical Systems Branch, ANM-112,
Transport Airplane Directorate, Aircraft
Certification Service, 1601 Lind
Avenue, SW., Renton, Washington
98055-4056; telephone (425) 227-2132,
facsimile (425-227-1320); e-mail:
mike.dostert@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA continues to invite
interested persons to take part in this
rulemaking by sending written
comments, data, or views about the
NPRM we issued on November 17,
2005, Reduction of Fuel Tank
Flammability in Transport Category
Airplanes (70 FR 70922, November 23,
2005). We also invite comments about
the economic, environmental, energy, or
federalism impacts that might result
from adopting the proposals in the
NPRM. The most helpful comments
reference a specific portion of the
NPRM, explain the reason for any
recommended change, and include
supporting data. We ask that you send
us two copies of written comments.

Background

On November 17, 2005, the Federal
Aviation Administration (FAA) issued
Notice No. 05-14, Reduction of Fuel
Tank Flammability in Transport
Category Airplanes (70 FR 70922,
November 23, 2005). The comment
period for the NPRM ends on March 23,
2006.

We received requests from a number
of entities to extend the comment period
on this NPRM by 60 days. These entities
noted that information contained in a
report prepared for the FAA by Sandia
National Laboratories, that assesses the
effectiveness of previous actions
resulting from SFAR 88 at reducing the

occurrence of ignition sources and
associated accident rate resulting from
fuel tank explosions, has only recently
been placed in the public docket and
they requested additional time to
consider this information in their
comments. In addition, the FAA will
include copies of independent peer
reviews of the Sandia Report and the
Fuel Tank Flammability Assessment
User's Manual, in the public docket for
the NPRM.

The FAA agrees with the petitioners'
requests for an extension of the
comment period. We recognize the
NPRM's contents are significant and
complex. Also, the original comment
period is insufficient because the
additional information was not available
in the public docket earlier in the
comment period. Further, we
understand that additional requests for
extensions will be filed shortly by some
entities that will be directly affected by
the proposals in the NPRM. We have
determined that an additional 45 days
will be sufficient to allow for all
commenters to collect and send
information they believe necessary for
the FAA to understand their concerns
on the proposed rules and the
additional information recently added
to the NPRM public docket as
previously discussed. Absent unusual
circumstances, the FAA does not
anticipate any further extension of the
comment period for the NPRM.

On November 18, 2005, we issued a
Notice of availability of proposed AC
25.981-2A, Fuel Tank Flammability,
and request for comments (70 FR 71365;
November 28, 2005). This Notice
announced the availability of and
requested comments on a proposed AC
which sets forth an acceptable means,
but not the only means, of
demonstrating compliance with the
provisions of the airworthiness
standards in the NPRM. The comment
period for the proposed AC ends on
March 23, 2006 and is also being
extended by 45 days. The extension of
the comment period for the proposed
AC is being published concurrently
with this extension.

Extension of Comment Period

In accordance with 14 CFR 11.47(c),
the FAA has reviewed the requests of a
number of entities for an extension of
the comment period to the NPRM. The
FAA finds that an extension of the
comment period for Notice No. 05-14 is
consistent with the public interest, and
that good cause exists for taking this
action.

Accordingly, the comment period for
Notice No. 05-14 is extended until May
8, 2006.

Issued in Washington, DC, on March 14, 2006.

John J. Hickey,

Director, Aircraft Certification Service.

[FR Doc. E6-4025 Filed 3-20-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-143-AD]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: The FAA is revising an earlier proposed airworthiness directive (AD), applicable to all Gulfstream Aerospace Corporation Model G-159 airplanes. The original NPRM would have required repetitive non-destructive testing inspections to detect corrosion of the skin of certain structural assemblies, and corrective action if necessary. The original NPRM also would have required x-ray and ultrasonic inspections to detect corrosion and cracking of the splicing of certain structural assemblies, and repair if necessary. The original NPRM resulted from reports that exfoliation corrosion had been found in the lower layer of the lower wing plank splices. This action revises the original NPRM by expanding the inspection areas to include the wing lower plank splices, ailerons, flaps, elevators, vertical and horizontal stabilizers, rudder, rudder trim tab, and aft lower fuselage from fuselage station (FS)559 to FS669. The actions specified by this new proposed AD are intended to detect and correct corrosion and cracking of the lower wing plank splices and spot-welded skins of certain structural assemblies, which could result in reduced controllability of the airplane. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by April 17, 2006.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 96-NM-143-AD, 1601 Lind Avenue, SW.,

Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 96-NM-143-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT: Michael Cann, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6038; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (*e.g.*, reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments

submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-143-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 96-NM-143-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to all Gulfstream Aerospace Corporation Model G-159 airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on June 6, 2001 (66 FR 30343). That NPRM would have required repetitive non-destructive testing inspections to detect corrosion of the skin of certain structural assemblies, and corrective action if necessary. That NPRM also would have required x-ray and ultrasonic inspections to detect corrosion and cracking of the splicing of certain structural assemblies, and repair if necessary. That NPRM was prompted by reports that exfoliation corrosion had been found in the lower layer of the lower wing plank splices. That condition, if not corrected, could result in local instability failures of the wing under certain load conditions and result in degradation of wing capability.

Actions Since Issuance of Previous Proposal

Since the issuance of that NPRM, we have received additional reports indicating corrosion in a larger area of the wing than the area specified in the original NPRM. This condition, if not corrected, could cause cracking and corrosion of the lower wing plank splices and spot-welded skins of certain structural assemblies, which could result in reduced controllability of the airplane.