

## NATIONAL TRANSPORTATION SAFETY BOARD

### Reporting Statistics—Airlines

**AGENCY:** National Transportation Safety Board.

**ACTION:** Notice of statistical reporting changes.

**SUMMARY:** On January 7, 1997, the NTSB adopted a system for classifying airline accidents by their severity. This system is a minor revision of a proposal published in the Federal Register on December 5, 1996. An improved classification system providing more meaningful measures of the level of safety of airline transportation was required by the FAA Reauthorization Act of 1996. This notice describes changes in the adopted version from the proposed classification system and additional accident parameters, many focusing on passenger injuries. The NTSB will remain open to suggestions for improving the content and format of its statistics.

**DATES:** The NTSB adopted the new classification system on January 7, 1997.

**ADDRESSES:** Comments and suggestions may be submitted to: Analysis and Data Division (RE-50), ATTN: Airline Statistics, National Transportation Safety Board, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594-2000.

**FOR FURTHER INFORMATION CONTACT:** Stan Smith (202) 314-6550.

**SUPPLEMENTARY INFORMATION:** The Safety Board retained its proposed four-category system but re-designated the second category "Serious" rather than "Severe." A cautionary note was added to the list of accidents in which one or more passengers received fatal injuries. That note reads:

The NTSB wishes to make clear to all users of the following list of accidents that the information it contains cannot, by itself, be used to compare the safety either of operators or of aircraft types. Airlines that have operated the greatest number of flights and flight hours could be expected to have suffered the greatest number of fatal-to-passenger accidents (assuming that such accidents are random events, and not the result of some systematic deficiency). Similarly, the most used aircraft types would tend to be involved in such accidents more than lesser used types. The NTSB also cautions the user to bear in mind when attempting to compare today's airline system to prior years that airline activity (and hence exposure to risk) has risen by almost 100% from the first year depicted to the last.

Issued in Washington, DC on this 13th day of February, 1997.

Jim Hall,

*Chairman.*

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**BILLING CODE** 7533-01-M

## NUCLEAR REGULATORY COMMISSION

[Docket Nos. STN 50-454, STN 50-455, STN 50-456 and STN 50-457]

### Commonwealth Edison Company; Notice of Consideration of Issuance of Amendments to Facility Operating Licenses, Proposed no Significant Hazards Consideration Determination, and Opportunity for a Hearing

The U.S. Nuclear Regulatory Commission (the Commission) is considering issuance of amendments to Facility Operating License Nos. NPF-37, NPF-66, NPF-72, and NPF-77 issued to Commonwealth Edison for operation of the Byron Station, Units 1 and 2, located in Ogle County, Illinois and Braidwood Station, Units 1 and 2, located in Will County, Illinois.

The proposed amendments would relocate certain cycle-specific parameter limits from the Technical Specifications to the Operating Limits Report (ORL).

Before issuance of the proposed license amendments, the Commission will have made findings as required by the Atomic Energy Act of 1954, as amended (the Act) and the Commission's regulations.

The Commission has made a proposed determination that the amendments requested involve no significant hazards consideration. Under the Commission's regulations in 10 CFR 50.92, this means that operation of the facility in accordance with the proposed amendments would not (1) involve a significant increase in the probability or consequences of an accident previously evaluated; or (2) create the possibility of a new or different kind of accident from any accident previously evaluated; or (3) involve a significant reduction in a margin of safety. As required by 10 CFR 50.91(a), the licensee has provided its analysis of the issue of no significant hazards consideration, which is presented below:

1. The proposed Technical Specification changes do not involve a significant increase in the probability or consequences of an accident previously evaluated.

The relocation of the cycle-specific core operating limits from the Technical Specifications has no influence or impact on the probability or consequences of any accident previously evaluated. The Technical Specifications will continue to require

operation within the analyzed core operating limits and the appropriate actions will be taken if the limits are exceeded. The cycle specific limits within the OLR will be implemented and controlled by plant procedures. Any needed revisions of the limit values in the OLR will be performed based on NRC approved methodology as delineated in TS 6.9.1.9. Each accident analysis addressed in the Byron and Braidwood Updated Final Safety Analysis Report (UFSAR) will be examined with respect to changes in cycle dependent parameters. These parameters are obtained from the application of NRC approved reload design methodologies, to ensure that the transient evaluation of new reloads are bounded by previously accepted analysis. This examination, which will be performed under the requirements of 10 CFR 50.59 process, ensures that future reloads will not involve a significant increase in the probability or consequences of an accident previously evaluated.

Therefore, the proposed changes do not involve a significant increase in the probability or consequences of an accident previously evaluated.

2. The proposed changes do not create the possibility of a new or different kind of accident from any accident previously evaluated.

The relocation of the cycle specific variables has no influence or impact, nor does it contribute in any way to the probability or consequences of any new or different kind of accident. No safety related equipment, safety function or plant operations will be altered as a result of this proposed change. The cycle specific variables are calculated using NRC approved methods and submitted to the NRC for their review to allow the Staff to continue to trend the values of these limits. The Technical Specifications will continue to require operation within the analyzed core operating limits and appropriate actions will be taken, when, or if, the limits are exceeded.

Therefore, the proposed changes do not in any way create the possibility of a new or different kind of accident from any accident previously evaluated.

3. The proposed change does not involve a significant reduction in a margin of safety for the following reasons:

The margin of safety is not affected by the relocation of cycle specific core operating limits from the Technical Specifications. The margin of safety presently provided by current Technical Specifications remains unchanged. Appropriate measures exist to control the values of these cycle specific limits. The proposed amendment continues to require operation within the core limits as obtained from the NRC approved reload design and safety analysis methodologies. Appropriate actions are required to be taken, when, or if, these limits are exceeded.

The development of the limits for future reloads will continue to conform to those methods described in the NRC approved documentation. In addition, each future reload will involve a 10 CFR 50.59 safety review to assure that operation of the Byron and Braidwood units within the cycle specific limits will not involve a reduction in