

in the TS, a corresponding time limit for corrective actions is also not required (e.g., a requirement to unload a cask that cannot be successfully vacuum dried within a specified period of time). Limits on drain-down time and any corrective actions to be taken in response to exceeding these drain-down time limits may be voluntarily provided by the cask user as an operational aid in a site-specific vacuum-drying procedure. Separately, the NRC notes that the TS prohibit entry into the transport operation mode if LCO 2.1.1 is not met; and LCO 2.1.1 contains a vacuum drying pressure surveillance requirement.

Comment No. 36: One commenter asked whether shims are used and stated that shims or gaps were not acceptable.

Revised Response: The design and fabrication intent is that no shims be used in the closure weld of HI-STAR 100 casks. However, when the as-manufactured fit-up gap exceeds 1/16th inch between the lid and the shell, shims may be used, as shown on Design Drawing No. 1396, Sheet 1, for the MPC 24.

Comment No. 54: One commenter asked how lifting height should be verified and stated that the height should be recorded.

Revised Response: The maximum lifting height maintains the operating conditions of the Spent Fuel Storage Cask (SFSC) within the design and analysis basis. It is the general licensee's responsibility to limit the SFSC lifting height to allowable values. The lift height requirements are specified in TS LCO 2.1.3 for the vertical and horizontal orientations. Surveillance requirements require verification that SFSC lifting requirements are met after the SFSC is either suspended or secured in the transporter and prior to moving the SFSC within the ISFSI.

Comment No. 70: One commenter stated that the frequency of SR 2.1.3.1 should be revised because, as written, the frequency would apply only when a cask is being moved to or from the ISFSI and would not apply at other times, such as when moving casks within the ISFSI. However, the drop analysis applies any time the cask is suspended. The frequency should be revised similar to "Prior to movement of an SFSC."

Revised Response: The NRC agrees with the comment. The frequency of SR 2.1.3.1 has been revised.

II. Corrections to CoC No. 72-1008

The NRC is correcting CoC No. 72-1008 to address two typographical errors that occurred during final printing. First, on page 10 in Appendix

B, item 2.c is corrected to refer to Table 1.1-3 instead of Table 2.1-3. Second, the definition of the term FUEL DEBRIS in Appendix A (p. 1.1-1) is corrected to match the definition of the same term contained in Appendix B (page 1).

The NRC considers these CoC changes to be administrative corrections, which remove confusion and do not change the substance of the CoC. No other changes to CoC No. 72-1008 are being made. Revised CoC pages have been sent to Holtec and placed in the NRC Public Document Room.

III. Correction of Rule Text

In the final rule published in the **Federal Register** on September 3, 1999 (see 64 FR 48274) first column, under § 72.214, the expiration date for CoC No. 1008 was listed as "(20 years after the final rule effective date)." This was incorrect. Instead of text, the CoC expiration date should have been listed as a date certain. The final rule was effective on October 4, 1999; therefore, the CoC expiration date should have been listed as October 4, 2019. To address this problem the Office of Federal Register published a correction notice on September 20, 1999, (64 FR 50872) second column, under § 72.214, which specified a date certain of September 20, 2019. However, this date was also in error. This notice corrects the expiration date for CoC No. 1008 to read as "October 4, 2019."

PART 72—LICENSING REQUIREMENTS FOR THE INDEPENDENT STORAGE OF SPENT NUCLEAR FUEL AND HIGH-LEVEL RADIOACTIVE WASTE

1. In § 72.214, Certificate of Compliance No. 1008, as published on September 3, 1999 on page 48274, first column, and corrected on September 20, 1999 on page 50872, second column, is further corrected to read as follows:

§ 72.214 List of approved spent fuel storage casks.

* * * * *

Certificate Number: 1008

SAR Submitted by: Holtec International

SAR Title: HI-STAR 100 Cask System
Topical Safety Analysis Report

Docket Number: 72-1008

Certification Expiration Date: October 4,
2019

Model Number: HI-STAR 100

* * * * *

Dated at Rockville, Maryland, this 9th day of February, 2000.

For the Nuclear Regulatory Commission.

William D. Travers,

Executive Director for Operations.

[FR Doc. 00-5154 Filed 3-2-00; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-61-AD; Amendment 39-11610; AD 2000-05-01]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas MD-11 series airplanes. This action requires the deactivation of the forward and center cargo control units (CCU). This amendment is prompted by a report of failure of a CCU which produced overheating of the electrical pins inside the CCU; the subsequent release of hot gases and flames ignited an adjacent insulation blanket. The actions specified in this AD are intended to prevent such conditions, which could result in smoke and fire in the cargo compartment.

DATES: Effective March 20, 2000.

Comments for inclusion in the Rules Docket must be received on or before May 2, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-61-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information pertaining to this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California

90712-4137; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: As part of its practice of re-examining all aspects of the service experience of a particular aircraft whenever an accident occurs, the FAA has become aware of an incident that occurred on a McDonnell Douglas Model MD-11 series airplane. This incident was a failure of the cargo control unit (CCU) assembly due to damage of the printed circuit board (PCB) in the CCU, as a result of an external short to ground on one or more of the power output lines of the alternating current. This failure resulted in overheating of the electrical pins inside the CCU, and the subsequent release of hot gases and flames through the external cover, which ignited a metallized mylar insulation blanket adjacent to the CCU. Such conditions, if not corrected, could result in smoke and fire in the cargo compartment.

This incident is not considered to be related to an accident that occurred off the coast of Nova Scotia involving a McDonnell Douglas Model MD-11 series airplane. The cause of that accident is still under investigation.

Other Related Rulemaking

The FAA, in conjunction with Boeing and operators of Model MD-11 series airplanes, is continuing to review all aspects of the service history of those airplanes to identify potential unsafe conditions and to take appropriate corrective actions. This airworthiness directive (AD) is one of a series of actions identified during that process. The process is continuing and the FAA may consider additional rulemaking actions as further results of the review become available.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other McDonnell Douglas MD-11 series airplanes of the same type design, this AD is being issued to prevent overheating of the electrical pins inside the CCU and subsequent release of hot gases and flames, which could result in smoke and fire in the cargo compartment. This AD requires the deactivation of the forward and center CCU's.

Interim Action

This is considered to be interim action. The FAA is currently

considering requiring a modification of the CCU assembly would constitute terminating action for the requirements of this AD. However, the planned compliance time for the installation of the modification is sufficiently long so that notice and opportunity for prior public comment will be practicable.

Determination of Rule's Effective Date

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

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NM-61-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket.

A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

2000-05-01 McDonnell Douglas:
Amendment 39-11610. Docket 2000-NM-61-AD.

Applicability: Model MD-11 series airplanes, certificated in any category, having the serial numbers listed below.

Group 1 Airplanes

48565	48566	48533	48549	48470	48406
48504	48602	48603	48571	48439	48605
48572	48471	48573	48600	48601	48633
48513	48574	48575	48542	48543	48576
48415	48631	48544	48632	48577	48545
48578	48546	48743	48744	48747	48748
48745	48746	48749	48579	48766	48768
48767	48679	48754	48623	48770	48753
48773	48774	48755	48758	48775-48779 inclusive	
48624	48756	48780	48532		

Group 2 Airplanes

48555	48556	48581	48630	48557	48539
48558	48559	48616	48560	48617	48618
48561	48629	48562	58563	48757	48540
48564	48634	48541	48798	48781-48792 inclusive	
48794	48799	48801	48800	48802-48806 inclusive	

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent overheating of the electrical pins inside the cargo control units (CCU) and subsequent release of hot gases and flames, which could result in smoke and fire in the cargo compartment, accomplish the following:

Deactivation

(a) For Group 1 airplanes: Within 15 days after the effective date of this AD, deactivate the forward and center CCU's in accordance with the following procedures:

Remove the access panel to the forward cargo compartment CCU circuit breaker panel located at fuselage station 1009.300 (right side looking aft). Pull and collar the following circuit breakers:

B1-506	B1-489	B1-488	B1-487	B1-486
B1-485	B1-480	B1-481	B1-498	B1-482
B1-500	B1-495	B1-499	B1-490	

Remove the access panel to the center cargo compartment CCU circuit breaker panel located at fuselage station 1701.000 (right side looking aft). Pull and collar the following circuit breakers:

B1-552	B1-762	B1-761	B1-760	B1-759
B1-758	B1-518	B1-519	B1-751	B1-520
B1-753	B1-764	B1-752	B1-763	

(b) For Group 2 airplanes: Within 15 days after the effective date of this AD; deactivate the forward and center CCU in accordance with the following procedures:

Remove the access panel to the forward cargo compartment CCU circuit breaker panel located at fuselage station 1009.300 (right side looking aft). Pull and collar the following circuit breakers:

B1-506	B1-489	B1-488	B1-487	B1-486
B1-485	B1-480	B1-481	B1-498	B1-482
B1-500	B1-495	B1-499	B1-490	

Remove the access panel to the center cargo compartment CCU circuit breaker panel located at fuselage station 1701.000 (right side looking aft). Pull and collar the following circuit breakers:

B1-552	B1-762	B1-761	B1-760	B1-759
B1-758	B1-518	B1-519	B1-751	B1-520
B1-753	B1-764	B1-752		

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on March 20, 2000.

Issued in Renton, Washington, on February 28, 2000.

John J. Hickey,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-5133 Filed 3-2-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-AGL-48]

RIN 2120-AA66

Amendment to Jet Routes J-78 and J-112; Evansville, IN; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the **Federal Register** on December 20, 1999. The legal description of Jet Route 78 (J-78) contained an inadvertent error that omitted Tulsa, OK, between Will Rogers, OK, and Farmington, MO. This action corrects that error.

EFFECTIVE DATE: March 3, 2000.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On December 20, 1999 (64 FR 71014), Airspace Docket No. 99-AGL-48, FR Doc. 99-32885, was published amending the legal description of J-78 and J-112 between the Farmington, MO, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the Louisville, KY, VORTAC. This rule included a legal description of J-78, which inadvertently omitted Tulsa, OK, between Will Rogers, OK, and Farmington, MO. This action adds Tulsa, OK, to the legal description of J-78, thereby correcting this error.