SUMMARY: On March 26, 2015, the U.S. Nuclear Regulatory Commission (NRC) requested public comment on a proposed rule that would amend its regulations to govern low-level radioactive waste (LLRW) disposal facilities. The proposed rule would require new and revised site-specific technical analyses, permit the development of site-specific criteria for LLRW acceptance based on the results of those analyses, facilitate implementation, and better align the requirements with current health and safety standards. Also on March 26, 2015, the NRC requested comment on draft guidance to address the implementation of the proposed regulations (NUREG–2175, “Guidance for Conducting Technical Analyses for 10 CFR part 61”). The public comment period for the proposed rule and draft guidance closed on July 24, 2015. The NRC is reopening the public comment periods for the proposed rule and draft guidance to allow more time for members of the public to develop and submit their comments.

DATES: The comment periods for the proposed rule published on March 26, 2015 (80 FR 16081), and the draft guidance published on March 26, 2015 (80 FR 15930), have been reopened. Comments should be filed no later than September 21, 2015.

ADDITIONAL INFORMATION: Comments should be filed no later than (80 FR 15930), have been reopened.

The NRC is reopening the public comment periods for the proposed rule and draft guidance to allow more time for members of the public to develop and submit their comments.

A. Obtaining Information

Please refer to Docket ID NRC–2011–0012 (proposed rule) and Docket ID NRC–2015–0003 (draft guidance) when contacting the NRC about the availability of information for this action. You may obtain publicly-available information related to the proposed rule and draft guidance by any of the following methods:


B. Submitting Comments

Please include Docket ID NRC–2011–0012 (proposed rule) or Docket ID NRC–2015–0003 (draft guidance) in your comment submission.

The NRC cautions you not to include identifying or contact information that you do not want to be publicly disclosed in your comment submission. The NRC will post all comment submissions at http://www.regulations.gov as well as enter the comment submissions into ADAMS. The NRC does not routinely edit comment submissions to remove identifying or contact information.

If you are requesting or aggregating comments from other persons for submission to the NRC, then you should inform those persons not to include identifying or contact information that they do not want to be publicly disclosed in their comment submission. Your request should state that the NRC does not routinely edit comment submissions to remove such information before making the comment submissions available to the public or entering the comment into ADAMS.

For further information contact:

Gary Comfort, telephone: (301) 415–2342; email: Gary.Comfort@nrc.gov; or Stephen Dembek, telephone: (301) 415–2342; email: Stephen.Dembek@nrc.gov.


SUPPLEMENTARY INFORMATION:

I. Obtaining Information and Submitting Comments

A. Obtaining Information

Please refer to Docket ID NRC–2011–0012 (proposed rule) and Docket ID NRC–2015–0003 (draft guidance) when contacting the NRC about the availability of information for this action. You may obtain publicly-available information related to the proposed rule and draft guidance by any of the following methods:


- NRC’s Access to Documents

- Access and Management System (ADAMS): You may obtain publicly-available documents online in the ADAMS Public Documents collection at http://www.nrc.gov/reading-rm/adams.html. To begin the search, select “ADAMS Public Documents” and then select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1–800–397–4209, (301) 415–4737, or by email to pdr.resource@nrc.gov. The draft guidance, NUREG–2175, is available in ADAMS under Accession No. ML15056A516.

- NRC’s PDR: You may examine and purchase copies of public documents at the NRC’s PDR, Room O1–F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

II. Discussion

On March 26, 2015 (80 FR 16081), the NRC requested comment on a proposed rule that would amend its regulations that govern LLRW disposal facilities to require new and revised site-specific technical analyses, to permit the development of site-specific criteria for LLRW acceptance based on the results of those analyses, to facilitate implementation, and to better align the requirements with current health and safety standards. Also on March 26, 2015 (80 FR 15930), the NRC requested comments on draft guidance to address the implementation of the proposed regulations (NUREG–2175, "Guidance for Conducting Technical Analyses for
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; General Electric Company Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all General Electric Company (GE) GEnx–1B54, –1B58, –1B64, –1B67, and –1B70 turbofan engine models. This proposed AD was prompted by reports of two flight-shutdowns (IFSDs) caused by high-pressure turbine (HPT) rotor stage 1 blade failure. This proposed AD would require inspection and conditional removal of affected HPT rotor stage 1 blades. This condition, if not corrected, could result in failure of the HPT rotor stage 1 blades, which could lead to failure of one or more engines, loss of thrust control, and damage to the airplane.

DATES: We must receive comments on this proposed AD by October 26, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to http://www.regulations.gov by searching for and locating Docket No. FAA–2015–2984; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

• Mail: U.S. Department of Transportation, Docket Operations, M–210, 400 Seventh Street SW, Washington, DC 20590.

• Federal eRulemaking Portal: Go to http://www.regulations.gov and follow the instructions for submitting comments.

• Fax: 202–493–2251.

• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in the proposed AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; phone: 513–552–3272; email: aviation.fleetsupport@ge.com. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7125.

We are issuing this rulemaking under Title 49 of the United States Code sections 106, 44701, and Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with ensuring the safety in air commerce. This regulation is within the scope of this authority because it addresses an unsafe condition that is likely to exist or develop on airplanes of U.S. registry. We also estimate that it will take about 2 hours per engine to comply with this proposed AD. The average labor rate is $85 per hour. Based on these figures, we estimate the total cost of this proposed AD to U.S. operators to be $680.

Related Service Information

We reviewed GE GEnx–1B Service Bulletin (SB) No. 72–0267 R00, dated April 10, 2015. The SB describes procedures for borescope inspection (BSI) of the HPT rotor stage 1 blades.

We are proposing this NPRM because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This NPRM would require initial and repetitive BSI and conditional removal of affected HPT rotor stage 1 blades.

Costs of Compliance

We estimate that this proposed AD will affect 4 engines installed on airplanes of U.S. registry. We also estimate that it will take about 2 hours per engine to comply with this proposed AD. The average labor rate is $85 per hour. Based on these figures, we estimate the total cost of this proposed AD to U.S. operators to be $680.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of this authority because it addresses an unsafe condition that is likely to exist or develop on