

emergency preparedness as described previously in the section titled, "The Proposed Amendments."

Dated at Rockville, Maryland, this 3rd day of July, 2007.

For the Nuclear Regulatory Commission.

**Annette Vietti-Cook,**  
Secretary of the Commission.

[FR Doc. E7-13316 Filed 7-9-07; 8:45 am]

BILLING CODE 7590-01-P

## NUCLEAR REGULATORY COMMISSION

### 10 CFR Part 71

#### Regulations for the Safe Transport of Radioactive Material; Solicitation of Issue Proposals

**AGENCY:** U.S. Nuclear Regulatory Commission.

**ACTION:** Solicitation of Proposed Issues or Identified Problems with the International Atomic Energy Agency Regulations.

**SUMMARY:** The U.S. Nuclear Regulatory Commission (NRC) and the U.S. Department of Transportation (DOT) are jointly seeking proposed issues or identified problems with the International Atomic Energy Agency (IAEA) Regulations for the Safe Transport of Radioactive Material (referred to as TS-R-1). Proposed issues or identified problems that are submitted by the United States and other IAEA member states and International Organizations might necessitate subsequent domestic compatibility rulemakings by both NRC and DOT.

**DATES:** Proposed issues or identified problems will be accepted until August 15, 2007. Proposals received after this date will be considered if it is practical to do so, however we are only able to assure consideration for proposals received on or before this date.

**ADDRESSES:** Comments may be submitted either electronically or via U.S. mail.

Mail proposed issues or identified problems to Michael T. Lesar, Chief, Rulemaking, Directives and Editing Branch, Mail Stop T6-D59, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001. Deliver proposals to 11555 Rockville Pike, Rockville, Maryland, 20852, between 7:45 a.m. and 4:15 p.m. on Federal workdays. Submit proposals by electronic mail to: [nrcprep@nrc.gov](mailto:nrcprep@nrc.gov).

Copies of proposal documents received may be reviewed at the NRC's Public Document Room, One White Flint North, Public File Area 01-F21,

11555 Rockville Pike (First Floor), Rockville, Maryland.

**FOR FURTHER INFORMATION CONTACT:** Michele M. Sampson, Office of Nuclear Material Safety and Safeguards, USNRC, Washington, DC 20555-0001, telephone: (301) 492-3292; e-mail: [mxs14@nrc.gov](mailto:mxs14@nrc.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

The IAEA periodically revises its Regulations for the Safe Transport of Radioactive Material (TS-R-1) to reflect new information and accumulated experience. The DOT is the U.S. competent authority before the IAEA for radioactive material transportation matters. The NRC provides technical support to the DOT in this regard, particularly with regard to Type B and fissile transportation packages.

The IAEA recently initiated the review cycle for a potential 2011 edition of TS-R-1. The IAEA's review process calls for Member States and International Organizations to provide proposals for review of issues or identified problems with the regulations to the IAEA by August 31, 2007. To assure opportunity for public involvement in the international regulatory development process, the DOT and the NRC are soliciting proposals for issues or identified problems with the IAEA international transportation standard, TS-R-1, at this time.

A specific area of interest are proposals related to the IAEA package surface contamination limits in TS-R-1. In 2000, an IAEA Coordinated Research Project (CRP) to review contamination control methods and develop a non-fixed contamination dose model for packages was initiated. The results of the CRP were published as IAEA-TECDOC-1449, *Radiological aspects of non-fixed contamination of packages and conveyances*, June 2005 (available at [www.iaea.org](http://www.iaea.org)). The CRP concluded that the current limits for non-fixed contamination on packages were developed using very conservative assumptions. Potential alternative methods of specifying contamination limits could include a radionuclide specific approach. We are seeking input regarding the usefulness, feasibility or practicality of implementing dose-based package surface contamination limits, and the issues or identified problems pertinent to incorporation of new non-fixed contamination limits into TS-R-1.

The focus of this solicitation is to identify issues or problems with the current 2005 edition of TS-R-1. While it is helpful to identify potential changes or solutions to resolve the

identified issues or problems, it is not required to provide a proposed change to accompany each identified issue or problem. This information will assist the DOT and the NRC in having a full range of views as the agencies develop the proposed issues the U.S. will submit to the IAEA.

##### II. Public Participation

Proposed issues or identified problems should cite the publication date and page number of this **Federal Register** document. Proposals must be submitted in writing (electronic file on disk in WordPerfect format preferred) and should include:

- Name;
  - Address;
  - Telephone No.;
  - E-mail address;
  - Principal objective of issue or identified problem (e.g., Required to provide adequate protection to health and safety of public and occupational workers, needed to define or redefine level of protection to health and safety of public and occupational workers, required for consistency within the Transport Regulations, required as a result of advances in technology, needed to improve implementation of the Transport Regulations);
  - Topic of issue or identified problem—Describe or frame the issue or the identified problem by reference to or using the table of contents of TS-R-1 (2005 Edition) and the Advisory Material for the IAEA Regulations for the Safe Transport of Radioactive Material (TS-G-1.1 (ST-2));
  - Justification for proposed change—Provide a clear statement of the main objectives of the proposed change and the solution "path" (e.g., change to regulations, additional guidance, a research project);
  - An assessment of the benefits and impacts of the proposed change—Including changes in public and occupational exposure, changes in accident risk, and effects on health, safety or the natural environment. The affected parties should be identified.
  - Paragraphs affected and proposed text change to regulatory text in TS-R-1;
  - Paragraphs affected and proposed text change to IAEA advisory material in TS-G-1.1;
  - A listing of any applicable reference documents;
  - Description of issue or identified problem to be addressed;
  - Summary of proposed solution to the issue or identified problem; and
  - Expected cost of implementation (negligible, low, medium or high).
- The DOT and the NRC will review the proposed issues, identified problems,

rationales and, if included, changes and proposed solutions. Based in part on the information received, the U.S. will develop proposed issues or identified problems to be submitted to the IAEA by August 31, 2007.

Proposed issues and identified problems from all Member States and International Organizations will be considered at an IAEA Transport Safety Standards Committee (TRANSSC) Meeting to be convened by IAEA on October 1–5, 2007, in Vienna, Austria. Prior to that meeting, the DOT and the NRC will consider holding a public meeting to discuss the U.S. proposed changes submitted to the IAEA.

Dated at Rockville, Maryland, this 29th day of June 2007.

For the Nuclear Regulatory Commission.

**Kevin Williams,**

*Chief, Rules, Inspections, and Operations Branch, Division of Spent Fuel Storage and Transportation, Office of Nuclear Material Safety and Safeguards.*

[FR Doc. E7–13318 Filed 7–9–07; 8:45 am]

**BILLING CODE 7590–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2007–28663; Directorate Identifier 2006–NM–223–AD]

RIN 2120–AA64

#### **Airworthiness Directives; Airbus Model A300–600 Series Airplanes; and Model A310 Series Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

\* \* \* \* \*

\* \* \* the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of

potential unsafe conditions as the aircraft aged.

\* \* \* \* \*

The unsafe condition is degradation of the fuel system, which could result in loss of the airplane. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by August 9, 2007.

**ADDRESSES:** You may send comments by any of the following methods:

- *DOT Docket Web Site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- *Fax:* (202) 493–2251.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–0001.
- *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.
- *eFederal Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

#### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://dms.dot.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Tom Stafford, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1622; fax (425) 227–1149.

#### **SUPPLEMENTARY INFORMATION:**

##### **Streamlined Issuance of AD**

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making

responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This proposed AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The proposed AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

#### **Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. 2007–28663; Directorate Identifier 2006–NM–223–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

#### **Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2006–0285R1, dated November 13, 2006 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

\* \* \* the FAA issued in July 1996 an Aging Non-structural Systems plan to address the White House Commission on Aviation Safety and Security (WHCSSL) report.

To help fulfill the actions specified in this Aging Systems plan, the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.

Further to AIRBUS investigations on this subject, corrected measures intended to improve the design of A310 and A300–600 fleet against potential unsafe conditions as the aircraft aged, are rendered mandatory by this AD.

The unsafe condition is degradation of the fuel system, which could result in