

For the Nuclear Regulatory Commission.

John C. Hoyle,

Secretary of the Commission.

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DEFENSE NUCLEAR FACILITIES SAFETY BOARD

10 CFR Part 1703

FOIA Fee Schedule

AGENCY: Defense Nuclear Facilities Safety Board.

ACTION: Update of FOIA fee schedule.

SUMMARY: The Defense Nuclear Facilities Safety Board is publishing its annual update to the Freedom of Information Act (FOIA) Fee Schedule pursuant to 10 CFR 1703.107(b)(6) of the Board's regulations.

EFFECTIVE DATE: May 1, 1995.

FOR FURTHER INFORMATION CONTACT:

Kenneth M. Pusateri, General Manager, Defense Nuclear Facilities Safety Board, 625 Indiana Avenue NW., Suite 700, Washington, DC 20004-2901, (202) 208-6447.

SUPPLEMENTARY INFORMATION: The FOIA requires each Federal agency covered by the Act to specify a schedule of fees applicable to processing of requests for agency records. 5 U.S.C. 552(a)(4)(i). On March 15, 1991 the Board published for comment in the **Federal Register** its proposed FOIA Fee Schedule. 56 FR 11114. No comments were received in response to that notice and the Board issued a final Fee Schedule on May 6, 1991.

Pursuant to 10 CFR 1703.107(b)(6) of the Board's regulations, the Board's General Manager will update the FOIA Fee Schedule once every 12 months. Previous Fee Schedule updates were published in the **Federal Register** and went into effect, most recently, on May 1, 1994. 59 FR 21640.

Board Action

Accordingly, the Board issues the following schedule of updated fees for services performed in response to FOIA requests:

Defense Nuclear Facilities Safety Board Schedule of Fees for FOIA Service

	[Implementing 10 CFR 1703.107(b)(6)]
Search or Review Charge.	\$44 per hour.
Copy Charge (paper)	\$.05 per page or generally available commercial rate (approximately \$.10 per page).
Copy Charge (3.5" diskette).	\$5.00 per diskette.
Copy Charge (audio cassette).	\$3.00 per cassette.
Duplication of Video	\$25.00 per video; \$16.50 for each additional video
Copy Charge for large documents (e.g., maps, diagrams).	Actual commercial rate.

Dated: April 25, 1995.

Kenneth M. Pusateri,
General Manager.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-69-AD; Amendment 39-9208; AD 95-09-05]

Airworthiness Directives; British Aerospace Model Avro 146-RJ 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 British Aerospace Model Avro 146-RJ series airplanes. This action requires a revision to the FAA-approved Airplane Flight Manual (AFM) to alert the flightcrew of the potential for significant delays in the Honeywell Standard Windshear Detection and Recovery Guidance System (WSS) detecting windshear when the flaps of the airplane are in transition. This amendment is prompted by a report of an accident during which an airplane encountered severe windshear during a missed approach. The actions specified in this AD are intended to ensure that the flightcrew is aware that there may be significant delays in the WSS detecting windshear when the flaps of the airplane are in transition.

DATES: Effective on May 15, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 27, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-69-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The information concerning this amendment may be obtained from or examined at 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: Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (310) 627-5345; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: Recently, the FAA received a report of an accident during which the flightcrew executed a missed approach following an instrument landing system (ILS) approach. A McDonnell Douglas Model DC-9-31 series airplane equipped with Honeywell Windshear Detection and Recovery Guidance System (WSS) was involved in this accident. Investigation into the cause of this accident revealed that the airplane encountered severe windshear during the missed approach. The FAA has determined that a design feature in the windshear computer delayed the detection of windshear when the airplane's flaps were in transition. This condition, if not corrected, could result in the flightcrew being unaware of the potential for significant delays in the WSS detecting windshear when the flaps of the airplane are in transition.

On February 14, 1995, the FAA issued AD 95-04-01, amendment 39-9153 (60 FR 9619, February 21, 1995), applicable to various transport category airplanes equipped with a Honeywell Standard Windshear Detection and Recovery Guidance System (WSS). That AD requires a revision to the FAA-approved Airplane Flight Manual (AFM) to alert the flightcrew of the potential for significant delays in the WSS detecting windshear when the flaps of the airplane are in transition. The actions required by that AD are intended to prevent the flightcrew from failing to realize that the WSS does not detect windshear in a timely manner when the flaps of the airplane are in transition,