

operation of a nuclear reactor licensed pursuant to Part 50 of this chapter, must include a physical security plan. The plan must describe how the applicant will meet the applicable requirements of Part 73 of this chapter in the conduct of the activity to be licensed, including the identification and description of jobs as required by 10 CFR 11.11(a). The plan must list tests, inspections, audits, and other means to be used to demonstrate compliance with the requirements of 10 CFR Parts 11 and 73, if applicable.

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

5. The authority citation for Part 72 continues to read as follows:

Authority: Secs. 51, 53, 57, 62, 63, 65, 69, 81, 161, 182, 183, 184, 186, 187, 189, 68 Stat. 929, 930, 932, 933, 934, 935, 948, 953, 954, 955, as amended, sec. 234, 83 Stat. 444, as amended (42 U.S.C. 2071, 2073, 2077, 2092, 2093, 2095, 2099, 2111, 2201, 2232, 2233, 2234, 2236, 2237, 2238, 2282); sec. 274, Pub. L. 86-373, 73 Stat. 688, as amended (42 U.S.C. 2021); sec. 201, as amended, 202, 206, 88 Stat. 1242, as amended, 1244, 1246 (42 U.S.C. 5841, 5842, 5846); Pub. L. 95-601, sec. 10, 92 Stat. 2951 (42 U.S.C. 5851); sec. 102, Pub. L. 91-190, 83 Stat. 853 (42 U.S.C. 4332); Secs. 131, 132, 133, 135, 137, 141, Pub. L. 97-425, 96 Stat. 2229, 2230, 2232, 2241, sec. 148, Pub. L. 100-203, 101 Stat. 1330-235 (42 U.S.C. 10151, 10152, 10153, 10155, 10157, 10161, 10168).

Section 72.44(g) also issued under secs. 142(b) and 148(c), (d), Pub. L. 100-203, 101 Stat. 1330-232, 1330-236 (42 U.S.C. 10162(b), 10168(c), (d)). Section 72.46 also issued under sec. 189, 68 Stat. 955 (42 U.S.C. 2239); sec. 134, Pub. L. 97-425, 96 Stat. 2230 (42 U.S.C. 10154). Section 72.96(d) also issued under sec. 145(g), Pub. L. 100-203, 101 Stat. 1330-235 (42 U.S.C. 10165(g)). Subpart J also issued under secs. 2(2), 2(15), 2(19), 117(a), 141(h), Pub. L. 97-425, 96 Stat. 2202, 2203, 2204, 2222, 2224 (42 U.S.C. 10101, 10137(a), 10161(h)). Subparts K and L are also issued under sec. 133, 98 Stat. 2230 (42 U.S.C. 10153) and sec. 218(a), 96 Stat. 2252 (42 U.S.C. 10198).

6. Section 72.180 is revised to read as follows:

§ 72.180 Physical security plan.

The licensee shall establish a detailed plan for security measures for physical protection. The licensee shall retain a copy of the current plan as a record until the Commission terminates the license for which the procedures were developed and, if any portion of the plan is superseded, retain the superseded material for 3 years after each change. This plan must demonstrate how the applicant plans to

comply with the applicable requirements of Part 73 of this chapter and during transportation to and from the proposed ISFSI or MRS and must include the design for physical protection, the licensee's safeguards contingency plan, and the guard training plan. The plan must list tests, inspections, audits, and other means to be used to demonstrate compliance with such requirements.

Dated at Rockville, Maryland, this 3rd day of October, 1995.

For the Nuclear Regulatory Commission.
James M. Taylor,
Executive Director for Operations.
[FR Doc. 95-25542 Filed 10-13-95; 8:45 am]
BILLING CODE 7590-01-P

10 CFR Part 73

**Information Meetings Regarding
Protection Against Malevolent Use of
Vehicles at Nuclear Power Plants**

AGENCY: Nuclear Regulatory Commission.

ACTION: Notice of closed meetings.

SUMMARY: The Nuclear Regulatory Commission (NRC) will conduct closed meetings to provide information it believes would be of interest to nuclear power reactor licensees required to implement a rule published in the Federal Register on August 1, 1994, associated with protection against the malevolent use of vehicles at nuclear power plants. The NRC Office of Nuclear Reactor Regulation will conduct half-day closed workshops for the licensees in NRC Regions II, III, and IV, and at NRC Headquarters for Region I licensees to discuss these issues during the week of October 22, 1995. These workshops are closed to members of the public, or other parties, because Safeguards Information will be discussed. An unclassified summary of the meetings will be prepared by NRC and will be available upon request.

DATES: The closed meetings will be held the week of October 22, 1995. Register by October 16, 1995.

ADDRESSES: NRC Headquarters for Region I licensees and NRC Offices in Regions II, III, and IV.

FOR FURTHER INFORMATION CONTACT: Francis I. Young, United States Nuclear Regulatory Commission, Office of Nuclear Reactor Regulation, Washington, DC 20555-0001, Telephone (301) 415-3207.

SUPPLEMENTARY INFORMATION: The auditorium at NRC Headquarters and the regional conference rooms can accommodate up to three

representatives from each facility in that region. It is requested that each licensee planning to send representatives to the workshops provide the names of the attendees to its NRC project manager within the Office of Nuclear Reactor Regulation by October 16, 1995. If a licensee desires to send more than three representatives, it may contact the Safeguards Branch (Elaine Koup at 301-415-2932) after October 18, 1995, for additional spaces, if available.

Dated at Rockville, Maryland, this 6th day of October, 1995.

For the Nuclear Regulatory Commission.
Frederick J. Hebdon,
*Director, Project Directorate II-3, Division of
Reactor Projects—I/II, Office of Nuclear
Reactor Regulation.*
[FR Doc. 95-25541 Filed 10-13-95; 8:45 am]
BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-SW-19-AD; Amendment 39-9399; AD 95-21-12]

**Airworthiness Directives; Eurocopter
Deutschland GmbH (ECD) Model MBB-
BK 117 A-1, A-3, A-4, B-1, B-2, and
C-1 Helicopters**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter Deutschland GmbH (ECD) (Eurocopter) Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters, that requires initial and repetitive inspections of the main rotor (M/R) blade upper and lower surfaces for bulging. This amendment is prompted by two reported incidents in which a balance weight became detached from inside the M/R blade structure and migrated toward the tip of the M/R blade. The actions specified by this AD are intended to detect movement of a balance weight and to prevent severe vibrations and a subsequent precautionary landing.

DATES: Effective November 20, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas

75053-4005. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Eurocopter Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters was published in the Federal Register on February 13, 1995 (60 FR 8205). That action proposed to require initial and repetitive inspections of the M/R blade upper and lower surfaces for bulging.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed, except for editorial changes and adding explanatory Note 1, relating to the scope of the applicability statement when modifications, alterations, or repairs have been made in the area subject to the requirements of the AD. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 125 helicopters of U.S. registry will be affected by this AD, that it will take approximately one-half work hour per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,750.

The regulations adopted herein will not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under

Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 95-21-12 Eurocopter Deutschland GmbH (ECD): Amendment 39-9399. Docket No. 94-SW-19-AD.

Applicability: Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To detect movement of a balance weight and to prevent severe vibrations and a

subsequent precautionary landing, accomplish the following:

(a) Within the next 5 hours time-in-service (TIS) after the effective date of this AD, and thereafter, at intervals not to exceed 50 hours TIS, visually inspect the upper and lower surfaces of the main rotor blades (blades) in the area of the outboard lead balance weight in the marked inspection area for signs of bulging, in accordance with Paragraph 2.A. of the Accomplishment Instructions of Eurocopter Deutschland GmbH (ECD) Alert Service Bulletin ASB-MBB-BK 117-10-108, Revision 1, dated October 14, 1994.

(b) If a marked inspection area is not visible, mark the area in accordance with Paragraph 2.A. of the Accomplishment Instructions of Eurocopter Deutschland GmbH (ECD) Alert Service Bulletin ASB-MBB-BK 117-10-108, Revision 1, dated October 14, 1994, and then inspect in accordance with paragraph (a) of this AD.

(c) If bulging exceeds 1mm (0.040 inch) in height, remove the blade and replace it with an airworthy blade in accordance with the applicable maintenance manual.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(e) 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 helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspection and replacement, if necessary, shall be done in accordance with Eurocopter Deutschland GmbH (ECD) Alert Service Bulletin ASB-MBB-BK 117-10-108, Revision 1, dated October 14, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 20, 1995.

Issued in Fort Worth, Texas, on October 4, 1995.

Daniel P. Salvano,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-25522 Filed 10-13-95; 8:45 am]

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