

Amendment Number 6 Effective Date:  
June 5, 2006.  
SAR Submitted by: BNG Fuel Solutions  
Corporation.  
SAR Title: Final Safety Analysis Report  
for the Ventilated Storage Cask  
System.  
Docket Number: 72-1007.  
Certificate Expiration Date: May 7, 2013.  
Model Number: VSC-24.

\* \* \* \* \*

Dated at Rockville, Maryland, this 3rd day  
of March, 2005.

For the Nuclear Regulatory Commission.

**Luis A. Reyes,**

*Executive Director for Operations.*

[FR Doc. E6-4083 Filed 3-20-06; 8:45 am]

BILLING CODE 7590-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 25, 91, 121, 125, and 129

[Docket No. FAA-2005-22997; Notice No.  
05-14]

RIN 2120-A123

#### Reduction of Fuel Tank Flammability in Transport Category Airplanes

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

**ACTION:** Notice of proposed rulemaking  
(NPRM); extension of comment period.

**SUMMARY:** This action extends the  
comment period for an NPRM published  
on November 23, 2005. In the NPRM,  
the FAA proposed new rules that would  
require operators and manufacturers of  
transport category airplanes to take  
steps that, in combination with other  
required actions, should greatly reduce  
the chance of a catastrophic fuel tank  
explosion. The extension of the  
comment period is a result of requests  
from a number of entities to allow  
public comment on new information  
that has recently been placed in the  
public docket.

**DATES:** Send your comments on or  
before May 8, 2006.

**ADDRESSES:** You may send comments on  
the NPRM, identified by Docket No.  
FAA-2005-22997, using any of the  
following methods:

- DOT Docket Web site: Go to  
<http://dms.dot.gov> and follow the  
instructions for sending your comments  
electronically.

- Government-wide rulemaking Web  
site: Go to <http://www.regulations.gov>  
and follow the instructions for sending  
your comments electronically.

- Mail: Docket Management Facility;  
U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building,  
Room PL-401, Washington, DC 20590-  
0001.

- Fax: 1-202-493-2251.

- 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.

For more information on the  
rulemaking process, see the  
**SUPPLEMENTARY INFORMATION** section of  
the NPRM.

*Privacy:* We will post all comments  
we receive, without change, to [http://  
dms.dot.gov](http://dms.dot.gov), including any personal  
information you provide. For more  
information, see the Privacy Act  
discussion in the **SUPPLEMENTARY  
INFORMATION** section of the NPRM.

#### FOR FURTHER INFORMATION CONTACT:

Michael E. Dostert, FAA Propulsion/  
Mechanical Systems Branch, ANM-112,  
Transport Airplane Directorate, Aircraft  
Certification Service, 1601 Lind  
Avenue, SW., Renton, Washington  
98055-4056; telephone (425) 227-2132,  
facsimile (425-227-1320); e-mail:  
[mike.dostert@faa.gov](mailto:mike.dostert@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA continues to invite  
interested persons to take part in this  
rulemaking by sending written  
comments, data, or views about the  
NPRM we issued on November 17,  
2005, Reduction of Fuel Tank  
Flammability in Transport Category  
Airplanes (70 FR 70922, November 23,  
2005). We also invite comments about  
the economic, environmental, energy, or  
federalism impacts that might result  
from adopting the proposals in the  
NPRM. The most helpful comments  
reference a specific portion of the  
NPRM, explain the reason for any  
recommended change, and include  
supporting data. We ask that you send  
us two copies of written comments.

##### Background

On November 17, 2005, the Federal  
Aviation Administration (FAA) issued  
Notice No. 05-14, Reduction of Fuel  
Tank Flammability in Transport  
Category Airplanes (70 FR 70922,  
November 23, 2005). The comment  
period for the NPRM ends on March 23,  
2006.

We received requests from a number  
of entities to extend the comment period  
on this NPRM by 60 days. These entities  
noted that information contained in a  
report prepared for the FAA by Sandia  
National Laboratories, that assesses the  
effectiveness of previous actions  
resulting from SFAR 88 at reducing the

occurrence of ignition sources and  
associated accident rate resulting from  
fuel tank explosions, has only recently  
been placed in the public docket and  
they requested additional time to  
consider this information in their  
comments. In addition, the FAA will  
include copies of independent peer  
reviews of the Sandia Report and the  
Fuel Tank Flammability Assessment  
User's Manual, in the public docket for  
the NPRM.

The FAA agrees with the petitioners'  
requests for an extension of the  
comment period. We recognize the  
NPRM's contents are significant and  
complex. Also, the original comment  
period is insufficient because the  
additional information was not available  
in the public docket earlier in the  
comment period. Further, we  
understand that additional requests for  
extensions will be filed shortly by some  
entities that will be directly affected by  
the proposals in the NPRM. We have  
determined that an additional 45 days  
will be sufficient to allow for all  
commenters to collect and send  
information they believe necessary for  
the FAA to understand their concerns  
on the proposed rules and the  
additional information recently added  
to the NPRM public docket as  
previously discussed. Absent unusual  
circumstances, the FAA does not  
anticipate any further extension of the  
comment period for the NPRM.

On November 18, 2005, we issued a  
Notice of availability of proposed AC  
25.981-2A, Fuel Tank Flammability,  
and request for comments (70 FR 71365;  
November 28, 2005). This Notice  
announced the availability of and  
requested comments on a proposed AC  
which sets forth an acceptable means,  
but not the only means, of  
demonstrating compliance with the  
provisions of the airworthiness  
standards in the NPRM. The comment  
period for the proposed AC ends on  
March 23, 2006 and is also being  
extended by 45 days. The extension of  
the comment period for the proposed  
AC is being published concurrently  
with this extension.

##### Extension of Comment Period

In accordance with 14 CFR 11.47(c),  
the FAA has reviewed the requests of a  
number of entities for an extension of  
the comment period to the NPRM. The  
FAA finds that an extension of the  
comment period for Notice No. 05-14 is  
consistent with the public interest, and  
that good cause exists for taking this  
action.

Accordingly, the comment period for  
Notice No. 05-14 is extended until May  
8, 2006.

Issued in Washington, DC, on March 14, 2006.

**John J. Hickey,**

*Director, Aircraft Certification Service.*

[FR Doc. E6-4025 Filed 3-20-06; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-143-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 Airplanes**

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

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** The FAA is revising an earlier proposed airworthiness directive (AD), applicable to all Gulfstream Aerospace Corporation Model G-159 airplanes. The original NPRM would have required repetitive non-destructive testing inspections to detect corrosion of the skin of certain structural assemblies, and corrective action if necessary. The original NPRM also would have required x-ray and ultrasonic inspections to detect corrosion and cracking of the splicing of certain structural assemblies, and repair if necessary. The original NPRM resulted from reports that exfoliation corrosion had been found in the lower layer of the lower wing plank splices. This action revises the original NPRM by expanding the inspection areas to include the wing lower plank splices, ailerons, flaps, elevators, vertical and horizontal stabilizers, rudder, rudder trim tab, and aft lower fuselage from fuselage station (FS)559 to FS669. The actions specified by this new proposed AD are intended to detect and correct corrosion and cracking of the lower wing plank splices and spot-welded skins of certain structural assemblies, which could result in reduced controllability of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by April 17, 2006.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 96-NM-143-AD, 1601 Lind Avenue, SW.,

Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-nprmcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 96-NM-143-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Michael Cann, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6038; fax (770) 703-6097.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the proposed AD is being requested.
- Include justification (*e.g.*, reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 96-NM-143-AD." The postcard will be date stamped and returned to the commenter.

#### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 96-NM-143-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### **Discussion**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to all Gulfstream Aerospace Corporation Model G-159 airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on June 6, 2001 (66 FR 30343). That NPRM would have required repetitive non-destructive testing inspections to detect corrosion of the skin of certain structural assemblies, and corrective action if necessary. That NPRM also would have required x-ray and ultrasonic inspections to detect corrosion and cracking of the splicing of certain structural assemblies, and repair if necessary. That NPRM was prompted by reports that exfoliation corrosion had been found in the lower layer of the lower wing plank splices. That condition, if not corrected, could result in local instability failures of the wing under certain load conditions and result in degradation of wing capability.

#### **Actions Since Issuance of Previous Proposal**

Since the issuance of that NPRM, we have received additional reports indicating corrosion in a larger area of the wing than the area specified in the original NPRM. This condition, if not corrected, could cause cracking and corrosion of the lower wing plank splices and spot-welded skins of certain structural assemblies, which could result in reduced controllability of the airplane.