PART 32—SPECIFIC DOMESTIC LICENSES TO MANUFACTURE OR TRANSFER CERTAIN ITEMS CONTAINING BYPRODUCT MATERIAL

1. The authority citation for 10 CFR Part 32 continues to read as follows:

Authority: Secs. 81, 161, 182, 183, 68 Stat. 935, 948, 953, 954, as amended (42 U.S.C. 2111, 2201, 2232, 2233); sec. 201, 88 Stat. 1242, as amended (42 U.S.C. 5841).

2. In § 32.52, paragraph (a) is revised to read as follows:

§ 32.52 Same: Material transfer reports and records.

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(a) Report to the Director of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, all transfers of such devices to persons for use under the general license in § 31.5 of this chapter. Such reports must identify each general licensee by name and address, and individual by name and/or position who may constitute a point of contact between the Commission and the general licensee, the type of device transferred, and the quantity and type of byproduct material contained in the device. If one or more intermediate persons will temporarily possess the device at the intended place of use prior to its possession by the user, the report must include identification of each intermediate person by name, address, contact, and relationship to the intended user. If no transfers have been made to persons generally licensed under § 31.5 of this chapter during the reporting period, the report must so indicate. The report must cover each calendar quarter and must be filed within 30 days thereafter.

3. Section 32.56 is revised to read as follows:

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§ 32.56 Same: Material transfer reports.

Each person licensed under § 32.53 shall file an annual report with the Director of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555-0001, which must state the total quantity of tritium or promethium-147 transferred to persons generally licensed under § 31.7 of this chapter. The report must identify each general licensee by name, state the kinds and numbers of luminous devices transferred, and specify the quantity of tritium or promethium-147 in each kind of device. Each report must cover the year ending June 30 and must be filed within thirty (30) days thereafter.

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Dated at Rockville, Maryland, this 5th day of January 1995.

For the Nuclear Regulatory Commission. James M. Taylor, *Executive Director for Operations.*

[FR Doc. 95–1270 Filed 1–18–95; 8:45 am] BILLING CODE 7590–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–NM–235–AD; Amendment 39–9122; AD 94–22–10 R1]

Airworthiness Directives; De Havilland Model DHC–8–100 and DHC–8–300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT. **ACTION:** Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain De Havilland Model DHC-8-100 and DHC-8-300 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) to advise flight crew members that certain cockpit indications may reveal faulty anti-collision strobe light units, and to provide procedures for subsequent flight crew and maintenance action. That AD also requires a modification that eliminates the need for the AFM revision. That AD was prompted by reports that the function of the proximity switch electronics unit (PSEU) may be adversely affected during operation of the white anticollision lights. The actions specified by that AD are intended to ensure correct operation of the PSEU and its associated systems. This amendment revises the applicability of the existing AD to add one model of affected airplanes. DATES: Effective February 3, 1995.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of December 15, 1994 (59 FR 58765, November 15, 1994).

Comments for inclusion in the Rules Docket must be received on or before March 20, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM– 235–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from De

Havilland, Inc., Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 181 South Franklin Avenue, Room 202, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Michele Maurer, Aerospace Engineer, Systems and Equipment Branch, ANE– 173, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581; telephone (516) 791–6427; fax (516) 791–9024.

SUPPLEMENTARY INFORMATION: On October 26, 1994, the FAA issued AD 94-22-10, amendment 39-9060 (59 FR 58765, November 15, 1994), which is applicable to certain De Havilland Model DHC-8-100 and -300 series airplanes. That action requires a revision to the FAA-approved Airplane Flight Manual (AFM) to advise the flight crew that certain cockpit indications may reveal faulty anti-collision strobe light units, and to provide procedures for subsequent flight crew and maintenance action. It also requires the installation of a modification that eliminates the need for the AFM revision.

That action was prompted by reports indicating that the electrical power supplies of the white anti-collision lights may develop a fault that produces greater than normal electrical emissions. The cause of this fault has been attributed to a capacitor failure in some "Grimes" strobe light systems. This electromagnetic interference can adversely affect the operation of the proximity switch electronics unit (PSEU) and its associated systems. Incorrect operation of the PSEU and its associated systems may interfere with or distract the flight crew in carrying out its regular duties during flight or on the ground, and thus serve to compromise the safe operation of the airplane. The requirements of AD 94-22-10 are intended to ensure the correct operation of the PSEU and its associated systems.

The AFM revision that is required by AD 94–22–01 is intended to advise the flight crew of the fact that the electrical power supplies for the white anticollision lights may fail and cause various abnormal indications, such as: