

defined in the plant Technical Specifications those failures must be assessed for Emergency Notification System reporting under §§ 50.72(b)(1)(ii) and 50.72(b)(2)(i), and for a Licensee Event Report under §§ 50.73(a)(2)(ii).

## V. Implementation

### A. Applicability

The requirements in either or both Option B, III.A for Type A tests, and Option B, III.B for Type B and C tests, may be adopted on a voluntary basis by an operating nuclear power reactor licensee as specified in § 50.54 in substitution of the requirements for those tests contained in Option A of this appendix. If the requirements for tests in Option B, III.A or Option B, III.B are implemented, the recordkeeping requirements in Option B, IV for these tests must be substituted for the reporting requirements of these tests contained in Option A of this appendix.

### B. Effective Date

1. Specific exemptions to Option A of this appendix that have been formally approved by the AEC or NRC, according to 10 CFR 50.12, are still applicable to Option B of this appendix if necessary, unless specifically revoked by the NRC.

2. This amendment to this appendix, by inclusion of an additional option for meeting the requirements of the appendix, is effective (30 days after the publication of the final rule). At any time hereafter a licensee or applicant for an operating license can adopt Option B, or parts thereof, as specified in Section V.A of this appendix, by submitting a notification of its implementation plan and request for revision to technical specifications to the Director of the Office of Nuclear Reactor Regulation.

The regulatory guide or other implementation document used by a licensee, or applicant for an operating license, to develop a performance-based leakage testing program must be included, by general reference, in the plant's technical specifications. The detailed licensee programs must be available at the plant site for inspection thereafter. The programs must contain justification, including supporting analyses, if they deviate from methods approved by the Commission and endorsed in a regulatory guide. The deviations and their justifications must be described in the notification provided by the licensee of its implementation plan and the submittal for revision of plant technical specifications.

Dated at Rockville, MD, this 14th day of February, 1995.

For the Nuclear Regulatory Commission,  
**John C. Hoyle,**

*Acting Secretary of the Commission.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 94-NM-120-AD]

#### Airworthiness Directives; Boeing Model 747SP Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain Boeing Model 747SP series airplanes, that would have superseded an existing AD to require inspections to detect cracks in the web of the wing front spar, and modification, if necessary. That proposal was prompted by a report of cracking in the web in an area outside the inspection zone specified in the existing AD. A crack in the web that is not detected before it extends outside the chord footprints can allow fuel leakage. This action revises the proposed rule by reducing the compliance time for inspections of certain airplanes. The actions specified by this proposed AD are intended to prevent fuel leakage onto an engine and a resultant fire due to cracking in the web of the wing front spar.

**DATES:** Comments must be received by March 7, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-120-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2776; fax (206) 227-1181.

## 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 notice may be changed in light of the comments received.

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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-NM-120-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-103, Attention: Rules Docket No. 94-NM-120-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 certain Boeing Model 747SP series airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on October 28, 1994 (59 FR 54134). That NPRM would have superseded an existing AD to require repetitive inspections to detect cracks in the web of the wing front spar over engine numbers 2 and 3, and repair, if necessary. That NPRM was prompted by a report of cracking in the web in an area outside the inspection zone specified in the existing AD. That condition, if not corrected, could result in fuel leakage onto an engine and a resultant fire.