

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## NUCLEAR REGULATORY COMMISSION

### 10 CFR Part 50

[Docket No. PRM-50-73]

#### Robert H. Leyse; Receipt of Petition for Rulemaking

**AGENCY:** Nuclear Regulatory Commission.

**ACTION:** Petition for rulemaking; notice of receipt.

**SUMMARY:** The Nuclear Regulatory Commission (NRC) is publishing for public comment a notice of receipt of a petition for rulemaking, dated September 4, 2001, which was filed with the Commission by Robert H. Leyse. The petition was docketed by the NRC on September 4, 2001, and has been assigned Docket No. PRM-50-73. The petitioner requests that the NRC amend its regulations on the acceptance criteria for emergency core cooling systems for light-water nuclear power reactors to address the impact of crud on cooling capability during a fast-moving, large-break, loss-of-coolant accident (LOCA).

**DATES:** Submit comments by December 26, 2001. Comments received after this date will be considered if it is practical to do so, but the Commission is able to assure consideration only for comments received on or before this date.

**ADDRESSES:** Submit written comments to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, Attention: Rulemakings and Adjudications Staff. Deliver comments to: 11555 Rockville Pike, Rockville, Maryland, between 7:30 a.m. and 4:15 p.m. Federal workdays.

For a copy of the petition, write to Michael T. Lesar, Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001.

You may also provide comments via the NRC's interactive rulemaking

website at <http://ruleforum.llnl.gov>.

This site provides the capability to upload comments as files (any format), if your web browser supports that function. For information about the interactive rulemaking website, contact Ms. Carol Gallagher, 301-415-5905 (e-mail: [cag@nrc.gov](mailto:cag@nrc.gov)).

The petition and copies of comments received may be inspected and copied for a fee at the NRC Public Document Room, 11555 Rockville Pike, Public File Area O1F21, Rockville, Maryland. Copies of comments received are also available through the NRC's Agencywide Documents Access and Management System (ADAMS), which provides text and image files of NRC's public documents. These documents may be accessed through the NRC's Public Electronic Reading Room on the Internet at <http://www.nrc.gov/NRC/ADAMS/index.html>. If you do not have access to ADAMS or if there are problems in accessing the documents located in ADAMS contact the NRC Public Document Room (PDR) Reference staff at 1-800-397-4209, 301-415-4737 or by e-mail to [pdr@nrc.gov](mailto:pdr@nrc.gov).

#### FOR FURTHER INFORMATION CONTACT:

Michael T. Lesar, Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001, Telephone: 301-415-7163 or Toll Free: 800-368-5642.

#### SUPPLEMENTARY INFORMATION:

#### The Petitioners Request

The petitioner requests that the NRC amend § 50.46(a)(1)(i) and Appendix K to Part 50 to address the impact of crud on cooling capability during a fast-moving (large-break), LOCA.

#### Background

The petitioner states that § 50.46 and Appendix K to part 50 do not address the impact of crud on coolability during a fast-moving (large-break) LOCA. The petitioner states that a certain licensed power reactor has operated with unusually heavy crud deposits on many of the fuel pins. These crud deposits were identified and partially classified during a refueling outage. The petitioner states that if a fast-moving (large-break) LOCA had occurred before the shutdown for refueling, extensive blockage of the flow channels within the fuel bundles would have developed.

The petitioner further states that, during blowdown, the redistribution of crud into any or all of the several restricted channels would result in the substantial flow blockage. The petitioner states that these restricted flow channels include at least the following items within the fuel bundles: the spacer grids, the mixing vanes attached to spacer grids, and the regions of ballooned and burst fuel cladding. The petitioner states that the consequent degradation of coolability would have resulted in a rapid deterioration of defense in depth. Under these conditions, the unusually heavy crud deposits on the fuel pins would have threatened the integrity of all of the barriers that in total comprise defense in depth.

The petitioner believes that it could be argued that significant crud deposits would lead to an extensive amount of fuel failure during operation at [full] power. The petitioner believes that the amount of failed fuel would then lead to a decision to shut down the reactor as the inventory of radioactive material in the reactor coolant reached the limits that are allowed by the Technical Specifications. According to the petitioner, operating experience reveals that it is possible to operate a light-water reactor within the applicable Technical Specifications even though unusually heavy crud deposits are present on the fuel pins.

#### The Petitioner's Conclusions

The petitioner believes that the deficiencies in Part 50 must be corrected to retain defense in depth. Accordingly, elements in § 50.46 concerning comparisons to applicable experimental data must be revised to include the impact of crud on deposits on fuel pins.

Also, the following paragraphs in Appendix K to part 50, should be revised to include the impact of crud deposits on fuel pins:

- I.B. Swelling and Rupture of the Cladding and Fuel Rod Thermal Parameters;
- I.C.2 Frictional Pressure Drops;
- I.C.4 Critical Heat Flux;
- I.C.5 Post-CHF Heat Transfer Correlations;
- I.C.7 Core Flow Distribution During Blowdown;
- I.D.3 Calculation of Reflood Rate for Pressurized Water Reactors;
- I.D.6 Convective Heat Transfer Coefficients for Boiling Water

Reactor Fuel Rods Under Spray Cooling; and  
 I.D.7 The Boiling-Water Reactor Channel Box Under Spray Cooling.  
 II.1.a The documentation requirements in this paragraph should include a description of each evaluation model used for estimation of the effects of crud deposits on fuel pins.

Dated at Rockville, Maryland, this 5th day of October, 2001.

For the Nuclear Regulatory Commission.

**Annette L. Vietti-Cook,**

*Secretary of the Commission.*

[FR Doc. 01-25672 Filed 10-11-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001-NM-154-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A330 and A340 series airplanes. This proposal would require repetitive inspections for foreign objects between the slider and the girt bar attachment fittings of the emergency escape slides, and corrective actions, if necessary. This proposal also would eventually require a one-time inspection to determine whether the release mechanism of the emergency escape slides and girt bar attachment fittings are adjusted correctly, which would terminate the repetitive inspections for foreign objects between the slider and the girt bar attachment fittings; a one-time test to ensure that the girt bar extends through the sliders correctly; and corrective action, if necessary. This action is necessary to prevent failure of an emergency escape slide, which could delay evacuation in an emergency and result in injury to passengers or crew. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by November 13, 2001.

#### ADDRESSES:

Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-

114, Attention: Rules Docket No. 2001-NM-154-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. 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](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2001-NM-154-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 for Windows or ASCII text.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

#### 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 2001-NM-154-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. 2001-NM-154-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A330 and A340 series airplanes. The DGAC advises that, during escape slide deployment tests on a Model A330 series airplane, the girt bar of the emergency escape slide became detached from the airplane when the escape slide was deployed. Such detachment of the girt bar has been attributed to various factors, including a foreign object between the slider and girt bar attachment fitting, incorrect adjustment of the escape slide release mechanism, and incorrect installation of both girt bar attachment fittings. This condition, if not corrected, could result in failure of an emergency escape slide, which could delay evacuation in an emergency and result in injury to passengers or crew.

The girt bar installation on certain Model A340 series airplanes is identical to that on the affected Model A330 series airplanes. Therefore, those Model A340 series airplanes may be subject to the same unsafe condition revealed on the Model A330 series airplanes.

#### Explanation of Relevant Service Information

Airbus has issued Service Bulletins A330-52-3064 and A340-52-4076, both dated April 4, 2001. Those service bulletins describe procedures for the following:

- Repetitive visual inspections for foreign objects between the slider and the girt bar attachment fittings of the emergency escape slides, removal of any