

Certificate Number: 1004.

Initial Certificate Effective Date:

January 23, 1995.

Amendment Number 1 Effective Date:

April 27, 2000.

Amendment Number 2 Effective Date:

September 5, 2000.

Amendment Number 3 Effective Date:

September 12, 2001.

Amendment Number 4 Effective Date:

February 12, 2002.

Amendment Number 5 Effective Date:

November 3, 2003.

SAR Submitted by: Transnuclear, Inc.

SAR Title: Final Safety Analysis

Report for the Standardized NUHOMS® Horizontal Modular Storage System for Irradiated Nuclear Fuel.

Docket Number: 72-1004.

Certificate Expiration Date: January 23, 2015.

Model Number: Standardized NUHOMS®-24P, NUHOMS®-52B, NUHOMS®-61BT, and NUHOMS®-32PT.

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Dated at Rockville, Maryland, this 1st day of August, 2003.

For the Nuclear Regulatory Commission.

Carl J. Paperiello,

Acting Executive Director for Operations.

[FR Doc. 03-21148 Filed 8-18-03; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-34-AD; Amendment 39-13257; AD 2003-16-04]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada Turboprop Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2003-16-04 that applies to Pratt & Whitney Canada (PWC) engine models PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J turboprop engines that was published in the **Federal Register** on August 6, 2003. Certain engine models were incorrectly included in the preamble section, under

Summary and Supplementary Information, and in the regulatory section under Applicability. In addition, airplanes on which these engines are installed were incorrectly included in the regulatory section, under Applicability. This document corrects these items. In all other respects, the original document remains the same.

EFFECTIVE DATE: Effective August 6, 2003.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7178; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc 03-19840, that applies to Pratt & Whitney Canada (PWC) engine models PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J turboprop engines, was published in the **Federal Register** on August 6, 2003 (68 FR 46441). The following corrections are needed:

On page 46441, in the third column, in the preamble section, under **SUMMARY**, in the first paragraph, in the first, second, third, and fourth lines, "PW123AF, PW124B, PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J turboprop engines" is corrected to read "PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, and PW127G turboprop engines".

On page 46441, in the third column, in the preamble section, under **SUPPLEMENTARY INFORMATION**, in the first paragraph, in the ninth, tenth, eleventh, and twelfth lines, "PW123AF, PW124B, PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J turboprop engines" is corrected to read "PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, and PW127G turboprop engines".

§ 39.13 [Corrected]

■ On page 46442, in the third column, in the regulatory section, under Applicability, in the first paragraph, in the seventh, eighth, and ninth lines, "PW125B, PW126, PW126A, PW127, PW127B, PW127E, PW127F, PW127G, PW127H, and PW127J turboprop engines." is corrected to read "PW125B, PW126A, PW127, PW127E, PW127F, and PW127G turboprop engines."

■ On page 46442, in the third column, in the regulatory section, under Applicability, in the first paragraph, in the sixteenth, seventeenth, and eighteenth lines, "EMB-120; Fairchild Dornier 328, Fokker 50 and 60; Ilyushin IL-114-100; BAE Systems (Operations) Ltd. ATP; and XIAN MA-60." is corrected to read "EMB-120; Fairchild Dornier 328, Fokker 50; and BAE Systems (Operations) Ltd. ATP."

Issued in Burlington, MA, on August 13, 2003.

Marc J. Bouthillier,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-325-AD; Amendment 39-13274; AD 2003-17-01]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model 717-200 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all McDonnell Douglas Model 717-200 airplanes, that requires revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate new removal limits for certain components of the flap system and to reduce the interval of inspections for fatigue cracking of certain principal structural elements (PSEs). This action is necessary to detect and correct fatigue cracking of certain safe-life structure and certain PSEs, which could adversely affect the structural integrity of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective September 23, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 23, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A