

Amendment Number 8, Revision 1  
Effective Date: February 16, 2016.  
Amendment Number 9 Effective Date:  
March 11, 2014.  
SAR Submitted by: Holtec  
International.  
SAR Title: Final Safety Analysis.  
Report for the HI-STORM 100 Cask  
System.  
Docket Number: 72-1014.  
Certificate Expiration Date: May 31,  
2020.  
Model Number: HI-STORM 100.  
\* \* \* \* \*

Dated at Rockville, Maryland, this 4th day  
of August, 2015.

For the Nuclear Regulatory Commission.

**Michael R. Johnson,**

*Acting Executive Director for Operation.*

[FR Doc. 2015-20141 Filed 8-17-15; 8:45 am]

**BILLING CODE 7590-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA-2015-2002; Special  
Conditions No. 25-593-SC]

#### **Special Conditions: Bombardier Inc. Model BD-700-2A12 and BD-700- 2A13 Airplanes; Flight Envelope Protection, High-Speed Limiting**

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

**ACTION:** Final special conditions; request  
for comments.

**SUMMARY:** These special conditions are  
issued for the Bombardier Inc. Model  
BD-700-2A12 and BD-700-2A13  
airplanes. The applicable airworthiness  
regulations do not contain adequate or  
appropriate safety standards for this  
design feature. These special conditions  
contain the additional safety standards  
that the Administrator considers  
necessary to establish a level of safety  
equivalent to that established by the  
existing airworthiness standards.

**DATES:** This action is effective on  
Bombardier Inc. on August 18, 2015. We  
must receive your comments by October  
2, 2015.

**ADDRESSES:** Send comments identified  
by docket number FAA-2015-2002  
using any of the following methods:

- *Federal eRegulations Portal:* Go to  
<http://www.regulations.gov/> and follow  
the online instructions for sending your  
comments electronically.

- *Mail:* Send comments to Docket  
Operations, M-30, U.S. Department of  
Transportation (DOT), 1200 New Jersey  
Avenue SE., Room W12-140, West

Building Ground Floor, Washington, DC  
20590-0001.

- *Hand Delivery or Courier:* Take  
comments to Docket Operations in  
Room W12-140 of the West Building  
Ground Floor at 1200 New Jersey  
Avenue SE., Washington, DC, between 8  
a.m. and 5 p.m., Monday through  
Friday, except Federal holidays.

- *Fax:* Fax comments to Docket  
Operations at 202-493-2251.

*Privacy:* The FAA will post all  
comments it receives, without change,  
to <http://www.regulations.gov/>,  
including any personal information the  
commenter provides. Using the search  
function of the docket Web site, anyone  
can find and read the electronic form of  
all comments received into any FAA  
docket, including the name of the  
individual sending the comment (or  
signing the comment for an association,  
business, labor union, etc.). DOT's  
complete Privacy Act Statement can be  
found in the **Federal Register** published  
on April 11, 2000 (65 FR 19477-19478),  
as well as at <http://DocketsInfo.dot.gov/>.

*Docket:* Background documents or  
comments received may be read at  
<http://www.regulations.gov/> at any time.  
Follow the online instructions for  
accessing the docket or go to Docket  
Operations in Room W12-140 of the  
West Building Ground Floor at 1200  
New Jersey Avenue SE., Washington,  
DC, between 9 a.m. and 5 p.m., Monday  
through Friday, except Federal holidays.  
**FOR FURTHER INFORMATION CONTACT:** Joe  
Jacobsen, FAA, Airplane and Flight  
Crew Interface, ANM-111, Transport  
Airplane Directorate, Aircraft  
Certification Service, 1601 Lind Avenue  
SW., Renton, Washington 98057-3356;  
telephone 425-227-2011; facsimile  
425-227-1149.

**SUPPLEMENTARY INFORMATION:** The FAA  
has determined that notice of, and  
opportunity for prior public comment  
on, these special conditions is  
impracticable because these procedures  
would significantly delay issuance of  
the design approval and thus delivery of  
the affected airplanes.

In addition, the substance of these  
special conditions has been subject to  
the public-comment process in several  
prior instances with no substantive  
comments received. The FAA therefore  
finds that good cause exists for making  
these special conditions effective upon  
publication in the **Federal Register**.

#### **Comments Invited**

We invite interested people to take  
part in this rulemaking by sending  
written comments, data, or views. The  
most helpful comments reference a

specific portion of the special  
conditions, explain the reason for any  
recommended change, and include  
supporting data.

We will consider all comments we  
receive by the closing date for  
comments. We may change these special  
conditions based on the comments we  
receive.

#### **Background**

On May 30, 2012, Bombardier  
Aerospace Inc. applied for a type  
certificate for their new Model BD-700-  
2A12 and BD-700-2A13 airplanes.  
These airplanes are derivatives of the  
Model BD-700 series airplanes. These  
two models are marketed as the  
Bombardier Global 7000 and Global  
8000, respectively. These are ultra-long-  
range, executive-interior business jets,  
with a maximum certified passenger  
capacity of 19.

The Global 7000 and Global 8000  
airplanes will be assembled without a  
completed interior in Toronto, Ontario,  
and flight tested at the Bombardier  
Flight Test Center in Wichita, Kansas.  
Like the existing BD-700 airplanes,  
Global 7000 and Global 8000 custom  
passenger interiors and airplane  
delivery will be provided from  
Montreal, Quebec, via supplemental  
type certificate.

The Global 7000 and Global 8000  
share an identical supplier base and  
significant design-element  
commonality, the highlights of which  
are:

- Two GE Passport™ 20 aft-mounted  
engines
- New high-speed transonic wing
- Fly-by-wire control system with side-  
stick controls
- Pro Line Fusion® avionics suite

Both the Model BD-700-2A12 and  
-2A13 airplanes have a wingspan of  
104.1 feet, a height of 26.7 feet, a  
maximum operating altitude of 51,000  
feet, a maximum operating speed of 340  
knots, and a maximum fuselage  
diameter of 8.84 feet. The BD-700-2A12  
is 111.9 feet long, with a maximum take-  
off weight of 106,250 pounds; and the  
-2A13 is 102.9 feet in length at 104,800  
pounds.

The longitudinal control-law design  
of both airplane designs incorporate a  
high-speed protection system in the  
normal mode; this would prevent the  
pilot from inadvertently or intentionally  
exceeding a speed approximately  
equivalent to  $V_{FC}$  or attaining  $V_{DF}$ .  
Current Title 14, Code of Federal  
Regulations (14 CFR) part 25 sections do  
not relate to a high-speed limiter that  
might preclude or modify flying-  
qualities assessments in the high-speed  
region.

### Type Certification Basis

Under the provisions of 14 CFR 21.17, Bombardier Inc. must show that the Model BD-700-2A12 and BD-700-2A13 airplanes meet the applicable provisions of part 25 as amended by Amendments 25-1 through 25-129.

If the Administrator finds that the applicable airworthiness regulations (*i.e.*, 14 CFR part 25) do not contain adequate or appropriate safety standards for the Model BD-700-2A12 and BD-700-2A13 airplanes because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Model BD-700-2A12 and BD-700-2A13 airplanes must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34, and the noise-certification requirements of 14 CFR part 36; and the FAA must issue a finding of regulatory adequacy under § 611 of Public Law 92-574, the "Noise Control Act of 1972."

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type-certification basis under § 21.17(a)(2).

### Novel or Unusual Design Features

The Bombardier Model BD-700-2A12 and BD-700-2A13 airplanes will incorporate the following novel or unusual design feature:

An electronic flight-control system that contains fly-by-wire control laws, including envelope protections, for high-speed protection functions. Current part 25 requirements do not contain appropriate standards for high-speed protection systems.

### Discussion

Model BD-700-2A12 and BD-700-2A13 airplanes are equipped with a high-speed protection system, which, when the system detects airspeed exceeding a small tolerance above  $V_{MO}/M_{MO}$ , employs a high-speed limiter to automatically deploy multifunction spoilers (MFS) as speed brakes. The MFS retract automatically when the system detects that airspeed is sufficiently reduced.

These special conditions contain the additional safety standards that the

Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

### Applicability

As discussed above, these special conditions are applicable to the Bombardier Model BD-700-2A12 and BD-700-2A13 airplanes. Should Bombardier Inc. apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

### Conclusion

This action affects only certain novel or unusual design features on Bombardier Model BD-700-2A12 and BD-700-2A13 airplanes. It is not a rule of general applicability.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. Therefore, because a delay would significantly affect the certification of the airplane, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon publication in the **Federal Register**. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Bombardier Model BD-700-2A12 and BD-700-2A13 airplanes. The requirements of § 25.253 (high-speed characteristics), and its related policy, are applicable to the Model BD-700-2A12 and BD-700-2A13 airplanes, and are not affected by these special conditions.

In addition to § 25.143, the following requirement applies:

Operation of the high-speed limiter during all routine and descent procedure flight must not impede normal attainment of speeds up to high-speed warning.

Issued in Renton, Washington, on August 7, 2015.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2015-20299 Filed 8-17-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA-2015-0311; Special Conditions No. 25-592-SC]

#### **Special Conditions: Gulfstream Aerospace Corporation Model GVII-G500 Airplanes; Electronic Flight Control System: Control Surface Position Awareness**

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

**ACTION:** Final special conditions, request for comments.

**SUMMARY:** These special conditions are issued for Gulfstream Model GVII-G500 airplanes. These airplanes have a novel or unusual design feature associated with control-surface awareness provided by the electronic flight-control system. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** This action is effective on Gulfstream on August 18, 2015. We must receive your comments by October 2, 2015.

**ADDRESSES:** Send comments identified by docket number FAA-2015-0311 using any of the following methods:

- **Federal eRegulations Portal:** Go to <http://www.regulations.gov/> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building