used that may even contradict or differ from SER and COC requirements.

The petitioner has concluded that a final SAR for a spent fuel dry storage cask design should be accepted which completely fulfills all NRC SER and COC requirements before the cask is certified. The petitioner also believes that the NRC must address how the final vendor SAR can be modified as needed after a cask design is certified. Currently, the only way an SAR can be amended is through rulemaking. The petitioner has also concluded that the SAR revision number and date should be required whenever that document is referenced to eliminate confusion and prevent a situation where an SAR does not meet NRC SER and COC requirements. Lastly, the petitioner is concerned that the NRC is withholding cask unloading procedures from the public and recommends that the NRC make these procedures publicly available. The petitioner cites an example of a faulty dry cask at the Palisades facility where the licensee has been waiting to have a final unloading procedure approved by the NRC. The petitioner has concluded that dry cask storage issues should be addressed and resolved by the NRC to set the proper precedent for the national nuclear waste disposal program.

Electronic Submission of Comments

Comments may be submitted electronically, in either ASCII text or WordPerfect format (version 5.1 or later), by calling the NRC Electronic Bulletin Board (BBS) on FedWorld. The bulletin board may be accessed using a personal computer, a modem, and one of the commonly available communications software packages, or directly via Internet. Background documents on this rulemaking are also available for downloading and viewing on the bulletin board.

If using a personal computer and modem, the NRC rulemaking subsystem on FedWorld can be accessed directly by dialing the toll free number (800) 303–9672. Communication software parameters should be set as follows: parity to none, data bits to 8, and stop bits to 1 (N,8,1). Using ANSI or VT–100 terminal emulation, the NRC rulemaking subsystem can then be accessed by selecting the ''Rules Menu'' option from the ''NRC Main Menu.'' Users will find the ''FedWorld Online User's Guides'' particularly helpful. Many NRC subsystems and data bases also have a ''Help/Information Center'' option that is tailored to the particular subsystem.

The NRC subsystem on FedWorld can also be accessed by a direct dial phone number for the main FedWorld BBS, (703) 321–3339, or by using Telnet via Internet: fedworld.gov. If using (703) 321–3339 to contact FedWorld, the NRC subsystem will be accessed from the main FedWorld menu by selecting the ''Regulatory, Government Administration and State Systems,'' then selecting ''Regulatory Information Mall.'' At that point, a menu will be displayed that has an option ''U.S. Nuclear Regulatory Commission'' that will take you to the NRC Online main menu. The NRC Online area also can be accessed directly by typing ''/go nrc'' at a FedWorld command line. If you access NRC from FedWorld's main menu, you may return to FedWorld by selecting the ''Return to FedWorld'' option from the NRC Online Main Menu. However, if you access NRC at FedWorld by using NRC's toll-free number, you will have full access to all NRC systems, but you will not have access to the main FedWorld system.

If you contact FedWorld using Telnet, you will see the NRC area and menus, including the Rules Menu. Although you will be able to download documents and leave messages, you will not be able to write comments or upload files (comments). If you contact FedWorld using FTP, all files can be accessed and downloaded but uploads are not allowed; all you will see is a list of files without descriptions (normal Gopher look). An index file listing all files within a subdirectory, with descriptions, is available. There is a 15-minute time limit for FTP access.

Although FedWorld also can be accessed through the World Wide Web, like FTP, that mode only provides access for downloading files and does not display the NRC Rules Menu.

For more information on NRC bulletin boards call Mr. Arthur Davis, Systems Integration and Development Branch, NRC, Washington, DC 20555, telephone (301) 415–5780; e-mail AXD3@nrc.gov.

Dated at Rockville, Maryland, this 8th day of May, 1996.

For the Nuclear Regulatory Commission.

John C. Hoyle,

Secretary of the Commission.

[FR Doc. 96–12027 Filed 5–13–96; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–25–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear (MLG) and various follow-on actions. That action also provides for the optional termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushings. That AD was prompted by reports of failure of several MLG due to fractures of the aft trunnion outer cylinders. The actions specified by that AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder. This proposed action would require operators to implement the previously optional terminating action.

DATES: Comments must be received by June 24, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–25–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: James G. Rehrl, Aerospace Engineer, Airframe Branch, ANM–120S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2783; 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 96–NM–25–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. 96–NM–25–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On February 22, 1996, the FAA issued AD 96–03–02 R1, amendment 39–9526 (61 FR 7694, February 29, 1996). [AD 96–03–02 R1 was issued as a correction to AD 96–03–02, amendment 39–9497 (61 FR 3652, February 1, 1996)]. That AD is applicable to certain Boeing Model 767 series airplanes, which requires various inspections to detect cracking and corrosion of the aft trunnion and various follow-on actions. That action was prompted by reports of failure of several main landing gears (MLG) due to fracture of the aft trunnion outer cylinder. The requirements of that AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

That AD also provided for an optional action which, if accomplished, would constitute terminating action for the required inspections. In the preamble of that AD, the FAA indicated that this optional action, consisting of repair of the outer cylinder and replacement of the existing bushings with new bushings, was considered ''interim action'' and that further rulemaking action to mandate the repair and replacement was being considered. The FAA also indicated that the proposed compliance time for the replacement was sufficiently long so that notice and public comment were practicable. As a follow-on action from that determination, the FAA is now proposing to mandate the previously optional repair and replacement.

Explanation of Relevant Service Information

The FAA has previously reviewed and approved Boeing Alert Service Bulletin 767–32A0148, dated December 21, 1995, which describes procedures for repair of the outer cylinder and replacement of the existing bushings of the aft trunnion and crossbolt of the MLG with new bushings. Accomplishment of this repair and replacement eliminates the need for certain follow-on actions that are described in Boeing Service Bulletin 767–32A0151, dated November 30, 1995, which was referenced in AD 96–03–02 R1 as the appropriate source of service information.

FAA's Conclusions

The FAA has determined that accomplishment of the repair and replacement specified in Boeing Alert Service Bulletin 767–32A0148 will positively address the unsafe condition identified as the failure of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

Explanation of the Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 96–03–02 R1. It would continue to require various inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the MLG, and require various follow-on actions. The proposed AD also would require repair of the outer cylinder and replacement of the bushings in the aft trunnion and crossbolt of the MLG with new bushings. Accomplishment of the repair and replacement would constitute terminating action for the requirements of the AD.

Accomplishment of the repair and replacement also would terminate the requirements of the following AD's:

- AD 95–19–10, amendment 39–9372 (60 FR 47689, September 14, 1995), and
- AD 95–20–51, amendment 39–9398 (60 FR 53109, October 12, 1995). [The comment period for AD 95–20–51 was extended by an AD action that was issued on November 28, 1995 (60 FR 62321, December 6, 1995.)]

Differences Between the Proposed AD and Relevant Service Information

Operators should note that Boeing Alert Service Bulletin 767–32A0148 refers to Component Maintenance Manual (CMM) 32–11–40, which, in turn, provides instructions for plugging the aft trunnion lubrication fitting with a rivet. This proposed AD, however, does not require plugging that fitting to terminate the requirements of this proposed AD, AD 95–19–10, or AD 95–20–51.

Cost Impact

There are approximately 609 Boeing Model 767 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 204 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 96–03–02 R1, and retained in this AD, take approximately 34 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact on U.S. operators of the actions currently required is estimated to be $416,160, or $2,040 per airplane.

The new actions that are proposed in this AD action would take approximately 218 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts would cost approximately $9,510 per airplane. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be $4,608,360 or $22,590 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this

proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–9526 (61 FR 7694, February 29, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 96–NM–25–AD. Supersedes AD 96–03–02 R1, Amendment 39–9526.

Applicability: Model 767 series airplanes having line numbers 001 through 609, on which the terminating action described in paragraph (e) of this AD has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the collapse of the main landing gear (MLG) due to stress corrosion cracking of the aft trunnion of the outer cylinder, accomplish the following:

(a) Perform the inspections described in paragraph III, Accomplishment Instructions, of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995, to detect cracking and corrosion of the aft trunnion of the outer cylinder of the MLG at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable. These inspections are to be accomplished in accordance with Figure 1 of that alert service bulletin. Repeat these inspections thereafter at the intervals specified in that alert service bulletin. To determine the category in which an airplane falls, the age of the outer cylinder of the MLG is to be calculated as of February 16, 1996, (the effective date of AD 96–03–02 R1, amendment 39–9526). For airplanes on which the age of the right MLG differs from the age of the left MLG, an operator may place the airplane into a category that is the higher (numerically) of the two categories to ease its administrative burden, and to simplify the recordkeeping requirements imposed by this AD. Once the category into which an airplane falls is determined, operators must obtain approval from the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, to move that airplane into another category.

Note 2: The broken (dash) lines used in Figure 1 of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995, denote ''go to'' actions for findings of discrepancies detected during any of the inspections required by this AD.

Note 3: Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995, refers to Boeing Alert Service Bulletin 767–32A0148, dated December 21, 1995, for procedures to repair the outer cylinder and replace the bushings in the outer cylinder of the MLG with new bushings.

(1) For airplanes identified as Category 3 in paragraph I.C. of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995: Perform the initial inspections within 30 days after February 16, 1996 (the effective date of AD 96–03–02 R1, amendment 39–9526).

(2) For airplanes identified as Category 2 in paragraph I.C. of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995: Perform the initial inspections within 90 days after February 16, 1996, (the effective date of AD 96–03–02 R1, amendment 39–9526).

(3) For airplanes identified as Category 1 in paragraph I.C. of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995: Perform the initial inspections prior to the accumulation of 2½ years since the MLG outer cylinder was new or last overhauled, or within 150 days after February 16, 1996, (the effective date of AD 96–03–02 R1, amendment 39–9526), whichever occurs later.

(b) If no cracking or corrosion is detected, accomplish the follow-on actions described in the Boeing Alert Service Bulletin 767–32A0151, November 30, 1995, at the time specified in the alert service bulletin. These follow-on actions are to be accomplished in accordance with that alert service bulletin.

(c) If any cracking is detected, prior to further flight, replace the outer cylinder with a new or serviceable outer cylinder in accordance with Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995.

(d) If any corrosion is detected, accomplish the follow-on actions at the time specified in the ''Corrosion Flowchart,'' in Figure 1 of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995. The follow-on actions are to be accomplished in accordance with that alert service bulletin.

(e) Repair the outer cylinder and replace the bushings in the aft trunnion and crossbolt of the MLG with new bushings, in accordance with Boeing Alert Service Bulletin 767–32A0148, dated December 21, 1995, at the time specified in either paragraph (e)(1) or (e)(2), as applicable. Accomplishment of this repair and replacement constitutes terminating action for this AD, and for the requirements of AD 95–19–10, amendment 39–9372; and AD 95–20–51, amendment 39–9398.

Note 4: Boeing Alert Service Bulletin 767–32A0148 refers to Component Maintenance Manual (CMM) 32–11–40 for certain procedures. Operators should note that, although the CMM specifies plugging the aft trunnion lubrication fitting with a rivet, this AD does not require this action to be accomplished in order to terminate the requirements of this AD, AD 95–19–10, or AD 95–20–51. Plugging the aft trunnion lubrication fitting with a rivet is the operator's prerogative.

(1) For airplanes identified as Category 3 in paragraph I.C. of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995: Accomplish the repair and replacement prior to the accumulation of 5 and years since the MLG outer cylinders were new or last overhauled, or within 18 months after the effective date of this AD, whichever occurs later.

(2) For airplanes identified as either Category 1 or Category 2 in paragraph I.C. of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995, accomplish the repair and replacement at the time specified in either paragraph (e)(2)(i) or (e)(2)(ii) of this AD:

(i) Prior to the accumulation of 5 and 1/2 years since the MLG outer cylinders were new or last overhauled, or within 18 months after the effective date of this AD, whichever occurs later. Or,

(ii) Prior to the accumulation of 7 years since the MLG outer cylinders were new or last overhauled, provided that accomplishment of visual and non-destructive testing (NDT) inspections at the times specified in Figure 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995, are repeated until the repair and replacement are accomplished.

(g) Accomplishment of the inspection requirements of this AD [in accordance with Boeing Alert Service Bulletin 767–32A0151,

dated November 30, 1995] is considered acceptable for compliance with AD 95–19–10, amendment 39–9372; and AD 95–20–51, amendment 39–9398.

(h)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(2) Alternative methods of compliance, approved in accordance with AD 96–03–02, amendment 39–9497; or AD 93–03–02 R1, amendment 39–9526; are approved as alternative methods of compliance with this AD.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on May 8, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–12021 Filed 5–13–96; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 589

[Docket No. 96N–0135]

RIN 0910–AA91

Substances Prohibited From Use in Animal Food or Feed; Protein Derived From Ruminants Prohibited in Ruminant Feed

AGENCY: Food and Drug Administration, HHS.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Food and Drug Administration (FDA) is soliciting comments on the issue of using protein derived from ruminants (e.g., cattle, sheep, goats, mule deer, and elk) in ruminant feed. Animal feed containing protein derived from ruminants may contain the disease agent that causes transmissible spongiform encephalopathy (TSE) in animals. Epidemiological evidence gathered in the United Kingdom (U.K.) suggests a link between an outbreak of ruminant TSE, specifically bovine spongiform encephalopathy (BSE) and feeding animals protein derived from ruminants. In addition information from the U.K. also suggests that exposure to BSE may explain some of the recent cases of variant Creutzfeldt-Jakob disease (v-CJD) in the U.K. This action is being taken to protect the health of animals and to reduce any risk which might be faced by humans. FDA is requesting scientific and economic information and other comments relating to the prohibition of ruminant protein in ruminant feed.

DATES: Written comments by June 13, 1996.

ADDRESSES: Submit written comments to the Dockets Management Branch (HFA–305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1–23, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: George Graber, Center For Veterinary Medicine (HFV–220), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301–594–1724.

SUPPLEMENTARY INFORMATION:

I. Background

In the Federal Register of August 29, 1994 (59 FR 44584) FDA issued a proposed rule declaring that specified offal from adult (more than 12 months of age) sheep and goats is not generally recognized as safe for use in ruminant feed and is an unapproved food additive when added to ruminant feed. The proposed rule defined ''specified offal'' as any tissue from the brain, spinal cord, spleen, thymus, tonsil, lymph nodes, or intestines of sheep or goats, or any processed product that is reasonably expected to contain specified offal. Processed products that may contain specified offal include, but are not limited to, meat meal, meat and bone meal, animal byproduct meal, meat byproducts, glandular meal, and cooked bone meal. Accordingly, in the absence of an approved food additive regulation or investigational exemption, the use in ruminant feed of ingredients containing specified offal from adult sheep or goats would cause the feeds to be considered adulterated within the meaning of the Federal Food, Drug, and Cosmetic Act (the act). FDA proposed the action because the specified offal may contain the agent that causes scrapie, a TSE of sheep and goats. Since the proposal was issued, the agency has been evaluating the comments submitted on the proposal, monitoring the scientific advances made in understanding the interrelationships among the animal TSE's, and participating in a number of national and international task force/symposia to better understand the BSE epidemic. The actions that would have been prohibited in the proposed rule are considered in this advance notice of proposed rulemaking. If it is determined that some action is necessary, the agency believes issuing an advance notice of proposed rulemaking (ANPRM) will hasten that process.

In the U. K., scrapie has been epidemiologically associated with the occurrence of BSE, another form of TSE. The initial cases of BSE may have been the result of feeding supplements to cattle that were contaminated with prions from scrapie-infected sheep offal. Prions are highly resistant to procedures that modify or destroy nucleic acids. (Refs. 1 and 2). Prions are believed by many scientists to be the agents responsible for TSE's, and they appear to be modified forms of normal proteins.

BSE has been diagnosed in over 155,600 head of cattle from almost 33,000 herds in the U.K. No cases of BSE have been diagnosed in the United States. BSE is postulated to have been spread in the U.K. among cattle by the feeding of processed ruminant protein to cattle. A July 1988 U.K. ban on this feeding practice has resulted in a steady reduction in the number of cases of BSE detected in cattle, with the new cases occurring mainly in animals born before the ban was fully implemented.

Ten cases of CJD have been identified in the U.K. in recent months with a new neuropathological profile. Other consistent features that are unusual include the young age of the cases (16 to 39 years old at onset of clinical signs), clinical findings, and the absence of the electroencephalogram features typical for CJD. Similar cases have not been identified in other countries in the European surveillance system. These 10 cases appear to represent a new variant of CJD (v-CJD), which may be unique to the U.K. The appearance of these 10 cases of v-CJD raises the possibility that they are causally linked to BSE. Although this may be the most plausible explanation for these cases, a link with BSE cannot be confirmed on the basis of this evidence alone. (Ref. 3). Sporadic occurrences of spongiform encephalopathy in humans are known to occur at a rate of 1 to 2 per million population worldwide. A group of international experts convened in April 1996 by the World Health Organization concluded that there is no definite link between BSE and v-CJD, but that circumstantial evidence suggests exposure to BSE may be the most likely explanation. Among other recommendations, the group recommended that all countries should