

(iii) A detailed explanation of the insured depository institution's plan for conforming its activities to the requirements of section 716 of the Dodd-Frank Act (15 U.S.C. 8305) and this part.

(2) The Board may, at any time, request additional information that it believes is necessary for its decision.

(b) *Transition period for insured depository institutions.* Following review of a written request submitted under paragraph (a) of this section, the Board shall permit an insured depository institution for which it is the appropriate Federal banking agency up to 24 months after the later of July 16, 2013, or the date on which the insured depository institution becomes a swaps entity, to comply with the requirements of section 716 of the Dodd-Frank Act (15 U.S.C. 8305) and this subpart based on its consideration of the factors in paragraph (c) of this section.

(c) *Factors governing Board determinations.* In establishing an appropriate transition period pursuant to any request under this section, the Board will take into account and make written findings regarding:

(1) The potential impact of divestiture or cessation of swap or security-based swaps activities on the insured depository institution's:

- (i) Mortgage lending;
- (ii) Small business lending;
- (iii) Job creation; and
- (iv) Capital formation versus the

potential negative impact on insured depositors and the Deposit Insurance Fund of the Federal Deposit Insurance Corporation; and

(2) Any other factor that the Board believes appropriate.

(d) *Timing of Board review.* The Board will seek to act on a request under paragraph (a) of this section expeditiously after the receipt of a complete request.

(e) *Extension of transition period.* The Board may extend a transition period provided under this section for a period of up to one additional year. To request an extension of the transition period, an insured depository institution must submit a written request containing the information set forth in paragraph (a) of this section no later than 60 days before the end of the transition period.

(f) *Authority to impose restrictions during any transition period.* The Board may impose such conditions on any transition period granted under this section as the Board determines are necessary or appropriate.

(g) *Consultation.* The Board shall consult with the Commodity Futures Trading Commission or the Securities and Exchange Commission, as

appropriate, prior to the approval of a request by an insured depository institution for a transition period under this section.

By order of the Board of Governors of the Federal Reserve System, June 5, 2013.

**Margaret McCloskey Shanks,**

*Deputy Secretary of the Board.*

[FR Doc. 2013-13670 Filed 6-7-13; 8:45 am]

**BILLING CODE 6210-01-P**

## FARM CREDIT ADMINISTRATION

### 12 CFR Parts 615, 621, and 652

RIN 3052-AC75

#### **Funding and Fiscal Affairs, Loan Policies and Operations, and Funding Operations; Accounting and Reporting Requirements; Federal Agricultural Mortgage Corporation Funding and Fiscal Affairs; GAAP References and Other Conforming Amendments; Effective Date**

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration adopted technical amendments to various regulations to conform certain references to accounting standards in these rules to the Financial Accounting Standards Board *Accounting Standards Codification*. In accordance with the law, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session.

**DATES:** *Effective Date:* Under the authority of 12 U.S.C. 2252, the regulation amending 12 CFR parts 615, 621, and 652 published on April 9, 2013 (78 FR 21035) is effective June 3, 2013.

**FOR FURTHER INFORMATION CONTACT:** Michael T. Wilson, Policy Analyst, Office of Regulatory Policy, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4124, TTY (703) 883-4056; or Jeff Pienta, Senior Attorney, Office of General Counsel, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4431, TTY (703) 883-4056.

**SUPPLEMENTARY INFORMATION:** The Farm Credit Administration adopted technical amendments to various regulations to conform certain references to accounting standards in these rules to the Financial Accounting Standards Board *Accounting Standards Codification*. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register**

during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is June 3, 2013.

**(12 U.S.C. 2252(a)(9) and (10))**

Dated: June 4, 2013.

**Dale L. Aultman,**

*Secretary, Farm Credit Administration Board.*

[FR Doc. 2013-13636 Filed 6-7-13; 8:45 am]

**BILLING CODE 6705-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2012-1331; Directorate Identifier 2012-NE-44-AD; Amendment 39-17473; AD 2013-11-13]

RIN 2120-AA64

#### **Airworthiness Directives; Rolls-Royce plc Turbojet Engines**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for all Rolls-Royce plc (RR) Viper Mk. 601-22 turbojet engines. This AD requires reducing the life of certain critical parts. This AD was prompted by a review carried out by RR of the lives of these parts. We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

**DATES:** This AD becomes effective July 15, 2013.

**ADDRESSES:** For service information identified in this AD, contact Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011-44-117-9791234; or email: [http://www.rolls-royce.com/contact/defence\\_team.jsp](http://www.rolls-royce.com/contact/defence_team.jsp). You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

#### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for

the Docket Operations office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: [Robert.Green@faa.gov](mailto:Robert.Green@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on February 22, 2013 (78 FR 12255). That NPRM proposed to correct an unsafe condition for the specified products. The mandatory continuing airworthiness information states:

A review, carried out by Rolls-Royce, of the lives of critical parts of the Viper Mk. 601-22 engine, has resulted in reduced cyclic life limits for certain critical parts.

Operation of critical parts beyond these reduced cyclic life limits may result in part failure, possibly resulting in the release of high-energy debris, which may cause damage to the aeroplane and/or injury to the occupants.

For the reasons described above, this AD requires implementation of the reduced cyclic life limits for the affected critical parts, i.e., replacement of each part before the applicable reduced life limit is exceeded, and replacement of those critical parts that have already exceeded the reduced cyclic life limits.

We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

**Comments**

We gave the public the opportunity to participate in developing this AD. We considered the comments received.

**Request To Change the Identity of the Type Certificate (TC) Holder**

Roll-Royce plc requested that we identify the TC holder as Rolls-Royce plc rather than Rolls-Royce (1971) Limited, Bristol Engine Division.

We agree. We changed the AD to identify the TC holder as Rolls-Royce plc.

**Request To Change the Contact Information for the TC Holder**

Rolls-Royce plc requested that we change the contact information used to request service information for Viper Mk. 601-22 turbojet engines.

We agree. We changed the contact information for requesting service information related to this AD to: Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011-44-117-9791234; or email: [http://www.rolls-royce.com/contact/defence\\_team.jsp](http://www.rolls-royce.com/contact/defence_team.jsp).

**Conclusion**

We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

**Costs of Compliance**

We estimate that this AD will affect about 32 engines installed on airplanes of U.S. registry. We also estimate that it will take 0 hours per product to comply with this AD. The average labor rate is \$85 per hour. We are not requiring parts replacement, so parts cost is \$0. Based on these figures, we estimate the cost of the AD on U.S. operators to be \$0.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify this AD:

(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) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, and

(4) 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.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

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

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

**§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by adding the following new AD:

**2013-11-13 Rolls-Royce plc (formerly Rolls-Royce (1971) Limited, Bristol Engine Division):** Amendment 39-17473; Docket No. FAA-2012-1331; Directorate Identifier 2012-NE-44-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective July 15, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Rolls-Royce plc (RR) Viper Mk. 601-22 turbojet engines.

**(d) Reason**

This AD was prompted by a review carried out by RR of the lives of certain critical parts. We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

**(e) Actions and Compliance**

Unless already done, do the following actions.

(1) After the effective date of this AD, remove the following parts before they reach their specified new, lower, life limits: compressor shaft, part number (P/N) V900766: 20,720 flight cycles since new

(CSN); compressor rear stubshaft (center bearing hub), P/Ns V900007 and V900994; 9,600 flight CSN; combustion chamber outer casing, P/Ns V950013 and V950331; 32,000 flight CSN.

(2) After the effective date of this AD, do not install any part identified in paragraph (e)(1) of this AD into any engine, nor return any engine to service with the parts identified in paragraph (e)(1) of this AD installed, if the part exceeds the new, lower, life limit specified in paragraph (e)(1) of this AD.

**(f) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(g) Related Information**

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: [Robert.Green@faa.gov](mailto:Robert.Green@faa.gov).

(2) Refer to European Aviation Safety Agency Airworthiness Directive 2012-0243 (Correction: November 13, 2012), dated November 12, 2012, and RR Alert Service Bulletin 72-A206, dated November 2012, for related information.

(3) For service information identified in this AD, contact Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011-44-117-9791234; or email: [http://www.rolls-royce.com/contact/defence\\_team.jsp](http://www.rolls-royce.com/contact/defence_team.jsp). You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

**(h) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on May 28, 2013.

**Colleen M. D'Alessandro,**

*Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2013-13012 Filed 6-7-13; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2012-1345; Airspace Docket No. 12-ANM-31]

**Modification of Class D and Class E Airspace and Establishment of Class E Airspace; Pasco, WA**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E surface airspace at Tri-Cities Airport, Pasco, WA, to accommodate aircraft using Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Tri-Cities Airport, Pasco, WA. The geographic coordinates of Tri-Cities Airport and Vista Field Airport, Kennewick, WA, formerly called Vista Airport, are adjusted for existing Class D and E airspace. This action also makes a minor change to the legal description of the Class E airspace designated as an extension to Class D surface area. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

**DATES:** Effective date, 0901 UTC, August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Services Center, 1601 Lind Avenue SW., Renton, WA, 98057; telephone (425) 203-4537.

**SUPPLEMENTARY INFORMATION:**

**History**

On March 26, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class E surface airspace and modify Class D and E airspace at Pasco, WA (78 FR 18259). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

The FAA's Aeronautical Products Office found that the Pasco Compass Locator at ILS Outer Marker (LOM) has been decommissioned and needs to be removed from Class E airspace designated as an extension to Class D surface area. With the exception of editorial changes and the changes described above, this rule is the same as that proposed in the NPRM.

Class E airspace designations are published in paragraphs 5000, 6002, 6004 and 6005, respectively, of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by

establishing Class E surface airspace within a 4.3-mile radius, with exclusion, at Tri-Cities Airport, Pasco, WA, to accommodate IFR aircraft executing RNAV (GPS) standard instrument approach procedures at the airport. Also, Vista Airport, Kennewick, WA, is renamed Vista Field Airport, and the geographic coordinates of the airports are updated to coincide with the FAA's aeronautical database for existing Class D airspace, Class E airspace designated as an extension to Class D surface area, and Class E airspace extending upward from 700 feet above the surface, at Pasco, WA. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106 discusses the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes additional controlled airspace at Tri-Cities Airport, Pasco, WA.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," paragraph 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist