

## I. Discussion

Subtitle A of Title V of the Gramm-Leach-Bliley Act, 15 U.S.C. 6801–6809, titled “Disclosure of Nonpublic Personal Information,” limits the circumstances in which a financial institution can disclose nonpublic personal information about a consumer to nonaffiliated third parties and requires financial institutions to provide certain privacy notices to their customers who are consumers. Prior to July 21, 2011, rulemaking authority under section 504 of the GLB Act was shared by eight Federal agencies, including the Board.<sup>1</sup> Each of the agencies issued consistent and comparable rules to implement the GLB Act’s privacy provisions;<sup>2</sup> the Board implemented its rule as Regulation P, 12 CFR Part 216.

Section 1002(14) of the Dodd-Frank Act<sup>3</sup> transferred rulemaking authority for a number of consumer financial protection laws, including the authority to prescribe regulations under GLB Act section 504(a)(1)(A) as it pertains to sections 502 through 509 of the Act.<sup>4</sup> This transfer of rulemaking authority from the Board and other Federal agencies to the Bureau became effective on July 21, 2011. In connection with the transfer, the Bureau published an interim final rule to establish its own Regulation P, 12 CFR Part 1016, to implement the privacy provisions of the GLB Act (Bureau Interim Final Rule).<sup>5</sup> The Bureau Interim Final Rule substantially duplicates the Board’s Regulation P and covers financial institutions and other persons for which the Bureau has rulemaking authority pursuant to section 504(a)(1)(A) of the GLB Act. The Bureau Interim Final Rule does not impose any new substantive obligations on regulated entities.

The scope of the Board’s Regulation P is set forth in § 216.1(b)(1) and states that the part applies to state member banks, bank holding companies and certain of their nonbank subsidiaries or

affiliates, state uninsured branches and agencies of foreign banks, commercial lending companies owned or controlled by foreign banks, and Edge and agreement corporations. As a result, all of the entities formerly subject to the Board’s rule are covered by the Bureau Interim Final Rule. Accordingly, the Board is proposing to repeal its Regulation P.

## II. Initial Regulatory Flexibility Analysis

The Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) (RFA) generally requires an agency to perform an assessment of the impact a rule is expected to have on small entities. Based on its analysis, and for the reasons stated below, the Board believes that this proposed rule will not have a significant economic impact on a substantial number of small entities. A final regulatory flexibility analysis will be conducted after consideration of comments received during the public comment period.

1. *Statement of the need for, and objectives of, the proposed rule.* As noted above, section 1002(14) of the Dodd-Frank Act transferred rulemaking authority for a number of consumer financial protection laws from the Board to the Bureau, effective July 21, 2011, including the Board’s rulemaking authority under section 504(a)(1)(A) of the GLB Act. The Bureau issued the Bureau Interim Final Rule to implement the privacy provisions of the GLB Act in connection with the transfer of this rulemaking authority to the Bureau. All of the entities formerly subject to the Board’s Regulation P are covered by the Bureau Interim Final Rule. Consequently, the Board’s proposal to repeal the Board’s Regulation P, 12 CFR Part 216, will not have any effect on entities that were formerly subject to the Board’s rule.

2. *Small entities affected by the proposed rule.* The proposed rule would repeal the Board’s Regulation P, 12 CFR Part 216, because the Board no longer has rulewriting authority for the provisions of the GLB Act that were implemented in this regulation. All of the entities previously subject to the Board’s Regulation P are now subject to the Bureau’s Regulation P. Consequently, the proposed repeal would not affect any entity, including any small entity.

3. *Recordkeeping, reporting, and compliance requirements.* The proposed rule would repeal the Board’s Regulation P, 12 CFR Part 216, and would therefore not impose any recordkeeping, reporting, or compliance requirements on any entities. Existing

requirements remain the same under the Bureau’s Regulation P.

4. *Other federal rules.* The Board is proposing to repeal its Regulation P (12 CFR Part 216) because of the Bureau’s overlapping Regulation P (12 CFR Part 1016).

5. *Significant alternatives to the proposed revisions.* Because the repeal of the Board’s Regulation P (12 CFR Part 216) will have no impact, there are no significant alternatives that would further minimize the economic impact of the proposed rule on small entities.

## III. Paperwork Reduction Act

In accordance with the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3506; 5 CFR 1320 Appendix A.1), the Board reviewed the rule under the authority delegated to the Federal Reserve by the Office of Management and Budget (OMB). The proposed rule contains no requirements subject to the PRA.

### List of Subjects in 12 CFR Part 216

Banks, banking, Consumer protection, Foreign banking, Holding companies, Privacy, Reporting and recordkeeping requirements.

### Authority and Issuance

For the reasons set forth in the preamble, under 15 U.S.C. 6801 *et seq.*, the Board proposes to amend Regulation P, 12 CFR Part 216, and the Official Staff Commentary, as set forth below:

### PART 216—PRIVACY OF CONSUMER FINANCIAL INFORMATION (REGULATION P)

#### ■ 1. Part 216 is removed and reserved.

By order of the Board of Governors of the Federal Reserve System, February 10, 2014.

**Robert deV. Frierson,**  
*Secretary of the Board.*

[FR Doc. 2014–03267 Filed 2–13–14; 8:45 am]

BILLING CODE 6210–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2013–0882; Directorate Identifier 2013–NE–29–AD]

RIN 2120–AA64

### Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

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

<sup>1</sup> The other Federal agencies included the Federal Deposit Insurance Corporation (FDIC), the Federal Trade Commission (FTC), the National Credit Union Administration (NCUA), the Office of the Comptroller of the Currency (OCC), the Office of Thrift Supervision (OTS), the Securities and Exchange Commission (SEC), and the Commodity Futures Trading Commission (CFTC).

<sup>2</sup> The GLB Act’s privacy provisions are set forth in sections 502 and 503. 15 U.S.C. 6802–6803.

<sup>3</sup> 12 U.S.C. 5481(14). The Dodd-Frank Act, Public Law No. 111–203, 124 Stat. 1376, was signed into law on July 21, 2010.

<sup>4</sup> The Dodd-Frank Act did not transfer the Board’s authority under section 501(b) of the GLB Act to establish information security standards for financial institutions subject to its jurisdiction. 15 U.S.C. 6801(b). Therefore, the CFPB does not have authority to prescribe regulations for GLBA section 505 as it applies to section 501(b).

<sup>5</sup> 76 FR 79025 (Dec. 21, 2011).

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

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-725A1-12 turbofan engines. This proposed AD was prompted by reports of wear on the receptors of the double-ended unions in the fuel metering unit (FMU) housing on BR700-725A1-12 engines causing fuel leakage. This proposed AD would require removal of the affected FMUs. We are proposing this AD to prevent failure of the FMU, which could lead to damage to one or more engines and damage to the airplane.

**DATES:** We must receive comments on this proposed AD by April 15, 2014.

**ADDRESSES:** You may send comments by any of the following methods:

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

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* 202-493-2251.

For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: 49 0 33-7086-1883; fax: 49 0 33-7086-3276. 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> by searching for and locating Docket No. FAA-2013-0882; 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 proposed AD, the mandatory continuing airworthiness information (MCAI), the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (phone: 800-647-5527) is the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Glorianne Niebuhr, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7132; fax: 781-238-7199; email: [glorianne.niebuhr@faa.gov](mailto:glorianne.niebuhr@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2013-0882; Directorate Identifier 2013-NE-29-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

##### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2013-0229R1, dated November 21, 2013 (referred to hereinafter as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Occurrences have been reported of finding wear on the receptors of the double-ended unions in the Fuel Metering Unit (FMU) housing on BR700-725A1-12 engines.

This condition, if not corrected, could lead to fuel leak resulting in engine in-flight shutdown and consequent reduced control of the aeroplane.

Failure of the FMU due to these conditions will result in loss of thrust control and damage to the engine. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0882.

#### FAA’s Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of Germany, and is approved for operation in the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design. This proposed AD would require removal of the affected FMUs and their replacement with a part eligible for installation.

#### Costs of Compliance

We estimate that this proposed AD affects 24 RRD turbofan engines installed on aircraft of U.S. registry. We also estimate that it would take about 6 hours per engine to comply with this proposed AD. The average labor rate is \$85 per hour. Required parts cost about \$293,960 per engine. Based on these figures, we estimate the cost of this proposed AD on U.S. operators to be \$7,067,280.

#### 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 proposed 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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 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),

(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.

#### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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 airworthiness directive (AD):

#### Rolls-Royce Deutschland Ltd & Co KG:

Docket No. FAA-2013-0882; Directorate Identifier 2013-NE-29-AD.

#### (a) Comments Due Date

We must receive comments by April 15, 2014.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-725A1-12 turbofan engines.

#### (d) Reason

This AD was prompted by reports of wear on the receptors of the double-ended unions in the fuel metering unit (FMU) housing on BR700-725A1-12 engines causing fuel leakage. We are issuing this AD to prevent failure of the FMU, which could lead to damage to one or more engines, and damage to the airplane.

#### (e) Actions and Compliance

Comply with this AD within the compliance times specified, unless already done.

(1) After the effective date of this AD, before the FMU has accumulated 650 flight hours (FHs) since new, or within 30 days, whichever occurs later, remove FMU part number (P/N) G3000FMU02 or P/N G3000FMU03, and replace it with a part eligible for installation.

(2) Thereafter, remove the FMU at intervals not to exceed 650 FHs and replace it with a part eligible for installation.

#### (f) Installation Prohibition

After the effective date of this AD, do not install FMU P/N G3000FMU02 onto any engine, or install any engine with FMU P/N G3000FMU02 onto any airplane.

#### (g) Definition

For the purpose of this AD, an FMU eligible for installation is a new FMU or an FMU with P/N G3000FMU03 that has accumulated fewer than 650 FHs since installation on any airplane or since last repair using RRD Alert Non-Modification Service Bulletin (NMSB) No. ALERT SB-BR700-73-A900309, Revision 1, dated November 8, 2013.

#### (h) Alternative Methods of Compliance (AMOCs)

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

#### (i) Related Information

(1) For more information about this AD, contact Glorianne Niebuhr, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7132; fax: 781-238-7199; email: [glorianne.niebuhr@faa.gov](mailto:glorianne.niebuhr@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0229R1, dated November 21, 2013. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0882.

(3) RRD Alert NMSB No. ALERT SB-BR700-73-A900309, Revision 1, dated November 8, 2013, which is not incorporated by reference in this AD, can be obtained from RRD, using the contact information in paragraph (i)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: 49 0 33-7086-1944; fax: 49 0 33-7086-3276.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on February 6, 2014.

**Colleen M. D'Alessandro,**

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

[FR Doc. 2014-03252 Filed 2-13-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 1

[Docket No. FDA-2013-N-0013]

#### Sanitary Transportation of Human and Animal Food; Public Meetings on Proposed Rule

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notification of public meetings.

**SUMMARY:** The Food and Drug Administration (FDA or we) is announcing three public meetings to discuss the proposed rule that would establish requirements for shippers, carriers by motor vehicle and rail vehicle, and receivers engaged in the transportation of food, including food for animals, to use sanitary transportation practices to help ensure the safety of the food they transport. The proposed rule is part of our larger effort to focus on prevention of food safety problems throughout the food chain and is part of our implementation of the Sanitary Food Transportation Act of 2005 (2005 SFTA) and the FDA Food Safety Modernization Act (FSMA). The purpose of the public meetings is to inform the public of the provisions of the proposed rule and the rulemaking process (including how to submit comments, data, and other information to the rulemaking docket) as well as solicit oral stakeholder and public comments on the proposed rule and to respond to questions about the rule.

**DATES:** See section II, “How to Participate in the Public Meetings,” in the **SUPPLEMENTARY INFORMATION** section for dates and times of the public meetings, closing dates for advance registration, and information on deadlines for submitting either electronic or written comments to FDA’s Division of Dockets Management.

**ADDRESSES:** See section II, “How to Participate in the Public Meetings,” in the **SUPPLEMENTARY INFORMATION** section.

**FOR FURTHER INFORMATION CONTACT:** For questions about registering for the meeting, to register by phone, or to