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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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DEPARTMENT OF AGRICULTURE

Food and Nutrition Service

7 CFR Parts 210 and 245

RIN 0584-AE17

National School Lunch Program: Independent Review of Applications Required by the Healthy, Hunger-Free Kids Act of 2010; Approval of Information Collection Request

AGENCY: Food and Nutrition Service, USDA.

ACTION: Final rule; Notice of approval of Information Collection Request (ICR).

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (PRA), the Food and Nutrition Service (FNS) is announcing the Office of Management and Budget's (OMB) approval of information collection requirements contained in a final rule published in the **Federal Register**.

DATES: The ICR associated with the National School Lunch Program: Independent Review of Applications Required by the Healthy, Hunger-Free Kids Act of 2010 rule published in the **Federal Register** on February 6, 2014 (79 FR 7049), and effective March 10, 2014, was approved by OMB on March 12, 2014.

FOR FURTHER INFORMATION CONTACT:

Lynn Rodgers-Kuperman, Chief, Program Monitoring Branch, Child Nutrition Programs, Food and Nutrition Service at (703) 305-2590.

SUPPLEMENTARY INFORMATION: The rule titled National School Lunch Program: Independent Review of Applications Required by the Healthy, Hunger-Free Kids Act of 2010 was published on February 6, 2014. OMB cleared the associated ICR on March 12, 2014 under 0584-0573. The ICR approved under 0584-0573 has been transferred to 0584-0026.

This document announces approval of the ICR.

Dated: June 19, 2014.

Audrey Rowe,

Administrator, Food and Nutrition Service.

[FR Doc. 2014-15092 Filed 6-26-14; 8:45 am]

BILLING CODE 3410-30-P

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 5

Rules, Policies, and Procedures for Corporate Activities

CFR Correction

■ In Title 12 of the Code of Federal Regulations, Parts 1 to 199, revised as of January 1, 2014, on page 293, in § 5.20, the first sentence of paragraph (i)(5)(ii) is moved to the end of paragraph (i)(5)(i).

[FR Doc. 2014-15105 Filed 6-26-14; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 5

Rules, Policies, and Procedures for Corporate Activities

CFR Correction

■ In Title 12 of the Code of Federal Regulations, parts 1 to 199, revised as of January 1, 2014, on page 310, in § 5.34, the word “and” is added to the end of paragraph (e)(5)(vi)(C).

[FR Doc. 2014-15108 Filed 6-26-14; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 23

Leasing

CFR Correction

■ In Title 12 of the Code of Federal Regulations, parts 1 to 199, revised as of January 1, 2014, on page 466, in § 23.6, remove the phrase “and Regulation W, 12 CFR part 223” from the third

sentence and add it to the end of the first sentence. Also, on the same page, in the same section, remove the quotation mark and the word “before” from the third sentence.

[FR Doc. 2014-15111 Filed 6-26-14; 8:45 am]

BILLING CODE 1505-01-P

DEPARTMENT OF THE TREASURY

Comptroller of the Currency

12 CFR Part 37

Debt Cancellation Contracts and Debt Suspension Agreements

CFR Correction

■ In Title 12 of the Code of Federal Regulations, parts 1 to 199, revised as of January 1, 2014, on page 617, in § 37.7, in paragraph (a), in the first sentence, “§ 37.6(d)” is corrected to read “§ 37.6(b)” and in the last sentence “§ 37.6(b)” is corrected to read “§ 37.6(d)”.

[FR Doc. 2014-15113 Filed 6-26-14; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2014-0281; Directorate Identifier 2014-NE-05-AD; Amendment 39-17878; AD 2014-13-03]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Rolls-Royce plc (RR) RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan engines. We are issuing this AD to address, through an update to the electronic engine control (EEC) software, multiple risks of uncontained engine failure and damage to the airplane.

DATES: This AD becomes effective July 14, 2014.

We must receive comments on this AD by August 11, 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: 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 plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: <https://www.aeromanager.com>. 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.

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-2014-0281; 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 mandatory continuing airworthiness information (MCAI), the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is in **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7758; fax: (781) 238-7199; email: mark.riley@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address

listed under the **ADDRESSES** section. Include "Docket No. FAA-2014-0281; Directorate Identifier 2014-NE-05-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of 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 AD.

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2014-0086, dated April 11, 2014 (referred to hereinafter as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Investigation carried out by RR has identified the risk of fan flutter during ground maintenance running, which indicated the need to introduce a fan flutter Keep Out Zone (KOZ). In addition, following Intermediate Pressure (IP) turbine overspeed events experienced on other Trent series engines, the need to introduce a protection against IP shaft failures in the event of an internal engine fire was identified.

Fan flutter may result in multiple fan blade failures and consequent release of uncontained high energy debris. An unprotected IP shaft failure may result in IP turbine overspeed, IP turbine burst and, ultimately, release of uncontained high energy debris. These conditions, if not corrected, could result in damage to, and reduced control of, the aeroplane.

You may obtain further information by examining the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0281.

Relevant Service Information

RR has issued Alert Service Bulletin (ASB) No. RB.211-73-AH531, Revision 1, dated March 7, 2014. The ASB describes procedures for modifying affected RB211 Trent 500 turbofan engines by installing new EEC software Version L6.1.2.

FAA's Determination and Requirements of This AD

This product has been approved by the aviation authority of the United Kingdom, 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 AD requires removal of EEC software, Version L5.6.1 or earlier, and installation of a software version eligible for installation.

FAA's Determination of the Effective Date

No domestic operators use this product. Therefore, we find that notice and opportunity for prior public comment are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

Costs of Compliance

We estimate that this AD affects no engines installed on airplanes of U.S. registry. We also estimate that it will take about 1 hour per engine to comply with this AD. The average labor rate is \$85 per hour. Required parts cost is about \$0 per engine. Based on these figures, we estimate the cost of this 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),

(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.

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 airworthiness directive (AD):

2014–13–03 Rolls-Royce plc: Amendment 39–17878; Docket No. FAA–2014–0281; Directorate Identifier 2014–NE–05–AD.

(a) Effective Date

This AD is effective July 14, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211 Trent 553–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, and 560A2–61 turbofan engines.

(d) Reason

This AD was prompted by the risk of fan flutter occurring during ground maintenance running, and the risk of intermediate-pressure (IP) shaft failure which may result in IP turbine overspeed and disk burst. We are issuing this AD to address, through an update to the electronic engine control (EEC) software, multiple risks of uncontained engine failure 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, within 3 months or 200 flight cycles,

whichever occurs first, modify the engine by removing EEC software, Version L5.6.1 or earlier.

(2) Install EEC software eligible for installation.

(f) Installation Prohibition

After modification of an engine as required by paragraph (e) of this AD, do not install any EEC with a software Version L5.6.1 or earlier into any engine.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238–7758; fax: (781) 238–7199; email: mark.riley@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2014–0086, dated April 11, 2014, for more information. 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–2014–0281.

(3) RR Alert Service Bulletin No. RB.211–73–AH531, Revision 1, dated March 7, 2014, which is not incorporated by reference in this AD, can be obtained from RR using the contact information in paragraph (h)(4) of this AD.

(4) Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011–44–1332–242424; fax: 011–44–1332–249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: <https://www.aeromanager.com>.

(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.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 13, 2014.

Ann C. Mollica,

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

[FR Doc. 2014–14807 Filed 6–26–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30967; Amdt. No. 514]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

DATES: *Effective Date:* 0901 UTC, July 24, 2014.

FOR FURTHER INFORMATION CONTACT:

Harry Hodges, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125), telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or