

unusual design features: Composite fan blades. These fan blades will have significant differences in material property characteristics as compared to conventionally designed fan blades using non-composite metallic materials. Composite material designs can incorporate multiple load paths and/or crack arresting features that prevent delamination or crack propagation that could result in blade failure during the blade service life. These blades require additional airworthiness standards for type certification of the GE9X engine models.

Discussion

As discussed in the summary section, the GE9X engine models incorporate composite fan blades instead of conventional, single load path, metallic fan blades, which is a novel or unusual design feature for aircraft engines. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature.

Applicability

As discussed above, these special conditions are applicable to the GE9X engine models. Should GE apply at a later date for a change to the type certificate to include another model on the same type certificate incorporating the same novel or unusual design features, the special conditions would apply to that model as well.

Conclusion

This action affects only certain novel or unusual design features on GE9X engine models. It is not a rule of general applicability and applies only to GE, who requested FAA approval of this engine feature.

List of Subjects in 14 CFR Part 33

Aircraft, Engines, 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 GE9X engine models.

1. *Special Conditions: General Electric Company, GE9X Engine Models; Incorporation of Composite Fan Blades.* In lieu of the fan blade containment test with the fan blade failing at the outermost retention groove

as specified in § 33.94(a)(1), complete the following requirements:

(a) Conduct an engine fan blade containment test with the fan blade failing at the inner annulus flow path line instead of at the outermost retention groove.

(b) Substantiate by test and analysis, or other methods acceptable to the FAA, that a fan disk and fan blade retention system with minimum material properties can withstand, without failure, a centrifugal load equal to two times the maximum load the retention system could experience within approved engine operating limitations. The fan blade retention system includes the portion of the fan blade from the inner annulus flow path line inward to the blade dovetail, the blade retention components, and the fan disk and fan blade attachment features.

(c) Using a procedure approved by the FAA, establish an operating limitation that specifies the maximum allowable number of start-stop stress cycles for the fan blade retention system. The life evaluation must include the combined effects of high-cycle and low-cycle fatigue. If the operating limitation is less than 100,000 cycles, that limitation must be specified in Chapter 5 of the Engine Manual Airworthiness Limitation Section. The procedure used to establish the maximum allowable number of start-stop stress cycles for the fan blade retention system will incorporate the integrity requirements specified in paragraphs (c)(1), (c)(2), and (c)(3) of these special conditions for the fan blade retention system.

(1) An engineering plan which establishes and maintains that the combinations of loads, material properties, environmental influences, and operating conditions, including the effects of parts influencing these parameters, are well known or predictable through validated analysis, test, or service experience.

(2) A manufacturing plan that identifies the specific manufacturing constraints necessary to consistently produce the fan blade retention system with the attributes required by the engineering plan.

(3) A service management plan that defines in-service processes for maintenance and repair of the fan blade retention system, which will maintain attributes consistent with those required by the engineering plan.

(d) Substantiate by test and analysis, or other methods acceptable to the FAA, that the blade design below the inner annulus flow path line provides multiple load paths and/or crack arresting features that prevent

delamination or crack propagation to blade failure during the life of the blade.

(e) Substantiate that, during the service life of the engine, the total probability of the occurrence of a hazardous engine effect defined in § 33.75 due to an individual blade retention system failure resulting from all possible causes will be extremely improbable, with a cumulative calculated probability of failure of less than 10^{-9} per engine flight hour.

(f) Substantiate by test or analysis that not only will the engine continue to meet the requirements of § 33.75 following a lightning strike on the composite fan blade structure, but that the lightning strike will not cause damage to the fan blades that would prevent continued safe operation of the affected engine.

(g) Account for the effects of in-service deterioration, manufacturing variations, minimum material properties, and environmental effects during the tests and analyses required by paragraphs (b), (c), (d), (e), and (f) of these special conditions.

(h) Propose fleet leader monitoring and field sampling programs that will monitor the effects of engine fan blade usage on fan blade retention system integrity. The programs must be approved by the FAA prior to certification of the GE9X engine models.

(i) Mark each fan blade legibly and permanently with a part number and a serial number.

Issued in Burlington, Massachusetts, on March 23, 2017.

Robert J. Ganley,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2017-06277 Filed 3-29-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31129; Amdt. No. 532]

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 0901 UTC, April 27, 2017.

FOR FURTHER INFORMATION CONTACT: Thomas J Nichols, 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 circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on March 24, 2017.

John Duncan,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, April 27, 2017.

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINT

[Amendment 532 effective date April 27, 2017]

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6012 VOR Federal Airway V12 Is Amended To Read in Part		
PANHANDLE, TX VORTAC	MITBEE, OK VORTAC	5500
§ 95.6014 VOR Federal Airway V14 Is Amended To Read in Part		
HOBART, OK VORTAC	CARFF, OK FIX	3700
CARFF, OK FIX	*DATTA, OK FIX	3000
*3500—MRA.		
*DATTA, OK FIX	WILL ROGERS, OK VORTAC	3000
*3500—MRA.		
§ 95.6017 VOR Federal Airway V17 Is Amended To Read in Part		
CAMAR, OK FIX	MITBEE, OK VORTAC.	
W BND		4300
E BND		4900
§ 95.6096 VOR Federal Airway V96 Is Amended To Read in Part		
FORT WAYNE, IN VORTAC	*ILLIE, OH FIX	**5000
*16000—MCA ILLIE, OH FIX, NE BND.		
**2300—MOCA.		
ILLIE, OH FIX	*ANNTS, OH FIX	**16000
*16000—MCA ANNTS, OH FIX, SW BND.		
**2100—MOCA.		
ANNTS, OH FIX	DETROIT, MI VOR/DME	*3000
*2100—MOCA.		

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINT—Continued
 [Amendment 532 effective date April 27, 2017]

From	To	MEA
§ 95.6140 VOR Federal Airway V140 Is Amended By Adding		
PANHANDLE, TX VORTAC	BURNS FLAT, OK VORTAC	5300
BURNS FLAT, OK VORTAC	*HISLA, OK FIX	3600
*4000—MRA.		
*HISLA, OK FIX	KINGFISHER, OK VORTAC	**3600
*4000—MRA.		
**3000—MOCA.		

Is Amended To Delete

PANHANDLE, TX VORTAC	ZESUS, TX FIX	5800
*3000—MOCA.		
ZESUS, TX FIX	SAYRE, OK VORTAC	
	W BND	*5000
	E BND	*5800
SAYRE, OK VORTAC	ODINS, OK FIX	4000
ODINS, OK FIX	KINGFISHER, OK VORTAC	*3500
*3100—MOCA.		

§ 95.6272 VOR Federal Airway V272 Is Amended To Read in Part

BORGER, TX VORTAC	BRISC, TX FIX	5000
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Is Amended By Adding

BRISC, TX FIX	BURNS FLAT, OK VORTAC	*5000
*4500—MOCA.		
BURNS FLAT, OK VORTAC	WILL ROGERS, OK VORTAC	4500

Is Amended To Delete

BRISC, TX FIX	SAYRE, OK VORTAC	*5500
*4500—MOCA.		
SAYRE, OK VORTAC	SERTS, OK FIX	3900
SERTS, OK FIX	LIONS, OK FIX	*4500
*3100—MOCA.		
*3700—GNSS MEA.		
LIONS, OK FIX	WILL ROGERS, OK VORTAC	3300

§ 95.6280 VOR Federal Airway V280 Is Amended To Read in Part

PANHANDLE, TX VORTAC	MITBEE, OK VORTAC	5500
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§ 95.6440 VOR Federal Airway V440 Is Amended By Adding

BRISC, TX FIX	BURNS FLAT, OK VORTAC	*5000
*4500—MOCA.		
BURNS FLAT, OK VORTAC	CARFF, OK FIX	3600

Is Amended To Delete

BRISC, TX FIX	SAYRE, OK VORTAC	*5500
*4500—MOCA.		
SAYRE, OK VORTAC	CARFF, OK FIX	4000

Airway segment		Changeover points	
From	To	Distance	From

§ 95.8003 VOR Federal Airway Changeover Point V140 Is Amended To Modify Changeover Point

PANHANDLE, TX VORTAC	BURNS FLAT, OK VORTAC	56	PANHANDLE.
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V272 Is Amended To Add Changeover Point

BORGER, TX VORTAC	BURNS FLAT, OK VORTAC	51	BORGER.
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Airway segment		Changeover points	
From	To	Distance	From
Is Amended To Delete Changeover Point			
SAYRE, OK VORTAC	WILL ROGERS, OK VORTAC	40	SAYRE.

[FR Doc. 2017-06294 Filed 3-29-17; 8:45 am]

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1112 and 1234

[Docket No. CPSC-2015-0019

Safety Standard for Infant Bath Tubs

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Danny Keysar Child Product Safety Notification Act, section 104 of the Consumer Product Safety Improvement Act of 2008 (CPSIA), requires the United States Consumer Product Safety Commission (Commission or CPSC) to promulgate consumer product safety standards for durable infant or toddler products. These standards are to be “substantially the same as” applicable voluntary standards, or more stringent than the voluntary standard if the Commission concludes that more stringent requirements would further reduce the risk of injury associated with the product. The Commission is issuing a safety standard for infant bath tubs in response to the direction of section 104(b) of the CPSIA. In addition, the Commission is amending its regulations regarding third party conformity assessment bodies to include the mandatory standard for infant bath tubs in the list of notices of requirements (NORs) issued by the Commission.

DATES: This rule will become effective October 2, 2017. The incorporation by reference of the publication listed in this rule is approved by the Director of the Federal Register as of October 2, 2017.

FOR FURTHER INFORMATION CONTACT: Keysha Walker, Compliance Officer, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; telephone: 301-504-6820; email: *kwalker@cpsc.gov*.

SUPPLEMENTARY INFORMATION:

I. Background and Statutory Authority

The CPSIA was enacted on August 14, 2008. Section 104(b) of the CPSIA, part

of the Danny Keysar Child Product Safety Notification Act, requires the Commission to: (1) Examine and assess the effectiveness of voluntary consumer product safety standards for durable infant or toddler products, in consultation with representatives of consumer groups, juvenile product manufacturers, and independent child product engineers and experts; and (2) promulgate consumer product safety standards for durable infant and toddler products. Standards issued under section 104 are to be “substantially the same as” the applicable voluntary standard or more stringent than the voluntary standard if the Commission concludes that more stringent requirements would further reduce the risk of injury associated with the product.

The term “durable infant or toddler product” is defined in section 104(f)(1) of the CPSIA as “a durable product intended for use, or that may be reasonably expected to be used, by children under the age of 5 years.” Section 104(f)(2) of the CPSIA lists examples of durable infant or toddler products, including products such as “bath seats” and “infant carriers.” Although section 104(f)(2) does not specifically identify infant bath tubs, the Commission has defined an infant bath tub as a “durable infant or toddler product” in the Commission’s product registration card rule under CPSIA section 104(d).¹

On August 14, 2015, the Commission issued a notice of proposed rulemaking (NPR) for infant bath tubs. 80 FR 48769. The NPR proposed to incorporate by reference the voluntary standard, ASTM F2670-13, *Standard Consumer Safety Specification for Infant Bath Tubs*, with several modifications to strengthen the standard, as a mandatory consumer product safety rule. In this document, the Commission is issuing a mandatory consumer product safety standard for infant bath tubs. As required by section 104(b)(1)(A), the Commission consulted with manufacturers, retailers, trade organizations, laboratories, consumer advocacy groups, consultants, and the public to develop this proposed

¹ Requirements for Consumer Registration of Durable Infant or Toddler Products; Final Rule, 74 FR 68668, 68669 (Dec. 29, 2009); 16 CFR 1130.2(a)(16).

standard, largely through the ASTM process. Based on modifications to the voluntary standard since the NPR published, the final rule incorporates by reference the most recent voluntary standard, developed by ASTM International, ASTM F2670-17, without modification.

Additionally, the final rule amends the list of NORs issued by the Commission in 16 CFR part 1112 to include the standard for infant bath tubs. Under section 14 of the CPSA, the Commission promulgated 16 CFR part 1112 to establish requirements for accreditation of third party conformity assessment bodies (or testing laboratories) to test for conformity with a children’s product safety rule. Amending part 1112 adds an NOR for the infant bath tub standard to the list of children’s product safety rules.

II. Product Description

A. Definition of Infant Bath Tub

Paragraph 3.1.2 of ASTM F2670-17 defines an “infant bath tub” as a “tub, enclosure, or other similar product intended to hold water and be placed into an adult bath tub, sink, or on top of other surfaces to provide support or containment, or both, for an infant in a reclining, sitting, or standing position during bathing by a caregiver.” Paragraph 1.1 of the voluntary standard specifically excludes “products commonly known as bath slings, typically made of fabric or mesh” from the scope of the standard.

Infant bath tubs within the scope of the final rule include products of various designs, such as “bucket style” tubs that support a child sitting upright, tubs with an inclined seat for infants too young to sit unsupported, inflatable tubs, folding tubs, and tubs with spa features, such as handheld shower attachments and even whirlpool settings. Paragraph 6.1 of ASTM F2670-17 permits infant bath tubs to have “a permanent or removable passive crotch restraint as part of their design,” but does not permit “any additional restraint system(s) which requires action on the part of the caregiver to secure or release.”

B. Market Description

Typically, infant bath tubs are produced and/or marketed by juvenile