

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):

Hamilton Sundstrand: Docket No. FAA–2019–1008; Product Identifier AD–2019–00110–P.

(a) Comments Due Date

The FAA must receive comments by March 13, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Hamilton Sundstrand Corporation (Hamilton Sundstrand) model 54H60 propellers with a blade having a serial number (S/N) below S/N 813320.

(d) Subject

Joint Aircraft System Component (JASC) Code 6111, Propeller Blade Section.

(e) Unsafe Condition

This AD was prompted by the separation of a propeller blade that resulted in the loss of an airplane and 17 fatalities. The FAA is issuing this AD to detect cracking in the propeller blade taper bore. The unsafe condition, if not addressed, could result in failure of the propeller blade, blade separation, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For affected propellers identified in Planning Information, paragraph 1.E.(1), of Hamilton Sundstrand Corporation Alert Service Bulletin (ASB) 54H60–61–A154, dated August 26, 2019 (“the ASB”), perform an eddy current inspection (ECI) of all blades installed on the propeller within one year or 500 flight hours after the effective date of this AD, whichever occurs first.

(2) For affected propellers identified in Planning Information, paragraph 1.E.(2), of the ASB, perform an ECI of all blades installed on the propeller within two years or 1,000 flight hours after the effective date of this AD, whichever occurs first.

(3) Perform the ECI of the affected propeller blades in accordance with the Accomplishment Instructions, paragraph 3.C. of the ASB.

(4) If any propeller blade fails the inspections required by this AD, based on the criteria in paragraph 3.C. of the ASB, remove the blade from service prior to next flight and replace with a blade eligible for installation.

(5) For all affected propellers, repeat the inspection required by paragraphs (g)(1) through (4) of this AD at intervals not exceeding 3 years or 1,500 flight hours, whichever comes first, after the previous inspection.

(6) Report the results of the ECI required by paragraphs (g)(1) through (5) of this AD in accordance with the Accomplishment Instructions, paragraph 3.C.(6) of the ASB.

(h) Installation Prohibition

After the effective date of this AD, do not install any Hamilton Sundstrand propeller blades having an S/N below 813320 on any propeller, unless the blade has first passed the inspection required by this AD. After the effective date of this AD, do not install any propeller assemblies with affected propeller blades onto any aircraft unless the affected propeller blades have passed the inspection required by paragraph (g) of this AD.

(i) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager

of the local flight standards district office/certificate holding district office.

(k) Related Information

(1) For more information about this AD, contact Maureen Maisttison, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7076; fax: 781–238–7199; email: maureen.maisttison@faa.gov.

(2) For service information identified in this AD, contact Hamilton Sundstrand, 1 Hamilton Road, Windsor Locks, CT 06096–1010, United States; phone: 877–808–7575; email: CRC@collins.com. You may view this referenced service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759.

Issued in Burlington, Massachusetts, on January 22, 2020.

Karen M. Grant,

Acting Manager, Engine & Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2020–01338 Filed 1–27–20; 8:45 am]

BILLING CODE 4910–13–P

CONSUMER PRODUCT SAFETY COMMISSION**16 CFR Parts 1112, 1130, and 1236**

[CPSC Docket No. 2017–0020]

Supplemental Notice of Proposed Rulemaking To Establish a Safety Standard for Infant Sleep Products; Notice of Extension of Comment Period

AGENCY: Consumer Product Safety Commission.

ACTION: Extension of comment period.

SUMMARY: The Consumer Product Safety Commission (CPSC) published a supplemental notice of proposed rulemaking (Supplemental NPR) to promulgate a consumer product safety standard for infant sleep products (infant sleep products) in the **Federal Register** on November 12, 2019. The Supplemental NPR invited the public to submit written comments during a 75-day comment period, beginning on the Supplemental NPR publication date, and ending on January 27, 2020. In response to a request for an extension of the comment period, the Commission is extending the comment period by 30 days.

DATES: Submit comments by February 26, 2020.

ADDRESSES: You may submit comments, identified by Docket No. CPSC–2017–0020, electronically or in writing:

Electronic Submissions: Submit electronic comments to the Federal

eRulemaking Portal at: <http://www.regulations.gov>. Follow the instructions for submitting comments. CPSC does not accept comments submitted by electronic mail (email), except through www.regulations.gov. CPSC encourages you to submit electronic comments by using the Federal eRulemaking Portal, as described above.

Written Submissions: Submit written submissions by mail/hand delivery/courier to: Division of the Secretariat, Consumer Product Safety Commission, Room 820, 4330 East-West Highway, Bethesda, MD 20814; telephone (301) 504-7923.

Instructions: All submissions received must include the agency name and docket number for this proposed rulemaking. All comments received may be posted without change, including any personal identifiers, contact information, or other personal information provided, to: <http://www.regulations.gov>. Do not submit electronically any confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If furnished at all, such information should be submitted in accordance with the instructions for written submissions above.

Docket: For access to the docket to read background documents or comments received, go to: <http://www.regulations.gov>, and insert the docket number, CPSC-2017-0020, into the "Search" box, and follow the prompts.

SUPPLEMENTARY INFORMATION: On October 25, 2019, the Commission voted to publish a Supplemental NPR in the **Federal Register**, to promulgate a consumer product safety standard for infant sleep products. The Supplemental NPR published on November 12, 2019, with a 75-day comment period, which closes on January 27, 2020. On January 11, 2020, Joanne E. Mattiace, from the Law Offices of Joanne E. Mattiace, submitted a request to extend the comment period by 60 days. The request states that stakeholders are "diligently working to submit comments" by January 27, 2020, however, the CPSC staff's December 12, 2019 letter to ASTM International regarding ASTM F15.18 Bassinet and Cradles and Infant Inclined Sleep Products Updates, which discusses the staff's safety concerns with in-bed sleepers and compact bassinets, has "resulted in additional issues of great importance that now need to be fully evaluated and discussed." Ms. Mattiace requests that the Commission extend the

comment period for 60 days so that stakeholders can "prepare comments of much more benefit for the agency."

The Commission has considered this request and will grant an extension of the comment period by 30 days, until February 26, 2020.

Alberta E. Mills,
Secretary, Consumer Product Safety Commission.

[FR Doc. 2020-01413 Filed 1-27-20; 8:45 am]

BILLING CODE 6355-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 110

[Docket Number USCG-2019-0028]

RIN 1625-AA01

Anchorage; Galveston Harbor, Bolivar Roads Channel, Galveston, TX

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a 48-hour time limit in Anchorage Area (B) in Bolivar Roads near Galveston, Texas. Currently anchorage areas (A) and (C) in the Bolivar Roads Channel have a 48-hour time limit, however anchorage (B) does not. This has resulted in vessels remaining in anchorage (B) for extended periods, blocking other vessels with pressing logistical needs, adversely affecting commerce and impacting navigational safety. Except when stress of weather makes sailing impractical or hazardous, under this proposed rule, vessels would not be permitted to anchor in anchorage area (B) for more than 48 hours unless expressly authorized by the Captain of the Port Houston-Galveston. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before February 27, 2020.

ADDRESSES: You may submit comments identified by docket number USCG-2019-0028 using the Federal eRulemaking Portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email LCDR Sarah Rousseau or LT Nathaniel Clinger,

Sector Houston-Galveston Waterways Management Division, U.S. Coast Guard; telephone 281-464-4736/4782, email HoustonWWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DC District Commander
DHS Department of Homeland Security
FR Federal Register
HSC Lone Star Harbor Safety Committee
LCDR Lieutenant Commander
LT Lieutenant
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code
VTS Coast Guard Vessel Traffic Service
Houston/Galveston

II. Background, Purpose, and Legal Basis

On October 11, 2018, the Texas Lone Star Harbor Safety Committee requested a regulatory change to the Galveston Harbor Bolivar Roads Anchorage area (B). The HSC submitted a recommendation to the Sector Houston-Galveston Captain of the Port that Anchorage area (B) be regulated under the same 48-hour time limit as the adjacent Anchorage areas (A) and (C). The HSC developed a working group, the Anchorage Working Group, to assess the optimal ways to use the anchorage to facilitate safety and efficiency within the port.

The purpose of this rulemaking is to align the Galveston Harbor Bolivar Roads Anchorage area (B) to the adjacent anchorages, necessary to address port congestion and navigation safety concerns. The local VTS will continue to monitor and control vessel movement within the Anchorage area (B); in addition, the VTS will be allowed to grant extensions for extenuating circumstances. The Coast Guard is proposing to revise 33 CFR 110.197 to establish the 48-hour time limit in the Anchorage area (B). Given the limited anchorage space available, the anchorage will improve the safety of vessels operating, transiting, or anchored and moored in the vicinity, and provide for the overall safe and efficient flow of vessel traffic and commerce in the area.

The legal basis and authorities for this notice of proposed rulemaking are found in 33 U.S.C. 471 which authorizes the Coast Guard to propose, establish, and define regulatory anchorages.

III. Discussion of Proposed Rule

The Commander of the Coast Guard Eighth District is proposing to establish a 48-hour anchorage time limit in the Galveston Harbor Bolivar Roads Anchorage area (B). This 48-hour