

**§ 1033.141 Standard-setting bodies.**

(a) *Recognition of a standard-setting body.* A standard-setting body may request CFPB recognition. Recognition will last up to five years, absent revocation. The CFPB will not recognize a standard-setting body unless it demonstrates that it satisfies the following attributes:

(1) *Openness:* The sources, procedures, and processes used are open to all interested parties, including: consumer and other public interest groups with expertise in consumer protection, financial services, community development, fair lending, and civil rights; authorized third parties; data providers; data recipients; data aggregators and other providers of services to authorized third parties; and relevant trade associations. Parties can meaningfully participate in standards development on a non-discriminatory basis.

(2) *Balance:* The decision-making power is balanced across all interested parties, including consumer and other public interest groups, and is reflected at all levels of the standard-setting body. There is meaningful representation for large and small commercial entities within these categories. No single interest or set of interests dominates decision-making. Achieving balance requires recognition that, even when a participant may play multiple roles, such as data provider and authorized third party, the weight of that participant's commercial concerns may align primarily with one set of interests. The ownership of participants is considered in achieving balance.

(3) *Due process and appeals:* The standard-setting body uses documented and publicly available policies and procedures, and it provides adequate notice of meetings and standards development, sufficient time to review drafts and prepare views and objections, access to views and objections of other participants, and a fair and impartial process for resolving conflicting views. An appeals process is available for the impartial handling of procedural appeals.

(4) *Consensus:* Standards development proceeds by consensus, which is defined as general agreement, though not necessarily unanimity. During the development of consensus, comments and objections are considered using fair, impartial, open, and transparent processes.

(5) *Transparency:* Procedures or processes for participating in standards development and for developing standards are transparent to participants and publicly available.

**Subpart B—[Reserved]****Subpart C—[Reserved]****Subpart D—[Reserved]****Appendix A to Part 1033—Personal Financial Data Rights Rule: How To Apply for Recognition as a Standard Setter**

If you want the CFPB to designate your organization as a recognized standard setter, you should follow the steps described below.

We may amend this process from time to time.

**Step One: Requesting Recognition**

Submit a written request for recognition.<sup>1</sup> This should include key contact information, evidence of your organization's policies and practices,<sup>2</sup> and an explanation of how your organization satisfies each of the requirements in the Personal Financial Data Rights rule to be a recognized standard setter.<sup>3</sup> Your request should also describe how current and/or anticipated standards issued by your organization relate to open banking.

In advance of filing your request, you can seek a pre-filing meeting with us. We can walk you through the application process and help you make a complete submission.

Send formal submissions, as well as requests for pre-filing meetings, to: [openbankingstandards@cfpb.gov](mailto:openbankingstandards@cfpb.gov).

**Step Two: Additional Information and Public Comment**

After reviewing your submission, we may request additional information to ensure that your application is complete.

We may publish your application. We may also seek public input on your application and invite your responses to any information we receive on that basis.

**Step Three: Our Review**

When reviewing your application, we consider whether your policies and practices meet all the requirements for recognition. We also evaluate whether your application is accurate and complete.

We prioritize and review applications based on the extent to which recognizing your organization helps us to implement open banking.<sup>4</sup>

**Step Four: Application Decision**

CFPB recognition will be publicly disclosed on our website, along with the

<sup>1</sup> Sensitive personal information should not be provided.

<sup>2</sup> Evidence may include (but is not limited to) charters, bylaws, policies, procedures, fee schedules, meeting minutes, membership lists, financial statements/disclosures, publicly available materials, and issued standards.

<sup>3</sup> Relevant legal requirements are described at 12 CFR 1033.141. When explaining how your organization meets these requirements, you should reference relevant elements of the evidence you submit in support of your application.

<sup>4</sup> Section 1033 of the Consumer Financial Protection Act, 12 U.S.C. 5533, describes the CFPB's role in implementing open banking.

applicable terms and conditions of such recognition, such as its duration.

If the CFPB declines to recognize your organization, we will notify you.

You may withdraw your application at any time or for any reason.

If we determine that your organization is close to meeting, but does not yet meet, the requirements for CFPB recognition, we may ask you to provide a written plan specifying how and when you will take the steps required for full recognition. If that plan is satisfactory, we may state on our website that your organization has received contingent recognition. Once you provide us with evidence that you have successfully executed on that plan (or otherwise addressed the relevant contingencies), the CFPB may extend full recognition.

**Step Five: Recognition**

There are several points to keep in mind about recognition.

As a recognized standard setter, you agree that the CFPB may monitor your organization and that you will provide information that we request.

You must also provide us, within 10 days, written explanation of any material change to information that was submitted with your application or during recognition, as well as any reason your organization may no longer meet underlying requirements for recognition.

In addition, you must meet any other specified terms and conditions of your recognition, which may include our reserving the right to observe or participate in standard setting.

If your recognition is set to expire, you can apply for re-recognition by re-starting at Step One at least 180 days before expiration. We may temporarily extend your recognition while we consider your request for re-recognition.

We may modify or revoke your recognition. The CFPB expects to notify you of the reasons it intends to revoke or modify recognition, and to provide your organization with an opportunity to address the CFPB's concerns.

**Rohit Chopra,**

*Director, Consumer Financial Protection Bureau.*

[FR Doc. 2024-12658 Filed 6-10-24; 8:45 am]

**BILLING CODE 4810-am-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2024-0234; Project Identifier MCAI-2023-01215-A; Amendment 39-22742; AD 2024-08-09]**

**RIN 2120-AA64**

**Airworthiness Directives; GA8 Airvan (Pty) Ltd Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain GA8 Airvan (Pty) Ltd Model GA8 and GA8–TC320 airplanes. This AD is prompted by reports of insufficient electrical bonding of the solenoid (relay) box assembly that could result in degraded performance, errors, or intermittent failures of equipment connected to electrical Bus 1, Bus 2, associated electrical control, and protective devices fitted within or attached to the solenoid box. This AD requires inspecting for an existing wire connecting the relay box earth point to the ground power socket, and if one is not present, installing a mechanical connection. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective July 16, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 16, 2024.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–0234; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*

- For service information, contact GA8 Airvan (Pty) Ltd, GippsAero Technical Services, P.O. Box 881, Morwell, Victoria 3840, Australia; phone: +61 (0)3 5172 1200; email: [TECHPUBS@gippsaero.com.au](mailto:TECHPUBS@gippsaero.com.au); website: [gippsaero.com.au](http://gippsaero.com.au).

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2024–0234.

**FOR FURTHER INFORMATION CONTACT:**

Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue,

Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain GA8 Airvan (Pty) Ltd Model GA8 and GA8–TC320 airplanes. The NPRM published in the **Federal Register** on February 23, 2024 (89 FR 13620). The NPRM was prompted by AD GA8/11, dated November 21, 2023 (also referred to as the MCAI), issued by Civil Aviation Safety Authority, which is the aviation authority for Australia. The MCAI states that operators made two reports and a few anecdotal reports of intermittent system discrepancies attributed to insufficient electrical bonding of the solenoid (relay) box assembly. Without a dedicated solenoid box electrical bonding connection, these airplanes may suffer degraded performance, errors, or intermittent failures of equipment connected to electrical Bus 1, Bus 2, associated electrical control, and protective devices fitted within or attached to the solenoid box. The majority of Model GA8 and GA8–TC320 airplanes were produced with the relay box electrically bonded to the airframe via the relay box lid and the hardware (screws) holding it in place. The relay box did not have a dedicated bonding point or mechanical connection.

The MCAI requires doing the actions specified in GippsAero Service Bulletin SB–GA8–2023–216, Issue 1, dated February 24, 2023 (GippsAero SB–GA8–2023–216, Issue 1). These actions include inspecting for an existing wire connecting the relay box earth point to the ground power socket, and if one is not present, installing a mechanical connection.

In the NPRM, the FAA proposed to require inspecting for an existing wire connecting the relay box earth point to the ground power socket, and if one is not present, installing a mechanical connection. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–0234.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received no comments on the NPRM or on the determination of the costs.

**Conclusion**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. This AD is adopted as proposed in the NPRM.

**Related Service Information Under 1 CFR Part 51**

The FAA reviewed GippsAero SB–GA8–2023–216, Issue 1. This service information specifies procedures for inspecting for an existing wire connecting the relay box earth point to the ground power socket, and if one is not present, installing a mechanical connection.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES**.

**Differences Between This AD and the MCAI**

The MCAI applicability is Gippsland Aeronautics Model GA8 Series airplanes. The applicability in this AD are GA8 Airvan (Pty) Ltd Model GA8 and GA8–TC320 airplanes because that is what is on the FAA type certificate.

Part A, step 4. of the Accomplishment Instructions in GippsAero SB–GA8–2023–216, Issue 1, specifies to proceed to the Documentation section to update the airplane logbook, but that action is not specifically required by this AD as current FAA regulations already require a logbook entry for compliance with AD actions.

**Costs of Compliance**

The FAA estimates that this AD affects 62 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect for mechanical connection .....	1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$5,270

The FAA estimates the following costs to do any necessary actions that

would be required based on the results of the inspection. The agency has no

way of determining the number of airplanes that might need these actions:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Install mechanical connection .....	1 work-hour × \$85 per hour = \$85 .....	\$170	\$255

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

**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.

The FAA is 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**

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 that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) 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.

**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:

**2024–08–09 GA 8 Airvan (Pty) Ltd:**  
Amendment 39–22742; Docket No. FAA–2024–0234; Project Identifier MCAI–2023–01215–A.

**(a) Effective Date**

This airworthiness directive (AD) is effective July 16, 2024.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to GA8 Airvan (Pty) Ltd Model GA8 airplanes, all serial numbers up to and including GA8–20–262; and Model GA8–TC320 airplanes, all serial numbers up to and including GA8–TC 320–20–261; certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 2497, Electrical Power System Wiring.

**(e) Unsafe Condition**

This AD was prompted by reports of insufficient electrical bonding of the solenoid (relay) box assembly. The FAA is issuing this AD to address possible missing mechanical

connections. The unsafe condition, if not addressed, could result in degraded electrical equipment performance, errors, or intermittent failures of equipment connected to electrical Bus 1, Bus 2, associated electrical control and protective devices fitted within or attached to the solenoid box, which could lead to loss of equipment essential for safe flight.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 100 hours time-in-service (TIS) after the effective date of this AD, inspect for a mechanical connection between the relay box earth point to the ground power socket in accordance with Part A, steps 1. through 4. of the Accomplishment Instructions in GippsAero Service Bulletin SB–GA8–2023–216, Issue 1, dated February 24, 2023 (GippsAero SB–GA8–2023–216, Issue 1), except where step 4. specifies to proceed to the Documentation section to update the airplane logbook, that action is not specifically required by this AD.

(2) If no mechanical connection between the relay box earth point to the ground power socket is found during the inspection required by paragraph (g)(1) of this AD, before further flight, install a mechanical connection in accordance with Part B, steps 1. through 3. of the Accomplishment Instructions in GippsAero SB–GA8–2023–216, Issue 1.

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

The Manager, International Validation 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 International Validation Branch, mail it to the address identified in paragraph (i) of this AD or email to: 9-AVS-AIR-730-AMOC@faa.gov. If mailing information, also submit information by email. 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.

**(i) Additional Information**

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) GippsAero Service Bulletin SB-GA8-2023-216, Issue 1, dated February 24, 2023.

**Note 1 to paragraph (j)(2)(i):** The date on the first page of this document is February 24, 2023, and the date on the subsequent pages is February 25, 2023.

(ii) [Reserved]

(3) For service information identified in this AD, contact GA8 Airvan (Pty) Ltd, GippsAero Technical Services, P.O. Box 881, Morwell, Victoria 3840, Australia; phone: +61 (0)3 5172 1200; email: [TECHPUBS@gippsaero.com.au](mailto:TECHPUBS@gippsaero.com.au); website: [gippsaero.com.au](http://gippsaero.com.au).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on May 22, 2024.

**James D. Foltz,**

*Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2024-0041; Project Identifier AD-2024-00032-E; Amendment 39-22764; AD 2024-11-03]

RIN 2120-AA64

**Airworthiness Directives; International Aero Engines, AG Engines**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain

International Aero Engines, AG (IAE AG) Model V2500 engines. This AD was prompted by an analysis of an event involving an International Aero Engines, LLC (IAE LLC) Model PW1127GA-JM engine, which experienced a high-pressure compressor (HPC) 7th-stage integrally bladed rotor (IBR-7) separation that resulted in an aborted takeoff. This AD requires performing an angled ultrasonic inspection (AUSI) of certain high-pressure turbine (HPT) 1st-stage hubs and HPT 2nd-stage hubs for cracks and replacing if necessary. This AD also requires accelerated replacement of certain HPT 1st-stage hubs and HPT 2nd-stage hubs. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective June 26, 2024.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of June 26, 2024.

**ADDRESSES:**

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-0041; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**Material Incorporated by Reference:**

- For service information, contact International Aero Engines, AG, 400 Main Street, East Hartford, CT 06118; phone: (860) 565-0140; email: [help24@pw.utc.com](mailto:help24@pw.utc.com); website: [connect.prattwhitney.com](http://connect.prattwhitney.com).

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

**FOR FURTHER INFORMATION CONTACT:**

Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7655; email: [carol.nguyen@faa.gov](mailto:carol.nguyen@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain IAE AG Model V2500 engines. The NPRM published in the **Federal Register** on February 5, 2024

(89 FR 7636). The NPRM was prompted by an event on December 24, 2022, when an Airbus Model A320neo airplane, powered by IAE LLC Model PW1127GA-JM engines, experienced a failure of the HPC IBR-7 that resulted in an engine shutdown and aborted take-off. Following this event, the manufacturer conducted a records review of production and field-retained parts and re-evaluated their engineering analysis methodology. The new analysis found that the failure of the HPC IBR-7 was caused by a nickel powdered metal anomaly, similar in nature to an anomaly previously observed on March 18, 2020, when an Airbus Model A321-231 airplane, powered by IAE AG Model V2533-A5 engines, experienced an uncontained HPT 1st-stage hub failure that resulted in high-energy debris penetrating the engine cowling. The analysis also concluded that there is an increased risk of failure for a subpopulation of HPT 1st-stage hubs and HPT 2nd-stage hubs that were manufactured from the same production campaign (a batch of nickel powdered metal) as the HPT 1st-stage hub that failed on March 18, 2020; these parts have a higher likelihood of containing the nickel powdered metal anomaly and are susceptible to failure much earlier than previously determined. In the NPRM, the FAA proposed to require performing an AUSI of certain HPT 1st-stage hubs and HPT 2nd-stage hubs and, depending on the results of the inspections, replacing the HPT 1st-stage hubs or HPT 2nd-stage hubs. The FAA also proposed to require accelerated replacement of certain HPT 1st-stage hubs and HPT 2nd-stage hubs. The FAA is issuing this AD to address the unsafe condition on these products.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received comments from 14 commenters, including the Air Line Pilots Association, International (ALPA); JetBlue Airways (JetBlue); Lufthansa Technik AG (Lufthansa); MTU Maintenance Hannover GmbH; MTU Maintenance Zhuhai Co. Ltd; Pratt & Whitney (PW); Turkish Engine Center (TEC); United Airlines; five anonymous commenters; and an individual commenter. ALPA, United Airlines, the individual commenter, and one anonymous commenter supported the proposed AD without change. Ten commenters requested changes to the proposed AD. The following presents the comments received on the NPRM and the FAA's response to each comment.