

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Agricultural Marketing Service

#### 7 CFR Part 52

[Document Number AMS-FV-07-0100, FV-11-327]

#### United States Standards for Grades of Frozen Okra

**AGENCY:** Agricultural Marketing Service, USDA.

**ACTION:** Notification.

**SUMMARY:** The Agricultural Marketing Service (AMS) of the Department of Agriculture (USDA) has revised the United States Standards for Grades of Frozen Okra. The grade standards for frozen okra have been changed from a “variables score point” system to an “individual attributes” grading system. The “dual grade nomenclature” has been replaced with single letter grade designations and editorial changes were made. These changes bring the United States Standards for Grades of Frozen Okra in line with the present quality levels being marketed today and provide guidance in the effective utilization of frozen okra.

**DATES:** *Effective Date:* November 16, 2011.

**FOR FURTHER INFORMATION CONTACT:** Brian E. Griffin, Inspection and Standardization Branch, Processed Products Division, Fruit and Vegetable Programs, Agricultural Marketing Service, U.S. Department of Agriculture, 1400 Independence Avenue SW., Room 0709, South Building; STOP 0247, Washington, DC 20250; fax: (202) 690-1527; or Internet: <http://www.regulations.gov>. The United States Standards for Grades of Frozen Okra are available through the address cited above and on the AMS Web site at <http://www.ams.usda.gov/AMSV1.0/processedinspection>.

**SUPPLEMENTARY INFORMATION:** Section 203(c) of the Agricultural Marketing Act of 1946, as amended, directs and authorizes the Secretary of Agriculture “to develop and improve standards of quality, condition, quantity, grade, and packaging, and recommend and demonstrate such standards in order to encourage uniformity and consistency in commercial practices.”

AMS is committed to carrying out this authority in a manner that facilitates the marketing of agricultural commodities and makes copies of official grade standards available upon request. Those voluntary United States Standards for Grades of Fruits and Vegetables no longer appear in the Code of Federal Regulations, 7 CFR part 52, but are maintained by USDA, AMS, Fruit and Vegetable Programs. AMS is revising the U.S. Standards for Grades of Frozen Okra using the procedures that appear in part 36 of Title 7 of the Code of Federal Regulations (7 CFR part 36).

#### Background

AMS received a petition from the American Frozen Food Institute (AFFI) requesting the revision of the United States Standards for Grades of Frozen Okra. The petitioners represent almost all of the processors of frozen okra in the United States. The grade standards were based on the variable score points grading system.

Prior to undertaking research and other work associated with revising the grade standards, AMS sought public comments on the petition (see 64 FR 52266). A notice requesting additional comments on the proposed revision to the United States Standards for Grades of Frozen Okra was published in the December 12, 2007, **Federal Register** (72 FR 70565). At the request of AFFI, a notice reopening and extending the comment period was published in the May 16, 2008, **Federal Register** (73 FR 28424). A 60 day period was provided for interested persons to submit comments on the proposed grade standards. Several discussion drafts circulated between September 2008 and February 2011. A request for comment on the proposed revised United States Standards for Grades of Frozen Okra was published in the June 2, 2011 **Federal Register** (76 FR 31887). No comments were received in regard to this request.

The revision of the United States Standards for Grades of Frozen Okra

provides common language for trade and better reflects the current marketing of frozen okra. The official grade of a lot of frozen okra covered by these grade standards is determined by the procedures set forth in the “Regulations Governing Inspection and Certification of Processed Products Thereof, and Certain Other Processed Food Products (§ 52.1 to 52.83).”

**Authority:** 7 U.S.C. 1621-1627.

Dated: October 4, 2011.

**David R. Shipman,**

*Acting Administrator, Agricultural Marketing Service.*

[FR Doc. 2011-26045 Filed 10-14-11; 8:45 am]

**BILLING CODE 3410-02-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2011-1038; Directorate Identifier 2011-NE-31-AD; Amendment 39-16843; AD 2011-20-51]

**RIN 2120-AA64**

#### Airworthiness Directives; Pratt & Whitney Canada PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 Series Turboprop Engines

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Pratt & Whitney Canada PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turboprop engines. This emergency AD was sent previously to all known U.S. owners and operators of these engines. This AD requires the removal of affected part manufacturer approval (PMA) replacement Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage reduction sun gears and the interacting planet gears, from the propeller reduction gearbox assembly. This AD was prompted by failures of certain PMA replacement first stage reduction sun gears, manufactured by TAATI. We are issuing this AD to correct the unsafe condition on these products.

**DATES:** This AD is effective November 1, 2011 to all persons except those persons to whom it was made immediately

effective by Emergency AD 2011–20–51, issued on September 15, 2011, which contained the requirements of this amendment.

We must receive comments on this AD by December 1, 2011.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

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

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; 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 regulatory evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800–647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562–627–5252; fax: 562–627–5210; e-mail: [paul.craig@faa.gov](mailto:paul.craig@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

On September 15, 2011, we issued Emergency AD 2011–20–51, which requires the removal of affected PMA replacement TAATI first stage reduction sun gears and the interacting planet gears, from the propeller reduction gearbox assembly. This action was prompted by failures of certain replacement PMA first stage reduction sun gears, manufactured by TAATI. This condition, if not corrected, could result in failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

##### FAA's Determination

We are issuing this AD because we evaluated all the relevant information

and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

##### AD Requirements

This AD requires the removal of affected PMA replacement TAATI first stage reduction sun gear and the interacting planet gears, from the propeller reduction gearbox assembly, within 15 operating hours or 15 days after the effective date of this AD, whichever occurs first.

##### FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because of the short compliance time required in this AD to remove any affected parts from service. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

##### Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA–2011–1038 and Directorate Identifier 2011–NE–31–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 we receive about this AD.

##### Costs of Compliance

We estimate that the inspection in this AD will affect about 5,000 engines installed on airplanes of U.S. registry. We also estimate that disassembly of reduction gearboxes will affect about 50 engines, and the sun gear removal will affect about 40 engines. We also estimate that it will take about 1 work-hour per engine for inspecting the

engine records. We also estimate that for about 10 engines, it will take about 10 work-hours for the inspection of the sun gear serial number (S/N) and reassembly of the reduction gearbox, due to the records not identifying the S/N. We also estimate that it would take about 16 work-hours for parts replacement. The average labor rate is \$85 per work-hour. Required parts for one engine will cost about \$14,500. Based on these figures, we estimate the cost of the AD on U.S. operators to be \$1,067,900.

##### 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

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) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, 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):

**2011–20–51 Pratt & Whitney Canada:**

Amendment 39–16843; Docket No. FAA–2011–1038; Directorate Identifier 2011–NE–31–AD.

**(a) Effective Date**

This AD is effective November 1, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011–20–51, issued on September 15, 2011, which contained the requirements of this amendment.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pratt & Whitney Canada PT6A–15AG, –27, –28, –34, –34AG, –34B, and –36 series turboprop engines that have had maintenance done to the power section module involving first stage reduction sun gear replacement since February 3, 2010, and having a Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage reduction sun gear, part number (P/N) E3024765, serial numbers (S/Ns) PC5–091 through PC5–176, installed.

**(d) Unsafe Condition**

This AD was prompted by failures of certain first stage reduction sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

**(e) Compliance**

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

(f) For affected engines, remove the PMA replacement TAATI first stage reduction sun gear and the interacting planet gears from the propeller reduction gearbox assembly within 15 operating hours or 15 days after the effective date of this AD, whichever occurs first.

**(g) Installation Prohibition**

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage reduction sun gear, P/

N E3024765, S/Ns PC5–091 through PC5–176.

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

The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

**(i) Related Information**

For further information about this AD, contact: Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562–627–5252; fax: 562–627–5210; e-mail: paul.craig@faa.gov.

Issued in Burlington, Massachusetts, on October 12, 2011.

**Peter A. White,**

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–26840 Filed 10–14–11; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. FAA–2011–0760; Directorate Identifier 2011–NE–10–AD; Amendment 39–16789; AD 2011–18–07]

**RIN 2120–AA64**

**Airworthiness Directives; WYTWORNIA SPRZETU KOMUNIKACYJNEGO (WSK) “PZL–RZESZOW”—SPOLKA AKCYJNA (SA) PZL–10W Turboshaft Engines**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. That AD applies to the products listed above. The effective date in paragraph (a) of the Amended section of the AD is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective October 17, 2011. The effective date of AD 2011–18–07 remains October 4, 2011.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S.

Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; phone: 781–238–7176; fax: 781–238–7199.

**SUPPLEMENTARY INFORMATION:**

Airworthiness Directive 2011–18–07, Amendment 39–16789 (76 FR 57900, September 19, 2011), currently requires a one time inspection of spline teeth on the fuel metering pump shaft for excessive wear, for WSK PZL–10W series turboshaft engines.

As published, paragraph (a) of the Amended section is incorrect.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

The effective date of this AD remains October 4, 2011.

**Correction of Regulatory Text****§ 39.13 [Corrected]**

■ In the **Federal Register** of September 19, 2011, on page 57901, in the third column, paragraph (a) of AD 2011–18–07 is corrected to read as follows:

(a) This airworthiness directive (AD) becomes effective October 4, 2011.

Issued in Burlington, Massachusetts, on October 4, 2011.

**Peter A. White,**

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–26274 Filed 10–14–11; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 73**

[Docket No. FAA–2011–1017; Airspace Docket No. 11–ASO–30]

**RIN 2120–AA66**

**Amendment of Time of Designation for Restricted Areas R–5314A, B, C, D, E, F, H, and J; Dare County, NC**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the time of designation for restricted areas R–5314A, B, C, D, E, F, H, and J in Dare