Proposed Rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc (RR) Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede an existing airworthiness directive (AD) that applies to all RR model RB211–524G–T–19, –524G3–T–19, –524H–T–36, and –524H2–T–19; and RB211–Trent 553–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, 560A2–61; RB211–Trent 768–60, 772–60, 772B–60; and RB211–Trent 875–17, 877–17, 884–17, 884B–17, 892–17, 892B–17, and 895–17 turbofan engines that have a high-pressure (HP) compressor stage 1 to 4 rotor discs with a part number (P/N) listed in Table 1 of this proposed AD. The existing AD currently requires repetitive inspections of the axial dovetail slots, and follow-on corrective action depending on findings. Since we issued that AD, we determined that the definition of shop visit is too restrictive in the existing AD. This proposed AD would continue to require those repetitive inspections and follow-on corrective actions, and it would change the definition of a shop visit to be less restrictive. We are proposing this AD to detect cracks in the HP compressor stage 1 and 2 disc posts, which could result in failure of the disc post and HP compressor blades, release of uncontained engine debris, and damage to the airplane.

DATES: We must receive comments on this proposed AD by December 19, 2011.

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

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

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: 011–44–1332–245418 or e-mail from http://www.rolls-royce.com/contact/civil_team.jsp, or download the publication from https://www.aeromanager.com. You may review copies of the referenced 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.

Examine the AD Document

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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.


SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2010–0562: Directorate Identifier 2009–NE–29–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed 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 proposed AD.

Discussion

On April 12, 2011, we issued AD 2011–09–07, Amendment 39–16669 (76 FR 24793, May 3, 2011), for all RR model RB211–524G–T–19, –524G3–T–19, –524H–T–36, and –524H2–T–19; and RB211 Trent 553–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, 560A2–61; RB211 Trent 768–60, 772–60, 772B–60; and RB211 Trent 875–17, 877–17, 884–17, 884B–17, 892–17, 892B–17, and 895–17 turbofan engines. That AD requires initial and repetitive fluorescent penetrant inspections of the HP compressor stage 1 to 4 rotor discs at the first shop visit after accumulating 1,000 cycles-since-new on the stage 1 to 4 rotor discs at the next shop visit after the effective date of that AD, which ever occurs later. That AD also requires repetitive inspections at every shop visit. That AD resulted from findings of anomalies at the corners of the disc posts during manufacture of stage 1 and stage 2 discs with axial dovetails slots. We issued that AD to detect cracks in the HP compressor stage 1 and stage 2 disc posts, which could result in failure of the disc post and release of HP compressor blades, release of uncontained engine debris, and damage to the airplane.

Actions Since Existing AD Was Issued

Since we issued AD 2011–09–07, Amendment 39–16669 (76 FR 24793, May 3, 2011), we found that the definition of “shop visit” in the AD is too restrictive, in that it would require operators to inspect more often than required to ensure safety. We also found that Alert Service Bulletin (ASB) No. RB.211–72–AF964, Revision 2, dated June 8, 2011, also may be appropriate to
the corrective action in that AD, as is
ASB No. RB.211–72–AF964, Revision 1,
dated June 6, 2008 which is referenced
in AD 2011–09–07.

Relevant Service Information
We reviewed RR ASB No. RB.211–72–
AF964, Revision 1, dated June 6, 2008,
and Revision 2, dated June 8, 2011. The
ASB describes procedures for cleaning
and inspecting the axial dovetail slots.

FAA’s Determination
We are proposing this AD because we
evaluated all the relevant information
and determined the definition of shop
visit was too restrictive, and that the
unsafe condition described previously is
likely to exist or develop in other
products of these same type designs.

Proposed AD Requirements
This proposed AD would change the
definition of a shop visit in AD 2011–
09–07 to “whenever all compressor
blades are removed from the HP
compressor drum.” This proposed AD
would also allow using ASB No.
RB.211–72–AF964, Revision 1, dated
June 6, 2008, or ASB No. RB.211–72–
AF964, Revision 2, dated June 8, 2011,
to perform the inspection.

Costs of Compliance
Based on the service information, we
estimate that this proposed AD would
affect about 371 products of U.S.
registry. We also estimate that it would
take about 20 work-hours per product to
comply with this AD. The average labor
rate is $85 per work-hour. No parts
would be required per product. Based
on these figures, we estimate the cost of
the AD on U.S. operators to be $630,700.

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 47701,
“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.

Regulatory Findings
We have determined that this
proposed AD would not have federalism
implications under Executive Order 13132. This proposed AD
would 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 the proposed regulation:
(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, 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.

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
removing airworthiness directive (AD)
2011–09–07, Amendment 39–166679
(76 FR 24793, May 3, 2011), and adding
the following new AD:

Rolls-Royce plc: Docket No. FAA–2010–
0562; Directorate Identifier 2009–NE–
29–AD.

(a) Comments Due Date
The FAA must receive comments on this
AD action by December 19, 2011.

(b) Affected ADs
This AD supersedes AD 2011–09–07,

(c) Applicability
This AD applies to Rolls-Royce plc (RR)
model RB211–524G2–T–19, –524G3–T–19,
–524H–T–36, and –524H2–T–19; and RB211–
Trent 553–61, 553A2–61, 556–61, 556A2–61,
566–61, 566A2–61, 566B–61, 566B2–61, 560–61,
560A–61; RB211–Trent 766–60, 772–60, 772B–60;
and RB211–Trent 875–17, 877–17, 884–17, 884B–
17, 892–17, 892B–17, and 895–17 turbofan
engines that have a high-pressure (HP)
compressor stage 1 to 4 rotor disc with a part
number (P/N) listed in Table 1 of this AD.

(d) Unsafe Condition
This AD was prompted by our
determination that the definition of “shop
visit” in the existing AD is too restrictive, in
that it would require operators to inspect
more often than required to ensure safety. We
are issuing this AD to detect cracks in the HP
compressor stage 1 and 2 disc posts, which
could result in failure of the disc post and
HP compressor blades, release of
uncontaminated engine debris, and damage to
the airplane.

(e) Compliance
Comply with this AD within the
compliance times specified, unless already
done.

Table 1—Affected HP Compressor Stage 1 to 4 Rotor Disc P/Ns by Engine Model

<table>
<thead>
<tr>
<th>Engine model</th>
<th>HP compressor stage 1 to 4 rotor disc P/N</th>
</tr>
</thead>
<tbody>
<tr>
<td>(3) RB211 Trent 766–60, 772–60, and 772B–60</td>
<td>FK24009, FK26167, FK32580, FW11590, or FW61622.</td>
</tr>
</tbody>
</table>
(f) Cleaning and Inspection

(1) Clean and perform a fluorescent penetrant inspection of the HP compressor stage 1 to 4 rotor discs at the first shop visit after accumulating 1,000 cycles since new on the stage 1 to 4 rotor discs or at the next shop visit after the effective date of this AD, which ever occurs later.


(3) Thereafter at every engine shop visit, perform the inspection specified by paragraph (f) of this AD.

(g) Definition

For the purpose of this AD, an “engine shop visit” is whenever all compressor blades are removed from the HP compressor drum.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7143; fax: 781–238–7199; e-mail: alan.strom@faa.gov.


(3) 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: 011–44–1332–245418 or e-mail from http://www.rolls-royce.com/contact/civil_team.jsp, or download the publication from https://www.aeromanager.com. You may review copies 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.

Issued in Burlington, Massachusetts, on October 14, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–27699 Filed 10–19–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG–140280–09]

RIN 1545–BK16

Tax Return Preparer Penalties Under Section 6695; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correction to notice of proposed rulemaking and notice of public hearing.

SUMMARY: This document contains a correction to a notice of proposed rulemaking and notice of public hearing (REG–140280–09) that would modify existing regulations related to the tax return preparer penalties under section 6695 of the Internal Revenue Code. The document was published in the Federal Register on Tuesday, October 11, 2011 (76 FR 62689).

FOR FURTHER INFORMATION CONTACT:
Concerning these proposed regulations, Spence Hanemann, (202) 622–4940 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The correction notice that is the subject of this document is under section 6695 of the Internal Revenue Code.

Need for Correction

As published, a notice of proposed rulemaking and notice of public hearing (REG–140280–09) contains an error that may prove to be misleading and is in need of clarification.

Correction of Publication

Accordingly, the publication of a notice of proposed rulemaking and notice of public hearing (REG–140280–09), which was the subject of FR Doc. 2011–26247, is corrected as follows:

On page 62690, column 2, in the preamble, under the paragraph heading “Explanation of Provisions”, first paragraph of the column, line 17, the language “proposed § 1.6695–2(c)(2) provides that,” is removed and is replaced with the new language “proposed § 1.6695–2(c)(3) provides that,”.

LaNita Van Dyke,
Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).

[FR Doc. 2011–27183 Filed 10–19–11; 8:45 am]

BILLING CODE 4830–01–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 60 and 63


RIN 2060–AP76

Oil and Natural Gas Sector: New Source Performance Standards and National Emission Standards for Hazardous Air Pollutants Reviews; Correction of Comment Period Closing Date

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule; correction of public comment period closing date.

SUMMARY: The EPA is announcing that the period for providing public comments on the August 23, 2011, “Oil and Natural Gas Sector: New Source Performance Standards and National Emission Standards for Hazardous Air Pollutants Reviews,” closes on October 31, 2011. This notice does not address the requests the EPA has received for extending this period.

DATES: Comments. The public comment period for the proposed rules published on August 23, 2011 (76 FR 52738) closes on October 31, 2011.

ADDRESSES: Comments. Written comments on the proposed rules may be submitted to the EPA electronically, by mail, or facsimile or through hand delivery/courier. Please refer to the proposal for the addresses and detailed instructions.

Docket. Publicly available documents relevant to this action are available for public inspection either electronically in http://www.regulations.gov, or in hard copy at the EPA Docket Center, Room 3334, 1301 Constitution Avenue, NW., Washington, DC. The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. A reasonable fee may be charged for copying.


FOR FURTHER INFORMATION CONTACT: Mr. Bruce Moore, Fuels and Incineration Group (E143–05), Sector Policies and Programs Division, Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711; Telephone number: (919) 541–5460; Fax number (919) 541–3470; E-mail address: moore.bruce@epa.gov.

SUPPLEMENTARY INFORMATION: