

05-7211-K010201 against possible misalignment of gearbox and core engine during assembly. We are issuing this AD to prevent in-flight engine shutdown, which could result in loss of control of the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) TAE 125-02-99 Engines, P/Ns 05-7200-K000201; 05-7200-K000701; 05-7200-K000101; 05-7200-K000901; 05-7200-K001101; and 05-7200-K001301; and TAE 125-02-114 Engines, P/Ns 05-7200-K000501; 05-7200-K000801; and 05-7200-K001401

For TAE 125-02-99 engines, P/Ns 05-7200-K000201; 05-7200-K000701; 05-7200-K000101; 05-7200-K000901; 05-7200-K001101; and 05-7200-K001301; and TAE 125-02-114 engines, P/Ns 05-7200-K000501; 05-7200-K000801; and 05-7200-K001401, remove friction disk, P/N 05-7211-K010201, within 100 flight hours (FH) time-since-new (TSN) on the clutch or within 10 FH time-in-service (TIS) after the effective date of this AD, whichever is later.

(2) TAE 125-02-99 Engines, P/Ns 05-7200-K000301

For TAE 125-02-99 engines, P/N 05-7200-K000301, installed on multiengine aircraft, remove friction disk, P/N 05-7211-K010201, on one engine within 100 FH TSN on the clutch or within 10 FH TIS after the effective date of this AD, whichever is later. Remove friction disk, P/N 05-7211-K010201, from the other engine within 300 FH TSN on the clutch or within 10 FH TIS after the effective date of this AD, whichever is later.

(f) Installation Prohibition

After the effective date of this AD:

(1) Do not install any friction disk, P/N 05-7211-K010201, into any engine.

(2) Do not install any TAE 125-02-99 engine, P/N 05-7200-K000201, 05-7200-K000301, or 05-7200-K000701, or TAE 125-02-114 engine, P/N 05-7200-K000801 or 05-7200-K00501, that has a friction disk, P/N 05-7211-K010201 installed, onto any airplane.

(g) Operating Prohibition

Do not operate any multi-engine aircraft after 300 FH TSN on the clutch or 10 FH TIS after the effective date of this AD, whichever is later, which has installed a friction disk, P/N 05-7211-K010201.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, 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, 12 New England Executive Park, Burlington, MA; phone: (781) 238-7143; fax: (781) 238-7199; email: alan.strom@faa.gov.

(2) Refer to EASA Airworthiness Directive 2011-0087-E, dated May 12, 2011, and Thielert Service Bulletin No. TM TAE 125-1013 P1, for related information.

(3) Contact Thielert Aircraft Engines GmbH, Plantenstrasse 14 D-09350, Lichtenstein, Germany, telephone: +49-37204-696-0; fax: +49-37204-696-55; email: info@centurion-engines.com, for a copy of this service information.

(4) You may review copies of the 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.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on January 19, 2012.

Peter A. White,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2012-1607 Filed 1-26-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 121

[Docket No. FAA-2011-1343; Amdt. No. 121-358]

FAA-Approved Portable Oxygen Concentrators; Technical Amendment

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; technical amendment.

SUMMARY: The FAA is amending regulations relating to operating rules for FAA approved portable oxygen concentrators (POC) onboard aircraft. This document updates the names of two manufacturers of approved POCs listed in the Special Federal Aviation Regulation (SFAR).

DATES: Effective *January 27, 2012*.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact DK Deaderick, Air Transportation Division, AFS-200, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-7480; email: DK.Deaderick@faa.gov. For legal questions concerning this action, contact Alex Zektser, AGC-220, Office of Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3073; email: Alex.Zektser@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On July 12, 2005, the FAA published SFAR 106, "Use of Certain Portable

Oxygen Concentrator Devices Onboard Aircraft" (70 FR 40156). SFAR 106 permits passengers to carry on and use certain small portable oxygen concentrators (POCs) on board aircraft if the operator ensures compliance with conditions specified in the SFAR. Some of the devices determined acceptable for use in SFAR 106 are Delphi Medical Systems' RS-00400 (added to the SFAR in 74 FR 2351) and International Biophysics Corporation's LifeChoice (added to the SFAR in 75 FR 739).

As a result of business changes that took place after SFAR 106 was published, the LifeChoice POC is now manufactured by Inova Labs, Inc. and not by the International Biophysics Corporation. Similarly, the RS-00400 POC is now manufactured by Oxus, Inc. and not by Delphi Medical Systems.

The two companies currently manufacturing these POCs have petitioned the FAA to amend SFAR 106, Section 2 and section 3(a), of Title 14, Code of Federal Regulations (14 CFR). This amendment would update section 2 and section 3(a) of SFAR 106 with the names of the current manufacturers of the LifeChoice and RS-00400 POCs.

Technical Amendment

LifeChoice and RS-00400 are still the same products that were originally approved in SFAR 106—only the names of their manufacturers have changed. As such, this technical amendment makes two revisions to the final rule. First, the language in SFAR 106 section 2 and section 3(a) is revised to refer to LifeChoice as being manufactured by Inova Labs. Second, the reference to the RS-00400 POC is revised to refer to this device as being manufactured by Oxus, Inc.

Because the changes in this technical amendment result in no substantive change, we find good cause exists under 5 U.S.C. 553(d)(3) to make the amendment effective in less than 30 days.

List of Subjects in 14 CFR Part 121

Air carriers, Aircraft, Airmen, Aviation safety, Charter flights, Safety, Transportation, Air taxis.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter 1 of title 14, Code of Federal Regulations as follows:

PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

■ 1. The authority citation for part 121 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 40119, 41706, 44101, 44701–44702, 44705, 44709–44711, 44713, 44716–44717, 44722, 46105.

■ 2. Amend SFAR 106 by revising sections 2 and 3(a) introductory text to read as follows:

Special Federal Aviation Regulation 106—Rules for Use of Portable Oxygen Concentrator Systems On Board Aircraft

* * * * *

Section 2. Definitions—For the purposes of this SFAR the following definitions apply: Portable Oxygen Concentrator: Means the AirSep FreeStyle, AirSep LifeStyle, DeVilbiss Healthcare iGo, Inogen One, Inogen One G2, Invacare XPO2, Invacare Solo2, Inova Labs LifeChoice, Oxlife Independence Oxygen Concentrator, Oxus, Inc. RS-00400, Respironics EverGo, and SeQual Eclipse Portable Oxygen Concentrator medical device units as long as those medical device units: (1) Do not contain hazardous materials as determined by the Pipeline and Hazardous Materials Safety Administration; (2) are also regulated by the Food and Drug Administration; and (3) assist a user of medical oxygen under a doctor’s care. These units perform by separating oxygen from nitrogen and other gases contained in ambient air and dispensing it in concentrated form to the user.

(a) No person may use and no aircraft operator may allow the use of any portable oxygen concentrator device, except the AirSep FreeStyle, AirSep LifeStyle, DeVilbiss Healthcare iGo, Inogen One, Inogen One G2, Invacare XPO2, Invacare Solo2, Inova Labs LifeChoice, Oxlife Independence Oxygen Concentrator, Oxus, Inc. RS-00400, Respironics EverGo, and SeQual Eclipse Portable Oxygen Concentrator units. These units may be carried on and used by a passenger on board an aircraft provided the aircraft operator ensures that the following conditions are satisfied:

* * * * *

Issued in Washington, DC, on January 20, 2012.

Pamela Hamilton-Powell, Director, Office of Rulemaking.

[FR Doc. 2012–1830 Filed 1–26–12; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 284

[Docket No. RM11–4–000; Order No. 757]

Storage Reporting Requirements of Interstate and Intrastate Natural Gas Companies

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Final rule.

SUMMARY: In this Final Rule, the Commission eliminates the semi-annual storage reporting requirements for Interstate and Intrastate Natural Gas Companies. The Commission finds that these particular reporting requirements are largely duplicative with other reporting requirements.

DATES: Effective Date: This rule will become effective March 27, 2012.

FOR FURTHER INFORMATION CONTACT:

Vince Mareino (Legal Information), Office of the General Counsel Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502–6167, Vince.Mareino@ferc.gov. Thomas Russo (Technical Information), Office of Enforcement, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502–8792, Thomas.Russo@ferc.gov.

SUPPLEMENTARY INFORMATION:

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138 FERC ¶ 61,033

Before Commissioners: Jon Wellinghoff, Chairman; Philip D. Moeller, John R. Norris, and Cheryl A. LaFleur. (Issued January 19, 2012)

1. In this Final Rule, the Commission adopts the proposal in the Notice of Proposed Rulemaking (NOPR) in this

docket.¹ Effective March 27, 2012, the Commission eliminates its semi-annual storage reporting requirements for (1) interstate natural gas companies subject to the Commission’s jurisdiction under the Natural Gas Act (NGA), as codified in 18 CFR 284.13(e); (2) intrastate pipelines providing interstate services pursuant to section 311 of the Natural Gas Policy Act of 1978 (NGPA),² as codified in 18 CFR 284.126(c); and (3) Hinshaw³ pipelines providing interstate services subject to the Commission’s NGA jurisdiction pursuant to blanket certificates issued under section 284.224 of the Commission’s regulations, as also codified in 18 CFR 284.126(c). All of the parties who filed comments in response to the NOPR stated that they support this course of action. The Commission found in the NOPR that these particular reporting requirements are largely duplicative with other reporting requirements.

I. Background

A. Current Reporting Requirements

2. Currently, section 284.13(e) of the Commission’s regulations requires interstate pipelines to file semi-annual storage reports at the end of each complete storage injection and withdrawal season. Section 284.126(c) requires similar semi-annual reports by section 311 and Hinshaw pipelines providing interstate storage service. Pipelines must file these reports within 30 days of the end of each complete storage injection and withdrawal season, and the reports must be signed under oath by a senior official. The reports by the two sets of pipelines must include:

- (1) the identity of each customer injecting gas into storage and/or withdrawing gas from storage (including, for interstate pipelines, any affiliate relationship),
- (2) the rate schedule (for interstate pipelines) or docket number (for intrastate pipelines) authorizing the storage injection or withdrawal service,

¹ Storage Reporting Requirements of Interstate and Intrastate Natural Gas Companies, Notice of Proposed Rulemaking, 76 FR 58741 (2011) FERC Stats. & Regs ¶ 32.678 (NOPR).

² 15 U.S.C. 3372.

³ Section 1(c) of the NGA exempts from the Commission’s NGA jurisdiction pipelines which transport gas in interstate commerce if (1) they receive natural gas at or within the boundary of a state, (2) all the gas is consumed within that state, and (3) the pipeline is regulated by a state Commission. This exemption is referred to as the Hinshaw exemption after the Congressman who introduced the bill amending the NGA to include § 1(c). See ANR Pipeline Co. v. Federal Energy Regulatory Comm’n, 71 F.3d 897, 898 (1995) (briefly summarizing the history of the Hinshaw exemption).