

who are released from active duty and subsequently participate in the drilling reserve are said to affiliate with the Ready Reserve.

\* \* \* \* \*

*Source of contributions* means traditional contributions, Roth contributions, Agency Automatic (1%) Contributions, or matching contributions. All amounts in a participant's account are attributed to one of these four sources. Catch-up contributions, transfers, rollovers, and loan payments are included in the traditional contribution source or the Roth contribution source.

*Special or incentive pay* means pay payable as special or incentive pay under 37 U.S.C. chapter 5.

\* \* \* \* \*

*Tax-deferred balance* means the sum of:

(1) All contributions, rollovers, and transfers in a participant's traditional balance that would otherwise be includable in gross income if paid directly to the participant and earnings on those amounts; and

(ii) Earnings on any tax-exempt contributions in the traditional balance. The tax-deferred balance does not include tax-exempt contributions.

*Tax-deferred contributions* means employee contributions made to a participant's traditional balance that would otherwise be includable in gross income if paid directly to the participant.

*Tax-exempt balance* means the sum of tax-exempt contributions within a participant's traditional balance. It does not include earnings on such contributions. Only a traditional balance in a uniformed services participant account or a uniformed services beneficiary participant account may contain a tax-exempt balance.

*Tax-exempt contributions* means employee contributions made to the participant's traditional balance from pay which is exempt from taxation by 26 U.S.C. 112. The Federal income tax exclusion at 26 U.S.C. 112 is applicable to compensation for active service during a month in which a uniformed service member serves in a combat zone. The term "tax-exempt contributions" does not include contributions made to the participant's Roth balance from pay which is exempt from taxation by 26 U.S.C. 112.

\* \* \* \* \*

*Traditional balance* means the sum of:

(1) Tax-deferred contributions and associated earnings; (2) Tax-deferred amounts rolled over or transferred into the TSP and associated earnings;

(3) Tax-exempt contributions and associated earnings;

(4) Matching contributions and associated earnings;

(5) Agency Automatic (1%)

Contributions and associated earnings.

*Traditional contributions* means tax-deferred employee contributions and tax-exempt employee contributions made to the participant's traditional balance.

*Traditional IRA* means an individual retirement account described in I.R.C. section 408(a) (26 U.S.C. 408(a)) and an individual retirement annuity described in I.R.C. section 408(b) (26 U.S.C. 408(b)) (other than an endowment contract).

*Trustee-to-trustee transfer or transfer* means the payment of an eligible rollover distribution (as defined in section 402(c)(4) of the Internal Revenue Code) from an eligible employer plan or IRA directly to another eligible employer plan or IRA at the participant's request.

\* \* \* \* \*

*Uniformed services account* means a TSP account to which contributions have been made by or on behalf of a member of the uniformed services.

*Uniformed service member* means a member of the uniformed services on active duty or a member of the Ready Reserve in any pay status.

\* \* \* \* \*

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**BILLING CODE 6760-01-P**

## DEPARTMENT OF COMMERCE

### Economic Development Administration

**13 CFR Parts 300, 301, 302, 303, 304, 305, 306, 307, 308, 310, 311, and 314**

**RIN 0610-XA08**

**[Docket No. 120202093-2093-01]**

### Economic Development Administration Regulatory Revision; Comment Period Extension

**AGENCY:** Economic Development Administration (EDA), Department of Commerce.

**ACTION:** Notice of proposed rulemaking; extension of comment period.

**SUMMARY:** On December 7, 2011, the Department of Commerce's Economic Development Administration (EDA) published a notice of proposed rulemaking (NPRM) in the **Federal Register** proposing and requesting public input on changes to EDA's operating regulations (76 FR 76492). EDA originally requested comments on

the NPRM by February 6, 2012. From January 24, 2012 through February 1, 2012, EDA's Web site experienced technical difficulties, and the online feature for submitting comments on this rulemaking through EDA's Web site was unavailable. Although the other methods for submitting comments—the Federal eRulemaking Portal and regular mail to EDA's office—remained available during this period, EDA wants to ensure stakeholders have the maximum amount of time and optimal access to provide EDA with comments on its proposed regulatory changes. Therefore, EDA publishes this notice to extend the deadline for submitting comments on the December 7, 2011 NPRM to February 15, 2012.

**DATES:** Comments must be received or postmarked if submitting by mail no later than 5 p.m. Eastern Time on February 15, 2012.

**ADDRESSES:** Comments will continue to be accepted by the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Agency Web Site:* <http://www.eda.gov/>. EDA has created an online feature for submitting comments. Please follow the instructions at <http://www.eda.gov/>.

- *Mail:* Economic Development Administration, Office of Chief Counsel, Room 5718, U.S. Department of Commerce, 1401 Constitution Avenue NW., Washington, DC 20230. Please indicate "Comments on EDA's regulations" and Docket No. 110726429-1418-01 on the envelope.

#### FOR FURTHER INFORMATION CONTACT:

Jamie Lipsey, Acting Deputy Chief Counsel, Office of Chief Counsel, Economic Development Administration, U.S. Department of Commerce, Room 5718, 1401 Constitution Avenue NW., Washington, DC 20230; telephone (202) 482-4687.

**SUPPLEMENTARY INFORMATION:** EDA's regulations, which are codified 13 CFR chapter III, provide the framework through which the agency administers its economic development assistance programs. In 2011, EDA requested comments on these regulations from stakeholders and the public, and conducted an internal review of the regulations, to ensure they reflect and incentivize innovation and collaboration and reflect best practices in economic development. In the December 7, 2011 NPRM (76 FR 76492), EDA proposed changes to these regulations and requested public input on the proposed changes. EDA's Web site recently experienced technical difficulties that made it impossible for

members of the public to comment on the proposed rule through EDA's Web site. This issue has since been resolved. However, because of strong interest in this initiative, and to ensure stakeholders and the public have ample time and optimal access to comment on these changes, EDA is extending the deadline for submitting comments from February 6, 2012 to February 15, 2012.

Comments should be submitted to EDA as described in **ADDRESSES** above. EDA encourages using the online feature of the agency's Web site to submit comments and suggestions to EDA's proposed regulatory changes. The Web site is easily accessible at <http://www.eda.gov/>, and offers participants an opportunity to view the comments of others. EDA will consider all comments submitted electronically by 5 p.m. Eastern Time on February 15, 2012, or that are postmarked by that date, as referenced in **DATES** above. EDA will not accept public comments accompanied by a request that part or all of the material submitted by treated confidentiality for any reason; EDA will not consider such comments and will return them and their accompanying materials to the commenter. All public comments (including those faxed or emailed to the agency) submitted in response to this notice must be in writing and will be a matter of public record.

Dated: February 2, 2012.

**Jamie Lipsey,**

*Acting Deputy Chief Counsel, Economic Development Administration.*

[FR Doc. 2012-2743 Filed 2-7-12; 8:45 am]

**BILLING CODE 3510-24-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2012-0104 Directorate Identifier 2011-NM-279-AD]**

**RIN 2120-AA64**

### Airworthiness Directives; The Boeing Company Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. This proposed AD was prompted by a report indicating that a fire originated near the first officer's

area, which caused extensive damage to the flight deck. This proposed AD would require replacing the low-pressure oxygen hoses with non-conductive low-pressure oxygen hoses in the flight compartment. We are proposing this AD to prevent electrical current from passing through the low-pressure oxygen hose internal anti-collapse spring, which can cause the low-pressure oxygen hose to melt or burn, and a consequent oxygen-fed fire in the flight compartment.

**DATES:** We must receive comments on this proposed AD by March 26, 2012.

**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.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone (206) 544-5000, extension 1; fax (206) 766-5680; email [me.boecom@boeing.com](mailto:me.boecom@boeing.com); Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98057-3356. For information on the availability of this material at the FAA, call (425) 227-1221.

### Examining the AD Docket

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.

**FOR FURTHER INFORMATION CONTACT:** Susan Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA,

Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: (425) 917-6457; fax: (425) 917-6590; email: [susan.l.monroe@faa.gov](mailto:susan.l.monroe@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2012-0104 2011-NM-279-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

We received a report indicating that a fire originated near the first officer's area, which caused extensive damage to the flight deck. The cause of this incident is unknown. One scenario of the causes being considered is that an electrical fault or short circuit resulted in electrical heating of the low-pressure oxygen hoses in the flight crew oxygen system. This condition, if not corrected, could cause electrical current to pass through the low-pressure oxygen hose internal anti-collapse spring, which can cause the low-pressure oxygen hose to melt or burn, and a consequent oxygen-fed fire in the flight compartment.

### Relevant Service Information

We reviewed Boeing Alert Service Bulletin 777-35A0027, dated December 15, 2011. The service information describes procedures for replacing the low-pressure oxygen hoses with non-conductive low-pressure oxygen hoses in the flight compartment.

### FAA's Determination

We are proposing 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.

### Proposed AD Requirements

This proposed AD would require accomplishing the actions specified in