

was to bring more broad-based producer support to the Beef Checkoff program through a discussion of issues regarding Beef Checkoff administration and to provide the Secretary with recommendations that would enhance support for the Beef Checkoff. Many major Beef Checkoff industry stakeholders attended, including the American National Cattlemen, American Veal Association, Livestock Marketing Association, NCBA, National Livestock Producers Association, and Ranchers-Cattlemen Action Legal Fund, United Stockgrowers of America (R-CALF). Representatives from the AMS also attended the meeting, as did the Chief Executive Officer and Producer Chairman of the Board.

As a result of that meeting, the Secretary received a joint letter signed by most of the organizations in attendance. The letter requested that USDA amend Beef Checkoff regulations to expand the contracting authority as authorized under the Act and Order by permitting organizations that are active and ongoing for at least two years to contract with the BPOC.

Conclusion

A greater number of beef industry organizations exist now than did at the time the Order was issued. The Beef Checkoff Program could benefit from the perspectives and skills of some of these organizations that are ineligible solely because they were formed after the enactment of the Act. For several years, the beef industry has been recommending expanding the eligibility of organizations to contract with the BPOC in order to enhance the Beef Checkoff Program. Amending the Order would allow the BPOC to contract with organizations possessing the requisite experience, skills and information related to the marketing of beef and beef products, as is intended under the Act.

A 60-day comment period is provided to allow interested persons to respond to this proposal. Sixty days is deemed appropriate to facilitate the orderly and thoughtful consideration of this proposal.

List of Subjects in 7 CFR Part 1260

Administrative practice and procedure, Advertising, Agricultural research, Imports, Marketing agreement, Meat and meat products, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, it is proposed that 7 CFR part 1260 be amended as follows:

PART 1260—BEEF PROMOTION AND RESEARCH

1. The authority citation for 7 CFR part 1260 continues to read as follows:

Authority: 7 U.S.C. 2901–2911 and 7 U.S.C. 7401.

2. In § 1260.113, paragraph (c) is revised to read as follows:

§ 1260.113 Established national non-profit industry-governed organizations.

* * * * *

(c) Have been active and ongoing for at least two years.

Dated: February 28, 2012.

Robert C. Keeney,

Acting Administrator, Agricultural Marketing Service.

[FR Doc. 2012–5145 Filed 3–1–12; 8:45 am]

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DEPARTMENT OF ENERGY

10 CFR Part 719

48 Parts 931, 952 and 970

RIN 1990–AA37

Contractor Legal Management Requirements; Acquisition Regulations

AGENCY: Office of General Counsel, Department of Energy.

ACTION: Reopening of public comment period.

SUMMARY: This document announces a reopening of the time period for submitting comments on the Department of Energy (DOE or Department) notice of proposed rulemaking (NPR) to revise existing regulations covering contractor legal management requirements and make conforming amendments to the Department of Energy Acquisition Regulation (DEAR) (76 FR 81408). The comment period is reopened until March 16, 2012.

DATES: The comment period for the request for information relating to the DOE notice of proposed rulemaking to revise existing regulations covering contractor legal management requirements and make conforming amendments to the DEAR is reopened until March 16, 2012.

ADDRESSES: Any comments submitted must identify this NPR on Contractor Legal Management Requirements, and provide regulatory information number (RIN) 1990–AA37. Comments may be submitted using any of the following methods:

1. *Federal eRulemaking Portal:* www.regulations.gov. Follow the instructions for submitting comments.

2. *Email:* DOE.719comments@hq.doe.gov. Include RIN 1990–AA37 in the subject line of the message.

3. *Mail:* Lisa Pinder, Administrative Assistant, U.S. Department of Energy, Office of General Counsel, GC–60, 1000 Independence Ave. SW., Washington, DC 20585. If possible, please submit all items on a compact disc (CD), in which case it is not necessary to include printed copies.

4. *Hand Delivery/Courier:* Ms. Lisa Pinder, Administrative Assistant, U.S. Department of Energy, Office of General Counsel, 1000 Independence Ave. SW., Washington, DC 20585. Telephone: (202) 586–5426. If possible, please submit all items on a CD, in which case it is not necessary to include printed copies.

No faxes will be accepted.

For further information on how to submit a public comment, review other public comments and the docket, contact Ms. Lisa Pinder (202) 586–5426 or by Email: lisa.pinder@hq.doe.gov.

FOR FURTHER INFORMATION CONTACT: Mr. Eric Mulch, Attorney-Adviser, U.S. Department of Energy, Office of General Counsel, 1000 Independence Avenue SW., Washington, DC 20585–0121. Telephone: (202) 287–5746. Email: eric.mulch@hq.doe.gov.

SUPPLEMENTARY INFORMATION: On December 28, 2011, The DOE published a NPR in the **Federal Register** (76 FR 81408) to revise existing regulations covering contractor legal management requirements and make conforming amendments to the DEAR. The NPR requested public comment from interested parties regarding the proposed revisions by February 27, 2012. DOE has determined that reopening the comment period to allow additional time for interested parties to submit comments is appropriate. Therefore, DOE is reopening the comment period until March 16, 2012 to provide interested parties additional time to prepare and submit comments. Accordingly, DOE will consider any comments received by March 16, 2012 to be timely submitted.

Issued in Washington, DC, on February 27, 2012.

Paul Bosco,

Director, Office of Procurement and Assistance Management, Department of Energy.

Barbara Stearrett,

Deputy Director, Office of Acquisition, Management, National Nuclear Security Administration.

[FR Doc. 2012-5113 Filed 3-1-12; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0060; Directorate Identifier 2012-NE-02-AD]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney (PW) Division Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain PW4000 series turbofan engines. This proposed AD was prompted by reports of 3rd and 4th stage vane fractures in the low pressure turbine (LPT) of certain PW4000-94" and PW4000-100" turbofan engines. These fractures caused an uncontained engine failure, an LPT case puncture, and multiple in flight shutdowns. We are proposing this AD to prevent 3rd and 4th stage vane fractures in the LPT, which could damage the LPT rotor and lead to an uncontained engine failure and damage to the airplane.

DATES: We must receive comments on this proposed AD by May 1, 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 Pratt &

Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-4321. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

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:

James Gray, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park; phone: 781-238-7742; fax: 781-238-7199; email: james.e.gray@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-2012-0060; Directorate Identifier 2012-NE-02-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 have received reports of 3rd and 4th stage vane fractures in the LPT of certain PW4000-94" and PW4000-100" turbofan engines. These fractures caused an uncontained engine failure, an LPT case puncture, and multiple in flight shutdowns. We have identified four primary root causes for LPT vane failures:

1. Inadequate retention of the vane in the case due to dimensional tolerances

which causes 3rd stage vane liberations. This AD requires dimensional inspections of the 3rd stage vanes at their retention points and case at LPT assembly after overhaul.

2. Non-uniform airfoil fillet radii found on vanes produced prior to 2005 which causes 4th stage vane fractures. This AD removes these vanes, identified by the casting identifier, from service at the next LPT overhaul.

3. Multiple strip-and-recoat repairs of the 4th stage vanes which degrade the structural integrity of the vanes and cause 4th stage vane fractures. This AD removes from service 4th stage vanes with multiple strip-and-recoat repairs. This AD also prohibits approving for return to service any 4th stage vane with more than one strip-and-recoat repair.

4. Aerodynamic excitation of the vanes which causes 4th stage vane fractures. The excitation is attributed to the rotor assembly methods for the upstream rotor stages. This AD requires reassembling the 2nd stage HPT blades at the next HPT overhaul and the 3rd stage LPT blades at the next LPT overhaul, using the latest assembly technique.

The actions proposed in this AD are intended to address each of the root causes identified above. This condition, if not corrected, could result in 3rd and 4th stage vane fractures in the LPT, which could damage the LPT rotor and lead to an uncontained engine failure and damage to the airplane.

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 designs.

Proposed AD Requirements

This proposed AD would require dimensional inspections of 3rd stage vanes and the rear turbine case. This AD also requires inspection of 4th stage vanes at the next LPT overhaul and removal of vanes with non-conforming airfoil fillet radii and vanes with more than one strip and recoat repair. This AD also requires disassembly and reassembly of the 2nd stage HPT rotor and 3rd stage LPT rotor at the next HPT and LPT overhauls.

Costs of Compliance

We estimate that this proposed AD affects 807 engines installed on airplanes of U.S. registry. We estimate that it would take 2 work-hours per engine to perform the LPT 3rd stage vane cluster assembly and rear turbine case inspections. The average labor rate