

Each person who applies under part 21 for a change to this type certificate must show compliance with these requirements.

*CAR 13 effective 03/5/1952 as follows:*  
13.0, 13.10, 13.11, 13.12, 13.13, 13.14, 13.16(a), 13.16(b), 13.16(d), 13.17, 13.18, 13.19, 13.20, 13.21, 13.100, 13.101, 13.102, 13.103, 13.104, 13.110, 13.111, 13.112, 13.113, 13.114, 13.115, 13.150, 13.151, 13.153, 13.155, 13.156, 13.157.

*CAR 13 effective 05/16/1953 as follows:*

13.1, 13.15, 13.152, 13.154.

*14 CFR 33 through amendment 33-9 as follows:*

33.4, Appendix A33.

*14 CFR 33 through amendment 33-30 as follows:*

33.7(b).

*14 CFR 27 through amendment 27-0, except as noted below:*

- 27.853 at amendment 27-37,
- 27.1351 at amendment 27-13,
- 27.1357 at amendment 27-13,
- 27.1529 at amendment 27-18,
- 27.561 is replaced with VAT.561,
- 27.785 is replaced with VAT.785.

*14 CFR 27 through amendment 27-30 as follows:*

27.952(a), 27.952(c), 27.952(f), 27.952(g).

*14 CFR 27 through amendment 27-35 as follows:*

27.975(b).

*VAT.561 General:*

(a) The rotorcraft, although it may be damaged in emergency landing conditions on land or water, must be designed as prescribed in this section to protect the occupants under those conditions.

(b) The structure must be designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when—

(1) Proper use is made of seats, belts, and other safety design provisions;

(2) The wheels are retracted (where applicable); and

(3) The occupant experiences the following ultimate inertia forces relative to the surrounding structure:

- (i) Upward—4.0g.
- (ii) Forward—8.0g.
- (iii) Sideward—8.0g.
- (iv) Downward—12.0g.
- (v) Rearward—4.0g.

(c) The supporting structure must be designed to restrain, under any ultimate inertial load up to those specified in this paragraph, any item of mass above and/or behind the crew and passenger compartment that could injure an occupant if it came loose in an emergency landing. Items of mass to be considered include, but are not limited to, rotors, transmissions, and engines. The items of mass must be restrained for

the following ultimate inertial load factors:

- (1) Upward—1.5g.
- (2) Forward—4.0g.
- (3) Sideward—2.0g.
- (4) Downward—4.0g.

*VAT.785 Seats and berths:*

(a) The seats and berths, and their supporting structures, must be designed for loads resulting from the specified flight and landing conditions, including the emergency landing conditions of VAT.561.

(b) The reactions from safety belts and harnesses must be considered.

(c) Each pilot seat must be designed for the reactions resulting from the application of the pilot forces prescribed in Sec. 27.397.

(d) The structural analysis and testing of the structures specified in paragraphs (a) through (c) may be simplified—

(1) By assuming that the critical load in each direction, as determined from the prescribed flight, ground, and emergency landing conditions, acts separately; or

(2) By using selected combinations of loads, if the required strength in the specified directions is proven.

(e) Each occupant's seat must have a combined safety belt and shoulder harness with a single-point release. Each pilot's combined safety belt and shoulder harness must allow each pilot, when seated with safety belt and shoulder harness fastened, to perform all functions necessary for flight operations. There must be a means to secure belts and harnesses, when not in use, to prevent interference with the operation of the rotorcraft and with rapid egress in an emergency.

(f) Each occupant must be protected from serious head injury by a safety belt plus a shoulder harness that will prevent the head from contacting any injurious object.

(g) The safety belt and shoulder harness must meet the static strength requirements specified by this rotorcraft type certification basis.

*VAT.963 Fuel tanks: General:*

Each flexible fuel tank bladder or liner must be approved or shown to be suitable for the particular application and must be puncture-resistant. Puncture resistance must be shown by meeting TSO-C80 paragraph 16.0 requirements using a minimum puncture force of 250 pounds.

*14 CFR 36 through amendment 36-30 as follows:*

- Subpart H

Issued in Fort Worth, Texas, on September 17, 2018.

**Jorge Castillo,**

*Acting Manager, Rotorcraft Standards Branch, Policy and Innovation Division, Aircraft Certification Service.*

[FR Doc. 2018-20873 Filed 9-25-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2017-0313; Product Identifier 2017-NE-11-AD]**

**RIN 2120-AA64**

#### **Airworthiness Directives; CFM International S.A. Turbofan Engines**

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

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

**SUMMARY:** The FAA withdraws an NPRM that published on August 25, 2017 regarding an unsafe condition involving certain CFM International CFM56-7B turbofan engines. The agency subsequently determined that the identified unsafe condition was not adequately addressed by the proposed actions and published two final rules that adequately address the identified unsafe condition.

**DATES:** Effective September 26, 2018, the FAA withdraws the NPRM published at 82 FR 40516, on August 25, 2017.

**ADDRESSES:** You may examine the Airworthiness Directive (AD) docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0313; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this action, the NPRM (82 FR 40516, August 25, 2017) the regulatory evaluation, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is 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:** Christopher McGuire, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington MA, 01803; phone: 781-238-7120; fax: 781-238-7199; email: [chris.mcguire@faa.gov](mailto:chris.mcguire@faa.gov).

**SUPPLEMENTARY INFORMATION:**

## Discussion

The FAA issued an NPRM proposing to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) with an AD applicable to certain CFM International CFM56-7B turbofan engines. The proposed AD would have required a one-time ultrasonic inspection (USI) or eddy current inspection (ECI) of certain fan blades and, if they fail the inspection, their replacement with parts eligible for installation. The proposed action was prompted by a report of an in-flight fan blade failure and uncontained forward release of debris on a CFM56-7B turbofan engine.

Since issuing the NPRM, the FAA determined that the identified unsafe condition was not adequately addressed by the actions proposed in the NPRM. Therefore, the FAA published two final rules, AD 2018-09-51 (83 FR 23794, May 23, 2018) and AD 2018-10-11 (83 FR 22836, May 17, 2018) to require initial and repetitive USI or ECI of certain fan blades, and to reduce the compliance time for the inspection of certain fan blades. The unsafe condition identified in the NPRM is now addressed by AD 2018-09-51 (effective June 7, 2018) and AD 2018-10-11 (effective June 1, 2018).

## The Withdrawal

Accordingly, the FAA withdraws the NPRM (Docket No. FAA-2017-0313, Product Identifier 2017-NE-11-AD) published at 82 FR 40516 on August 25, 2017.

Issued in Burlington, Massachusetts, on September 17, 2018.

**Robert J. Ganley,**

*Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.*

[FR Doc. 2018-20715 Filed 9-25-18; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF LABOR

### Office of the Secretary

#### 29 CFR Part 34

RIN 1290-AA32

### Rescission of Regulations Implementing the Nondiscrimination and Equal Opportunity Provisions of the Job Training Partnership Act of 1982

**AGENCY:** Office of the Assistant Secretary for Administration and Management, Department of Labor.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The U.S. Department of Labor proposes to remove regulations for an inoperative program while continuing to require non-discrimination and equal-employment opportunity under its programs. The Department is undergoing a process of identifying regulations that are “outdated” and “unnecessary.” The regulations to be rescinded by the proposed rule are “outdated” because they administer a program that no longer exists. And they are “unnecessary” because they currently serve no purpose, as their existence or non-existence has no impact on the Department’s enforcement of non-discrimination standards under its existing programs. In particular, the Department proposes to rescind its regulations implementing Section 167 of the Job Training Partnership Act of 1982, as amended (JTPA). Section 167 contained the nondiscrimination and equal-opportunity provisions of the JTPA. In 1998, Congress passed the Workforce Investment Act (WIA), which repealed the JTPA and required the Secretary of Labor to transition any authority under the JTPA to the system that WIA created. WIA, in turn, was subsequently altered by the Workforce Innovation and Opportunity Act (WIOA). In sum, the proposed rule removes regulations for an inoperative program, but has no impact on existing non-discrimination rules.

**DATES:** To be assured of consideration, comments must be received on or before October 26, 2018.

**ADDRESSES:** Comments may be submitted, identified by Regulatory Information Number (RIN) 1290-AA32, by any one of the following methods:

- *Federal e-Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* (202) 693-6505 (for comments of six pages or less).
- *Mail or Hand Delivery/Courier:* Naomi Barry-Perez, Director, Civil Rights Center (CRC), U.S. Department of Labor, 200 Constitution Avenue NW, Room N-4123, Washington, DC 20210.
- *Email:* [CRC-WIOA@dol.gov](mailto:CRC-WIOA@dol.gov).

Please submit your comment by only one method. Receipt of comments will not be acknowledged; however, the Department will post all comments received on <http://www.regulations.gov> without making any change to the comments, including any personal information provided. The <http://www.regulations.gov> website is the Federal e-rulemaking portal, and all comments posted there are available and accessible to the public.

The Department cautions commenters not to include personal information, such as Social Security Numbers, personal addresses, telephone numbers and email addresses, in comments, as such submitted information will become viewable by the public via <http://www.regulations.gov>. It is the responsibility of the commenter to safeguard personal information. Comments submitted through <http://www.regulations.gov> will not include the commenter’s email address unless the commenter chooses to include that information as part of a comment.

Postal delivery in Washington, DC, may be delayed due to security concerns. Therefore, the Department encourages the public to submit comments via the website indicated above.

The Department will also make all the comments it receives available for public inspection during normal business hours at the Civil Rights Center at the above address. If you need assistance to review the comments, the Department will provide you with appropriate aids such as readers or print magnifiers. The Department will make copies of this notice of proposed rulemaking (NPRM) available, upon request, in large print and as an electronic file on computer disk. The Department will consider providing the proposed rule in other formats upon request. To schedule an appointment to review the comments and/or obtain the rule in an alternate format, contact CRC at (202) 693-6500 (VOICE) or (800) 877-8339 (TTY).

**FOR FURTHER INFORMATION CONTACT:** Naomi Barry-Perez, Director, Civil Rights Center, U.S. Department of Labor, 200 Constitution Avenue NW, Room N-4123, Washington, DC 20210, telephone (202) 693-6500 (VOICE) or (800) 877-8339 (Federal Relay Service—for TTY), or by email at [CRC-WIOA@dol.gov](mailto:CRC-WIOA@dol.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Under the JTPA, the Department of Labor provided financial assistance to certain recipients for the purpose of establishing programs to meet the job training needs of youth and adults facing serious barriers to employment. Section 167 of the JTPA contained nondiscrimination and equal opportunity provisions that prohibited discrimination on the grounds of race, color, religion, sex, national origin, age, disability, political affiliation or belief, and for beneficiaries only, citizenship status or participation in a JTPA-funded program or activity.

As amended by the Job Training Reform Amendments of 1992, the JTPA