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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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NATIONAL LABOR RELATIONS BOARD

5 CFR Part 7101

RIN 3209-AA57

Supplemental Standards of Ethical Conduct for Employees of the National Labor Relations Board

AGENCY: National Labor Relations Board.

ACTION: Final rule.

SUMMARY: The National Labor Relations Board (“NLRB” or “Board”), with the concurrence of the U.S. Office of Government Ethics (OGE), is issuing this final procedural rule amending the Supplemental Standards of Ethical Conduct for Employees of the National Labor Relations Board (NLRB Supplemental Ethics Regulations) to eliminate an out-of-date and unnecessary reference to the identity of its Designated Agency Ethics Official (DAEO) and Alternate Designated Agency Ethics Official (ADAEO) from its regulations.

DATES: This amendment is effective July 20, 2020.

FOR FURTHER INFORMATION CONTACT: Roxanne Rothschild, Executive Secretary, National Labor Relations Board, 1015 Half Street SE, Washington, DC 20570-0001, (202) 273-1940 (this is not a toll-free number), 1-866-315-6572 (TTY/TDD).

SUPPLEMENTARY INFORMATION:

I. Background

On August 7, 1992, OGE published the Standards of Ethical Conduct for Employees of the Executive Branch (OGE Standards). See 57 FR 35006-35067, as corrected at 57 FR 48557, 57 FR 52483, and 60 FR 51167. The OGE Standards, codified at 5 CFR part 2635, established uniform standards of ethical conduct that apply to all executive branch personnel.

Pursuant to 5 CFR 2635.105, executive branch agencies are

authorized to publish, with the concurrence of OGE, agency-specific supplemental regulations that are deemed necessary to properly implement their respective ethics programs. On February 12, 1997, the NLRB, with OGE’s concurrence, published in the **Federal Register** an interim final rule to establish the NLRB Supplemental Ethics Regulations. 62 FR 6445. The NLRB is now amending the NLRB Supplemental Ethics Regulations to remove an out-of-date provision, 5 CFR 7101.101(b), which designates the Director of the NLRB’s Division of Administration as the NLRB’s DAEO and the Deputy Director of Administration as the NLRB’s ADAEO.

The NLRB, in concurrence with OGE, is making this change because these provisions are inconsistent with the NLRB’s current organizational structure. The Board restructured its headquarters offices in 2013 and 2016, resulting in a separate Ethics Office that is apart from the Division of Administration. The Board, in 2016, designated the head of the Ethics Office as the DAEO and submitted that designation to OGE. The Board notified the public of these organizational changes at the time they occurred in **Federal Register** notices. 81 FR 4069 (Jan. 25, 2016); 78 FR 44981 (July 25, 2013). The Board intends no change to its 2016 DAEO designation with this rulemaking.

The NLRB is also removing provisions in § 7101.101(b) that list some of the DAEO’s responsibilities, which are similarly out of date. Detailed qualifications and responsibilities for DAEOs and ADAEOs at all agencies are found in OGE’s regulations at 5 CFR 2638.104. Thus, removing the redundant provisions from paragraph (b) will eliminate confusion that could result from any inconsistencies between the two regulations.

The deletion of § 7101.101(b) will therefore update the NLRB’s Supplemental Ethics Regulations so that they are no longer inconsistent with the NLRB’s current organizational structure. This change will make the NLRB Supplemental Ethics Regulations consistent with those of most other executive branch agencies, which do not designate ethics officials or delineate their responsibilities in their supplemental ethics regulations.

The Board is also revising the introductory sentence of the

redesignated § 7101.101(b) (formerly § 7101.101(c)) to read “Agency’s designee” instead of “Agency designees” because the revised regulation solely refers to the DAEO, and no longer refers to both the DAEO and ADAEO.

II. Matters of Regulatory Procedure

Administrative Procedure Act

This rule is published as a final rule. The NLRB considers this rule to be a procedural rule that is exempt from notice and public comment, pursuant to 5 U.S.C. 553(b)(3)(A), as a rule of “agency organization, procedure, or practice.”

Paperwork Reduction Act

The amended regulations contain no additional information-collection or record-keeping requirements under the Paperwork Reduction Act of 1995, 44 U.S.C. 3501, *et seq.*

List of Subjects in 5 CFR Part 7101

Conflict of interests, Government employees.

For the reasons set forth in the preamble, the NLRB amends 5 CFR part 7101 as follows:

PART 7101—SUPPLEMENTAL STANDARDS OF ETHICAL CONDUCT FOR EMPLOYEES OF THE NATIONAL LABOR RELATIONS BOARD

■ 1. The authority citation for 5 CFR part 7101 continues to read as follows:

Authority: 5 U.S.C. 7301; 5 U.S.C. App. (Ethics in Government Act of 1978); 29 U.S.C. 141, 156; E.O. 12674, 54 FR 15159, 3 CFR, 1989 Comp., p. 215, as modified by E.O. 12731, 55 FR 42457, 3 CFR, 1990 Comp., p. 306; 5 CFR 2635.105, 2635.402(c), 2635.803, and 2638.202(b).

§ 7101.101 [Amended]

■ 2. Amend § 7101.101 by

■ a. Removing paragraph (b) and redesignating paragraph (c) as paragraph (b);

■ b. Amending newly redesignated paragraph (b) by removing the words “Agency’s designees” and adding in their place “Agency designee.”

Dated: June 2, 2020.

Roxanne L. Rothschild,

Executive Secretary, National Labor Relations Board.

Emory Rounds,

Director, U.S. Office of Government Ethics.

[FR Doc. 2020-14544 Filed 7-17-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0617; Project Identifier MCAI-2020-00391-E; Amendment 39-21170; AD 2020-15-07]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Formerly Held by Rolls-Royce plc) Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Rolls-Royce Deutschland Ltd & Co KG RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 model turbofan engines. This AD requires replacement of the low-pressure turbine (LPT) stage 1 disk before it reaches its new Declared Safe Cycle Limit (DSCL) or within 25 flight cycles after the effective date of this AD, whichever occurs later. This AD was prompted by a determination by the manufacturer that the affected LPT stage 1 disks cannot operate until their former published life limit. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 4, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 4, 2020.

The FAA must receive comments on this AD by September 3, 2020.

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 <https://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:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, 15827, Blankenfelde-Mahlow, Germany; phone: +49 (0) 33 708 6 0; website: <https://www.rolls-royce.com/contact-us.aspx>. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0617.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0617; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Kenneth Steeves, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7765; fax: 781-238-7199; email: kenneth.steeves@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD No. 2020-0059, dated March 17, 2020 (referred to after this as “the MCAI”), to address an unsafe condition for the specified products. The MCAI states:

A review of operational flight data revealed that some RB211-524 engines may have been operated beyond the currently valid datum flight profile (FP) published in the applicable Aircraft Maintenance Manuals. The purpose of the datum FPs is to establish the operational limits (life limits) within which

the corresponding critical parts are allowed to remain installed. In addition, as this FP exceedance was investigated, it was realized that the current life limits of certain P/N corresponding to reworked LPT Stage 1 discs (time since new, or since entry into service following rework) could no longer be supported.

This condition, if not corrected, could lead to disc failure, possibly resulting in engine in-flight shut-down and high energy debris release, with consequent damage to, and reduced control of, the aeroplane.

Prompted by these findings, Rolls-Royce published worldwide (WW) communication, reference WW11575-1, which identified certain parts, some of which were believed to have exceeded their respective safe cyclic life, to collect information in relation to the history of affected parts and to inform current operators and owners of the affected parts of an imminent life reduction. Rolls-Royce also published the NMSB, providing instructions for timely removal from service of the affected parts.

For the reasons described above, this AD requires removal from service of the affected parts. This AD also prohibits (re)installation of affected parts that have exceeded the new reduced limits.

You may obtain further information by examining the MCAI in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0617.

Related Service Information Under 14 CFR Part 51

The FAA reviewed Rolls-Royce plc Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AK422, Revision 1, dated March 2, 2020. The NMSB describes procedures for reducing the Declared Safe Cyclic Limit for LPT stage 1 disks. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA's Determination

This product has been approved by EASA and is approved for operation in the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. The FAA is issuing this AD because it evaluated all the relevant information provided by EASA and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires replacement of the LPT stage 1 disk before it reaches its new DSCL or within 25 flight cycles