

■ 3. In § 330.1, paragraphs (k) through (r) of § 330.1 are redesignated as paragraphs (l) through (s) respectively and new paragraph (k) is added to read as follows:

§ 330.1 Definitions.

* * * * *

(k) *Interest*, with respect to a deposit, means any payment to or for the account of any depositor as compensation for the use of funds constituting a deposit. A bank's absorption of expenses incident to providing a normal banking function or its forbearance from charging a fee in connection with such a service is not considered a payment of interest.

* * * * *

■ 4. In § 330.6, in the first sentence of paragraph (b) remove “§ 330.1(m)” and add in its place “§ 330.1(n)”.

■ 5. In § 330.9, in the first sentence of paragraph (c)(1) remove “§ 330.1(k)” and add in its place “§ 330.1(l)”.

■ 6. In § 330.12:

■ a. In the first sentence of paragraph (a) remove “§ 330.1(p)” and add in its place “§ 330.1(q)”.

■ b. In the first sentence of paragraph (b)(1) remove “§ 330.1(o)” and add in its place “§ 330.1(p)”.

■ 7. In § 330.13, in the first sentence of paragraph (a) remove “§ 330.1(l)” and add in its place “§ 330.1(m)”. In the last sentence of paragraph (a) remove “§ 330.1(q)” and add in its place “§ 330.1(r)”.

■ 8. In § 330.16, in the first sentence of paragraph (a) remove “§ 330.1(r)” and add in its place “§ 330.1(s)”.

■ 9. New § 330.101 is added to read as follows:

§ 330.101 Premiums.

This interpretive rule describes certain payments that are not deemed to be “interest” as defined in § 330.1(k).

(a) Premiums, whether in the form of merchandise, credit, or cash, given by a bank to the holder of a deposit will not be regarded as “interest” as defined in § 330.1(k) if:

(1) The premium is given to the depositor only at the time of the opening of a new account or an addition to an existing account;

(2) No more than two premiums per deposit are given in any twelve-month interval; and

(3) The value of the premium (in the case of merchandise, the total cost to the bank, including shipping, warehousing, packaging, and handling costs) does not exceed \$10 for a deposit of less than \$5,000 or \$20 for a deposit of \$5,000 or more.

(b) The costs of premiums may not be averaged.

(c) A bank may not solicit funds for deposit on the basis that the bank will divide the funds into several accounts for the purpose of enabling the bank to pay the depositor more than two premiums within a twelve-month interval on the solicited funds.

(d) The bank must retain sufficient information for examiners to determine that the requirements of this section have been satisfied.

(e) Notwithstanding paragraph (a) of this section, any premium that is not, directly or indirectly, related to or dependent on the balance in a demand deposit account and the duration of the account balance shall not be considered the payment of interest on a demand deposit account and shall not be subject to the limitations in paragraph (a) of this section.

By order of the Board of Directors.

Dated at Washington, DC, this 6th day of July 2011.

Federal Deposit Insurance Corporation.

Robert E. Feldman,

Executive Secretary.

[FR Doc. 2011-17686 Filed 7-13-11; 8:45 am]

BILLING CODE 6714-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-1024; Directorate Identifier 2010-NE-34-AD; Amendment 39-16753; AD 2011-15-06]

RIN 2120-AA64

Airworthiness Directives; General Electric Company GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD requires initial and repetitive fluorescent penetrant inspections (FPIs) and eddy current inspections (ECIs) of the high-pressure compressor rotor (HPCR) 8-10 stage spool, part numbers (P/Ns) 1844M90G01 and 1844M90G02, for cracks between the 9-10 stages at each piece-part exposure. This AD was prompted by cracks discovered on one HPCR 8-10 spool between the 9-10 stages in the weld joint. We are issuing this AD to prevent failure of the HPCR

8-10 stage spool, uncontained engine failure, and damage to the airplane.

DATES: This AD is effective August 18, 2011.

ADDRESSES: For service information identified in this AD, contact GE—Aviation M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, *phone:* 513-552-3272; *e-mail:* geae.aoc@ge.com. You may review copies of the referenced 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.

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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, 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:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; *phone:* 781-238-7747; *fax:* 781-238-7199; *e-mail:* jason.yang@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an airworthiness directive (AD) that would apply to the specified products. That NPRM published in the **Federal Register** on December 22, 2010 (75 FR 80370). That NPRM proposed to require initial and repetitive FPIs and ECIs of the HPCR 8-10 stage spool, P/Ns 1844M90G01 and 1844M90G02, for cracks between the 9-10 stages, at each piece-part exposure.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and the FAA's response to each comment.

Request

Two commenters, General Electric Company and The Boeing Company, requested that we remove the “Unsafe

Condition” paragraph from the AD, and reword the Summary section to resemble the Summary section of AD 2002–04–11. The commenters stated that, by their analyses, cracks in the weld joint would not develop into an uncontained failure. The commenters stated that HPCR 8–10 stage spools, P/Ns 1844M90G01 and 1844M90G02, be inspected by an enhanced inspection, similar to those parts covered in AD 2002–04–11.

Answer

We do not agree. AD 2002–04–11 was issued because of additional focused inspection procedures that had been developed by the manufacturer. Because cracks were discovered on one HPCR 8–10 spool between the 9–10 stages in the weld joint, this unsafe condition is likely to exist or develop in other products of the same type design. The unsafe condition could result in failure of the HPCR 8–10 stage spool, uncontained engine failure, and damage to the airplane. We determined that this unsafe condition requires mandatory repetitive inspections for cracks. We did not change the AD.

Request

China Southern Airlines requested that we specify any terminating actions to the repetitive inspections of the affected part numbers of HPCR 8–10 spools.

Answer

We disagree. Unless the part is replaced with a part not subject to this AD, no terminating actions to the repetitive inspections exist.

Question

China Southern Airlines asked if the initial and repetitive FPIs and ECIs of the HPCR 8–10 stage spool at each piece-part exposure in the shop effectively prevent failure during normal engine operation, since the high-pressure module overhaul interval is 48,000 hours or 6,000 cycles when the spool can have piece-part exposure per current GE90 Workscope Planning Guide.

Answer

Yes, the FAA has determined that the actions required by the AD will effectively prevent failure of the HPCR 8–10 stage spool by removing cracked parts from service.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the

public interest require adopting the AD as proposed.

Costs of Compliance

We estimate that this AD will affect 33 GE90–76B; GE90–77B; GE90–85B; GE90–90B; and GE90–94B engines, installed on airplanes of U.S. registry. We also estimate that it will take about 2 work-hours per engine to perform the inspection, and that the average labor rate is \$85 per work-hour. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$5,610 for one inspection cycle.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2011–15–06 General Electric Company:
Amendment 39–16753; Docket No. FAA–2010–1024; Directorate Identifier 2010–NE–34–AD.

Effective Date

- (a) This AD is effective August 18, 2011.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to General Electric Company GE90–76B; GE90–77B; GE90–85B; GE90–90B; and GE90–94B turbofan engines with a high-pressure compressor rotor (HPCR) 8–10 stage spool, part number (P/N) 1844M90G01 or 1844M90G02, installed.

Unsafe Condition

- (d) This AD was prompted by cracks discovered on one HPCR 8–10 spool between the 9–10 stages in the weld joint. We are issuing this AD to prevent failure of the HPCR 8–10 stage spool, uncontained engine failure, and damage to the airplane.

Compliance

- (e) Comply with this AD within the compliance times specified, unless already done.

Inspections of the HPCR 8–10 Stage Spool

- (f)(1) At the next piece-part exposure of the HPCR 8–10 stage spool after the effective date of this AD, perform a fluorescent penetrant inspection (FPI) and eddy current inspection (ECI) of the weld joint between the 9–10 stages of the HPCR 8–10 stage spool for cracks.

- (2) Thereafter, perform repetitive FPIs and ECIs of the weld joint between the 9–10 stages of the HPCR 8–10 stage spool for cracks at every piece-part exposure of the HPCR 8–10 stage spool.

- (3) Remove from service any HPCR 8–10 stage spool found cracked.

- (4) Guidance on performing the FPI can be found in GE90 (GEK100700) Engine Manual, Chapter 72–31–08, Inspection 001.

(5) Guidance on performing the ECI can be found in GE90 (GEK100700) Engine Manual, Chapter 72–31–08, Special Procedures 001.

Definition

(g) For the purpose of this AD, piece-part exposure is when the HPCR stage 8–10 spool is removed from the engine and completely disassembled.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(i)(1) For more information about this AD, contact Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; *phone*: 781–238–7747; *fax*: 781–238–7199; *e-mail*: jason.yang@faa.gov.

(2) For service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; *phone*: 513–552–3272; *fax*: 513–552–3329; *e-mail*: geae.aoc@ge.com. For information on the availability of this material at the FAA, call 781–238–7125.

Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on July 7, 2011.

Peter A. White,

Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–17621 Filed 7–13–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2010–0986; **Airspace**
Docket No. 10–ANM–13]

Establishment of Class E Airspace; Florence, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Florence, OR, to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Florence Municipal Airport. This improves the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, October 20, 2011. The Director of the Federal Register approves this incorporation by reference action under

1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History

On April 15, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish controlled airspace at Florence, OR (76 FR 21269). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.9U dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Florence Municipal Airport, Florence, OR, to accommodate IFR aircraft executing new RNAV (GPS) standard instrument approach procedures at the airport. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106 discusses the authority of the FAA

Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it establishes controlled airspace at Florence Municipal Airport, Florence, OR.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR Part 71.1 of the Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010 is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ANM OR E5 Florence, OR [New]

Florence Municipal Airport, OR
(Lat. 43°58′58″ N., long. 124°06′41″ W.)

That airspace extending upward from 700 feet above the surface within 3-mile radius of Florence Municipal Airport.

Issued in Seattle, Washington, on July 6, 2011.

John Warner,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2011–17541 Filed 7–13–11; 8:45 am]

BILLING CODE 4910–13–P