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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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OFFICE OF SPECIAL COUNSEL

5 CFR Part 1800

[OMB Control No. 3255-0005]

Filing of Complaints of Prohibited Personnel Practices or Other Prohibited Activities and Filing Disclosures of Information

AGENCY: U.S. Office of Special Counsel.

ACTION: Final rule; delay of effective date.

SUMMARY: This document delays the effective date of the final rule and information collection activity published in the June 9, 2017 issue of the **Federal Register**. The U.S. Office of Special Counsel (OSC) will issue a new effective date in due course.

DATES: As of July 14, 2017, the effective date of the final rule published at 82 FR 26739 on June 9, 2017, is delayed indefinitely.

FOR FURTHER INFORMATION CONTACT: Susan K. Ullman, General Counsel, U.S. Office of Special Counsel, by telephone at 202-254-3600, by facsimile at (202) 254-3711, or by email at sullman@osc.gov.

SUPPLEMENTARY INFORMATION: On June 9, 2017 (82 FR 26739), OSC published a final rule revising its regulations regarding the filing of complaints and disclosures with OSC and updating OSC's prohibited personnel practice provisions. This document indefinitely delays the effective date of that final rule.

Dated: July 11, 2017.

Bruce Gipe,

Chief Operating Officer.

[FR Doc. 2017-14814 Filed 7-13-17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2016-9592; Directorate Identifier 2016-NE-30-AD; Amendment 39-18952; AD 2017-14-08]

RIN 2120-AA64

Airworthiness Directives; CFM International S.A. Turbopfan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain CFM International S.A. (CFM) CFM56-3, -3B, and -3C turbopfan engines. This AD was prompted by a report of dual-engine loss of thrust control (LOTC) that resulted in an air turn back. This AD requires initial and repetitive checks of the variable stator vane (VSV) actuation system in the high-pressure compressor (HPC). We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 18, 2017.

ADDRESSES: For service information identified in this final rule, contact CFM International Inc., Aviation Operations Center, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: 877-432-3272; fax: 877-432-3329; email: aviation.fleetsupport@ge.com. You may view this service information at the FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9592.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9592; 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 final rule, 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:

David Bethka, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7129; fax: 781-238-7199; email: david.bethka@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain CFM CFM56-3, -3B, and -3C turbopfan engines. The NPRM published in the **Federal Register** on March 9, 2017 (82 FR 13077). The NPRM was prompted by a report of dual-engine LOTC that resulted in an air turn back. The NPRM proposed to require initial and repetitive checks of the VSV actuation system in the HPC. We are issuing this AD to maintain the actuators ability to fully reach commanded position, and prevent LOTC and reduced control of the airplane.

Comments

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

Request To Change Applicability

CFM, Boeing, Anonymous, and Jet2.com requested that the Applicability paragraph be limited to engines operating in the tropical regions specified in CFM Service Bulletin (SB) CFM56-3 S/B 72-1169, rather than fleet-wide. A change of applicability to specific regions would avoid unnecessary burden for operators that do not fly in tropical zones and do not fly less than 150 hours per month.

We disagree. Operators may experience high moisture environments outside of the specified tropical zone that is described in CFM SB CFM56-3 S/B 72-1169. Operators that are outside of the specified tropical zone have experienced restricted VSV movement events. We did not change this AD.