

intermediate-pressure compressor rotor shaft Stage 1 to 6, high-pressure (HP) compressor rotor disk Stage 1 and 2, HP compressor rear rotor shaft assembly, and HP turbine disk as follows.

(ii) Determine the Flight Profile G cycles in service (CIS). Count all CIS accumulated since April 1, 2015, inclusive.

(iii) Use the Flight Profile G cycles in service from paragraph (e)(3)(ii) of this AD,

the maximum approved lives in Appendix 2 of RR Alert NMSB No. RB.211-72-AH972, Revision 3, dated August 28, 2015, and Figure 1 to paragraph (e) of this AD to calculate the new consumed cyclic lives.

### Figure 1 to Paragraph (e), Calculations to Move Group 'A' and Group 'B' Parts Between Engine Marks and/or Flight Profiles

Step (a) Calculate the fraction of the components life used (FLU) in each of the original Engine Marks (EM) or flight profiles (FP)

$$FLU1 = \frac{\text{Cycles in 1st EM or FP}}{\text{1st EM or FP Declared Life}}$$

$$FLU2 = \frac{\text{Cycles in 2nd EM or FP}}{\text{2nd EM or FP Declared Life}}$$

$$FLUn = \frac{\text{Cycles in nth EM or FP}}{\text{nth EM or FP Declared Life}}$$

Continue until the FLU has been calculated for all Engine Marks and flight profiles in which the component has been operated

Step (b) Calculate the total fraction of life used (TFLU)

$$TFLU = FLU1 + FLU2 + \dots + FLUn$$

Step (c) Calculate equivalent cycles since new (CSN) for the component in the new Engine Mark or flight profile

$$\text{Equivalent CSN} = TFLU \times \text{Declared Life in the new Engine Mark or flight profile}$$

Step (d) If required, calculate the cycles remaining to the Declared Life in the new Engine Mark or flight profile

$$\text{Cycles remaining} = \text{Declared Life in the new Engine Mark or flight profile} - \text{Equivalent CSN}$$

#### (f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

#### (g) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: [robert.green@faa.gov](mailto:robert.green@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0148, dated July 23, 2015 (Corrected July 24, 2015), for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2015-3778.

#### (h) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Rolls-Royce (RR) Alert Non-Modification Service Bulletin No. RB.211-72-AH972, Revision 3, including Appendices 1 through 6, dated August 28, 2015.

(ii) Reserved.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp); Internet: <https://customers.rolls-royce.com/public/rollsroycecare>.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 2, 2016.

**Colleen M. D'Alessandro**,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.

[FR Doc. 2016-02476 Filed 2-8-16; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF STATE

### 22 CFR Part 51

[Public Notice: 9360]

RIN 1400-AD83

### Passports: Official Passports for Officials or Employees of State, Local, Tribal or Territorial Governments Traveling Abroad and Carrying Out Official Duties in Support of the U.S. Government

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** The Department of State finalizes its amendment of the passport rules for issuance of an official passport to an official or employee of a state,

local, tribal, or territorial government traveling abroad to carry out official duties in support of the U.S. government.

**DATES:** Effective February 9, 2016.

**FOR FURTHER INFORMATION CONTACT:**

Alice Kottmyer, Attorney-Adviser, [kottmyeram@state.gov](mailto:kottmyeram@state.gov), 202-647-2318.

**SUPPLEMENTARY INFORMATION:** This rule was published as an interim rule on May 15, 2015 (80 FR 27856), with a 60-day period for public comments. No public comments were received.

As explained in the interim final rule, 22 CFR 51.3(b) provides that an “official passport” may be issued to: An official or employee of the U.S. government traveling abroad to carry out official duties; spouses and family members of such persons; and, when authorized by the Department of State, U.S. government contractors traveling abroad to carry out official duties on behalf of the U.S. government.

Increasingly, the federal government utilizes officials or employees of state, local, tribal, and territorial governments in support of federal activities, both domestically and overseas, such as the Federal Bureau of Investigation’s Joint Terrorism Task Force. When required to travel internationally in support of such federal activities, these individuals are not currently eligible for official passports. Issuance of an official passport to such individuals signifies to foreign governments that they are carrying out official duties in support of the U.S. government. The activities undertaken by these officials are often of pressing national security, law enforcement, or humanitarian importance and occur with little advance notice. It is in the U.S. government’s interest to provide these individuals the travel documents necessary to allow them to travel in a timely manner.

Under 22 U.S.C. 211a *et seq.*, the Secretary of State has the authority to make rules for the granting and issuance of passports. The Department is amending section 51.3(b) of 22 CFR to authorize issuing official passports to an official or employee of a state, local, tribal, or territorial government traveling abroad to carry out official duties in support of the U.S. government.

### Regulatory Findings

The Regulatory Findings included in the interim final rule are incorporated herein.

### List of Subjects in 22 CFR Part 51

Passports.

Accordingly, the interim rule amending 22 CFR part 51 which was

published at 80 FR 27857 on May 15, 2015, is adopted as a final rule without change.

**Patrick F. Kennedy,**

*Under Secretary for Management.*

[FR Doc. 2016-02576 Filed 2-8-16; 8:45 am]

**BILLING CODE 4710-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2016-0090]

### Drawbridge Operation Regulation; Youngs Bay, Astoria, OR

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Oregon State highway bridge across Youngs Bay foot of Fifth Street, mile 2.4, at Astoria, OR. The common name of this bridge is Old Youngs Bay Bridge. The deviation is necessary to accommodate extensive maintenance and restoration efforts on this bridge. This deviation allows the double bascule span to operate in a single leaf mode when at least a three-hour advance notification is given by marine vessels that require an opening, and the vertical clearance of the bridge to be reduced.

**DATES:** This deviation is effective from 7 a.m. on February 15, 2016 to 11 p.m. on June 15, 2016.

**ADDRESSES:** The docket for this deviation, [USCG-2016-0090] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this temporary deviation, call or email Steven M. Fischer, Thirteenth Coast Guard District Bridge Program Administrator, telephone 206-220-7282, email [d13-pf-d13bridges@uscg.mil](mailto:d13-pf-d13bridges@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Oregon Department of Transportation (ODOT) requested to reduce the vertical clearance of the Old Youngs Bay Bridge, mile 2.4, across Youngs Bay foot of Fifth Street at Astoria, OR, and to open half of the draw span when at least a three-hour notice is given to the bridge operator by vessels wishing to pass. The requested period of deviation is from 7

a.m. on February 15, 2016 to 11 p.m. on June 15, 2016. The deviation is necessary to accommodate extensive maintenance and restoration efforts on this bridge. The Old Youngs Bay Bridge provides a vertical clearance approximately 19 feet above mean high water when in the closed-to-navigation position. The double bascule span of the bridge will have a containment system installed which will reduce the vertical clearance by 5 feet from 19 feet above mean high water to 14 feet above mean high water. The normal operating schedule can be found in 33 CFR 117.899(b). The deviation allows the double bascule span of the Old Youngs Bay Bridge to operate single leaf when at least three-hours of notice are given by mariners requiring an opening during the deviation period. Waterway usage on Youngs Bay is primarily small recreational boaters and fishing vessels.

Vessels able to pass through the bridge in the closed positions may do so at any time. The bridge will be able to open for emergencies if a three-hour notice is given to the bridge operator, and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: February 3, 2016.

**Steven M. Fischer,**

*Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2016-02486 Filed 2-8-16; 8:45 am]

**BILLING CODE 9110-04-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R09-OAR-2015-0784, FRL-9940-19-Region 9]

### Revisions to the California State Implementation Plan, Santa Barbara County Air Pollution Control District; Permit Program

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule.