

and personnel matters and is not "significant" thereunder.

#### *Executive Order 12988*

As Director of OGE, I have reviewed this proposed amendatory regulation in light of section 3 of Executive Order 12988, Civil Justice Reform, and certify that it meets the applicable standards provided therein.

#### **List of Subjects in 5 CFR Part 2641**

Conflict of interests, Government employees.

Approved: June 2, 2014.

**Walter M. Shaub, Jr.,**

*Director, Office of Government Ethics.*

Accordingly, for the reasons set forth in the preamble, OGE proposes to amend 5 CFR part 2641 as follows:

#### **PART 2641—POST-EMPLOYMENT CONFLICT OF INTEREST RESTRICTIONS**

■ 1. The authority citation for part 2641 continues to read as follows:

**Authority:** 5 U.S.C. app. (Ethics in Government Act of 1978); 18 U.S.C. 207; E.O. 12674, 54 FR 15159, 3 CFR, 1989 Comp., p. 215, as modified by E.O. 12731, 55 CFR 42547, 3 CFR, 1990 Comp., p. 306.

■ 2. Appendix B to part 2641 is amended by revising the listings for the Department of Health and Human Services and the Department of the Treasury to read as follows:

#### **Appendix B to Part 2641—Agency Components for Purposes of 18 U.S.C. 207(c)**

\* \* \* \* \*

*Parent: Department of Health and Human Services*

Components:

Administration on Aging (effective May 16, 1997; expires 90 days after the date of publication of the final rule in the **Federal Register**).

Administration for Children and Families (effective January 28, 1992).

Administration for Community Living (effective upon publication of the final rule in the **Federal Register**).

Agency for Healthcare Research and Quality (formerly Agency for Health Care Policy and Research) (effective May 16, 1997).

Agency for Toxic Substances and Disease Registry (effective May 16, 1997).

Centers for Disease Control and Prevention (effective May 16, 1997).

Centers for Medicare and Medicaid Services (formerly Health Care Financing Administration).

Food and Drug Administration.

Health Resources and Services

Administration (effective May 16, 1997).

Indian Health Service (effective May 16, 1997).

National Institutes of Health (effective May 16, 1997).

Substance Abuse and Mental Health Services Administration (effective May 16, 1997).

\* \* \* \* \*

*Parent: Department of the Treasury*

Components:

Alcohol and Tobacco Tax and Trade Bureau (effective November 23, 2004).

Bureau of Engraving and Printing.

Bureau of the Fiscal Service (effective upon publication of the final rule in the **Federal Register**).

Bureau of the Public Debt (expires 90 days after the date of publication of the final rule in the **Federal Register**).

Comptroller of the Currency.

Financial Crimes Enforcement Center (FinCEN) (effective January 30, 2003).

Financial Management Service (expires 90 days after the date of publication of the final rule in the **Federal Register**).

Internal Revenue Service.

Office of Thrift Supervision (expires 90 days after the date of publication of the final rule in the **Federal Register**).

United States Mint (formerly listed as Bureau of the Mint).

\* \* \* \* \*

■ 3. Appendix B to part 2641 is further amended by removing the Administration on Aging from the listing for the Department of Health and Human Services and by removing the Bureau of the Public Debt, the Financial Management Service, and the Office of Thrift Supervision from the listing for the Department of the Treasury.

[FR Doc. 2014-13273 Filed 6-9-14; 8:45 am]

**BILLING CODE 6345-02-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Aviation Administration**

#### **14 CFR Part 25**

[Docket No. FAA-2014-0366; Notice No. 25-14-04-SC]

#### **Special Conditions: Embraer S.A.; Model EMB-550 Airplane; Flight Envelope Protection: High Incidence Protection System**

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

**ACTION:** Notice of Proposed Special Conditions.

**SUMMARY:** This action proposes special conditions for the Embraer S.A. Model EMB-550 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology and design envisioned in the airworthiness standards for transport category airplanes. This design feature is a high incidence protection system

that limits the angle of attack at which the airplane can be flown during normal low speed operation. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** Send your comments on or before July 10, 2014.

**ADDRESSES:** Send comments identified by docket number FAA-2014-0366 using any of the following methods:

• **Federal eRegulations Portal:** Go to <http://www.regulations.gov/> and follow the online instructions for sending your comments electronically.

• **Mail:** Send comments to Docket Operations, M-30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

• **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.

• **Fax:** Fax comments to Docket Operations at 202-493-2251.

**Privacy:** The FAA will post all comments it receives, without change, to <http://www.regulations.gov/>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov/>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov/> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Joe Jacobsen, FAA, Airplane and Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue

SW., Renton, Washington 98057–3356; telephone (425) 227–2011; facsimile (425) 227–1149.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

We invite interested people to take part in this rulemaking by sending written comments, data, or views. The most helpful comments reference a specific portion of the special conditions, explain the reason for any recommended change, and include supporting data.

We will consider all comments we receive on or before the closing date for comments. We may change these special conditions based on the comments we receive.

##### **Background**

On May 14, 2009, Embraer S.A. applied for a type certificate for its new Model EMB–550 airplane. The Model EMB–550 airplane is the first of a new family of jet airplanes designed for corporate flight, fractional, charter, and private owner operations. The airplane has a configuration with low wing and T-tail empennage. The primary structure is metal with composite empennage and control surfaces. The Model EMB–550 airplane is designed for 8 passengers, with a maximum of 12 passengers. It is equipped with two Honeywell AS907–3–1E medium bypass ratio turbofan engines mounted on aft fuselage pylons. Each engine produces approximately 6,540 pounds of thrust for normal takeoff.

##### **Type Certification Basis**

Under the provisions of 14 CFR 21.17, Embraer S.A. must show that the Model EMB–550 meets the applicable provisions of part 25, as amended by Amendments 25–1 through 25–127 thereto.

If the Administrator finds that the applicable airworthiness regulations (i.e., 14 CFR part 25) do not contain adequate or appropriate safety standards for the Model EMB–550 because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same or similar novel or unusual design feature, the special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Model EMB–550 must comply with the fuel vent and exhaust

emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36, and the FAA must issue a finding of regulatory adequacy under § 611 of Public Law 92–574, the “Noise Control Act of 1972.”

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type-certification basis under § 21.17(a)(2).

##### **Novel or Unusual Design Features**

The Model EMB–550 will incorporate the following novel or unusual design features: A high incidence protection system that replaces the stall warning system during normal operating conditions, prohibits the airplane from stalling, limits the angle of attack at which the airplane can be flown during normal low speed operation, and that cannot be overridden by the flightcrew. The application of this angle-of-attack limit impacts the stall speed determination, the stall characteristics and stall warning demonstration, and the longitudinal handling characteristics. The current regulations do not address this type of protection feature.

##### **Discussion**

The high incidence protection function prevents the airplane from stalling at low speeds, and, therefore, a stall warning system is not needed during normal flight conditions. However, if there is a failure of the high incidence protection function that is not shown to be extremely improbable, stall warning must be provided in a conventional manner. Also the flight characteristics at the angle of attack for maximum lift coefficient ( $C_{L_{max}}$ ) must be suitable in the traditional sense.

Special conditions are proposed to address this novel or unusual design feature on the EMB–550. These special conditions, which include airplane performance requirements, will establish a level of safety equivalent to the current regulations for reference stall speeds, stall warning, stall characteristics, and miscellaneous other minimum reference speeds.

##### **Applicability**

As discussed above, these special conditions are applicable to the Embraer Model EMB–550. Should Embraer S.A. apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well.

##### **Conclusion**

This action affects only certain novel or unusual design features on one model of airplanes. It is not a rule of general applicability.

##### **List of Subjects in 14 CFR Part 25**

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

##### **The Proposed Special Conditions**

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for Embraer S.A. Model EMB–550.

##### **Flight Envelope Protection: High Incidence Protection System**

The current airworthiness standards do not contain adequate safety standards for the unique features of the high incidence protection system on the Embraer EMB–550. Part I of the following proposed special conditions are in lieu of the specified paragraphs of §§ 25.21, 25.103, 25.145, 25.201, 25.203, 25.207, and 25.1323. Part II are in lieu of the specified paragraphs of §§ 25.103, 25.105, 25.107, 25.121, 25.123, 25.125, 25.143, and 25.207.

##### **Special Conditions Part I**

##### **Stall Protection and Scheduled Operating Speeds**

The following special conditions are in lieu of §§ 25.21(b), 25.103, 25.145(a), 25.145(b)(6), 25.201, 25.203, 25.207, and 25.1323(d).

##### **Foreword**

In the following paragraphs, “in icing conditions” means with the ice accretions (relative to the relevant flight phase) as defined in 14 CFR part 25, Amendment 121, appendix C.

##### **1. Definitions**

These special conditions address a novel or unusual design feature of the EMB–550 airplane and use terminology that does not appear in 14 CFR part 25.

These terms relating to the novel or unusual design feature addressed by these special conditions are the following:

- High incidence protection system:

A system that operates directly and automatically on the airplane’s flying controls to limit the maximum angle of attack that can be attained to a value below that at which an aerodynamic stall would occur.

- Alpha-limit: The maximum angle of attack at which the airplane stabilizes

with the high incidence protection system operating and the longitudinal control held on its aft stop.

- $V_{\min}$ : The minimum steady flight speed in the airplane configuration under consideration with the high incidence protection system operating. See section 3 Part I of these special conditions.

- $V_{\min 1g}$ :  $V_{\min}$  corrected to 1g conditions. See section 3 of Part I of these special conditions. It is the minimum calibrated airspeed at which the airplane can develop a lift force normal to the flight path and equal to its weight when at an angle of attack not greater than that determined for  $V_{\min}$ .

## 2. Capability and Reliability of the High Incidence Protection System

The capability and reliability of the high incidence protection system can be established by flight test, simulation, and analysis as appropriate. The capability and reliability required are proposed as follows:

1. It must not be possible during pilot-induced maneuvers to encounter a stall, and handling characteristics must be acceptable, as required by section 5 of Part I of these special conditions.

2. The airplane must be protected against stalling due to the effects of wind-shears and gusts at low speeds as required by section 6 of Part I of these special conditions.

3. The ability of the high incidence protection system to accommodate any reduction in stalling incidence must be verified in icing conditions.

4. The high incidence protection system must be provided in each abnormal configuration of the high lift devices that is likely to be used in flight following system failures.

5. The reliability of the system and the effects of failures must be acceptable in accordance with § 25.1309.

## 3. Minimum Steady Flight Speed and Reference Stall Speed

In lieu of § 25.103, we propose the following requirements:

- (a) The minimum steady flight speed,  $V_{\min}$ , is the final stabilized calibrated airspeed obtained when the airplane is decelerated until the longitudinal control is on its stop in such a way that the entry rate does not exceed 1 knot per second.

- (b) The minimum steady flight speed,  $V_{\min}$ , must be determined in icing and non-icing conditions with:

- (1) The high incidence protection system operating normally;

- (2) Idle thrust and automatic thrust system (if applicable) inhibited;

- (3) All combinations of flap settings and landing gear position for which  $V_{\min}$  is required to be determined;

- (4) The weight used when reference stall speed,  $V_{SR}$ , is being used as a factor to determine compliance with a required performance standard;

- (5) The most unfavorable center of gravity allowable; and

- (6) The airplane trimmed for straight flight at a speed achievable by the automatic trim system.

- (c) The 1-g minimum steady flight speed,  $V_{\min 1g}$ , is the minimum calibrated airspeed at which the airplane can develop a lift force (normal to the flight path) equal to its weight, while at an angle of attack not greater than that at which the minimum steady flight speed of subparagraph (a) was determined. It must be determined in icing and non-icing conditions.

- (d) The reference stall speed,  $V_{SR}$ , is a calibrated airspeed defined by the applicant.  $V_{SR}$  may not be less than a 1g stall speed.  $V_{SR}$  must be determined in non-icing conditions and expressed as:

$$V_{SR} \geq \frac{V_{CLMAX}}{\sqrt{n_{zw}}}$$

where—

$V_{CLmax}$  = Calibrated airspeed obtained when the load factor-corrected lift

coefficient ( $\frac{n_{zw}W}{qS}$ ) is first a maximum during the maneuver

prescribed in paragraph (e)(8) below.

$N_{zw}$  = Load factor normal to the flight path at  $V_{CLmax}$

$W$  = Airplane gross weight;

$S$  = Aerodynamic reference wing area; and

$q$  = Dynamic pressure.

(e)  $V_{CLmax}$  is determined in non-icing conditions with:

- (1) Engines idling, or, if that resultant thrust causes an appreciable decrease in

stall speed, not more than zero thrust at the stall speed;

- (2) The airplane in other respects (such as flaps and landing gear) in the condition existing in the test or

performance standard in which  $V_{SR}$  is being used;

- (3) The weight used when  $V_{SR}$  is being used as a factor to determine

compliance with a required performance standard;

(4) The center of gravity position that results in the highest value of reference stall speed;

(5) The airplane trimmed for straight flight at a speed achievable by the automatic trim system, but not less than  $1.13 V_{SR}$  and not greater than  $1.3 V_{SR}$ ; and

(6) The high incidence protection system adjusted, at the option of the applicant, to allow higher incidence than is possible with the normal production system.

(7) Starting from the stabilized trim condition, apply the longitudinal control to decelerate the airplane so that the speed reduction does not exceed 1 knot per second.

#### 4. Stall Warning

In lieu of § 25.207, we propose the following requirements:

##### 4.1 Normal Operation

If the capabilities of the high incidence protection system are met, then the conditions of section 2, "Capability and Reliability of the High Incidence Protection System," are satisfied. These conditions provide safety equivalent to § 25.207, *Stall warning*, so the provision of an additional, unique warning device is not required.

##### 4.2 High Incidence Protection System Failure

Following failures of the high incidence protection system, not shown to be extremely improbable, such that the capability of the system no longer satisfies items (a), (b), and (c) of section 2, "Capability and Reliability of the High Incidence Protection System," stall warning must be provided and must protect against encountering unacceptable stall characteristics and against encountering stall.

(a) Stall warning with the flaps and landing gear in any normal position must be clear and distinctive to the pilot and meet the requirements specified in paragraphs (d) and (e) below.

(b) Stall warning must also be provided in each abnormal configuration of the high lift devices that is likely to be used in flight following system failures.

(c) The warning may be furnished either through the inherent aerodynamic qualities of the airplane or by a device that will give clearly distinguishable indications under expected conditions of flight. However, a visual stall warning device that requires the attention of the crew within the cockpit is not acceptable by itself. If a warning device

is used, it must provide a warning in each of the airplane configurations prescribed in paragraph (a) above and for the conditions prescribed in paragraphs (d) and (e) below.

(d) In non-icing conditions stall warning must provide sufficient margin to prevent encountering unacceptable stall characteristics and encountering stall in the following conditions:

(1) In power off straight deceleration not exceeding 1 knot per second to a speed 5 knots or 5 percent calibrated airspeed, whichever is greater, below the warning onset.

(2) In turning flight stall deceleration at entry rates up to 3 knots per second when recovery is initiated not less than 1 second after the warning onset.

(e) In icing conditions stall warning must provide sufficient margin to prevent encountering unacceptable characteristics and encountering stall, in power-off straight and turning flight decelerations not exceeding 1 knot per second, when the pilot starts a recovery maneuver not less than three seconds after the onset of stall warning.

(f) An airplane is considered stalled when the behavior of the airplane gives the pilot a clear and distinctive indication of an acceptable nature that the airplane is stalled. Acceptable indications of a stall, occurring either individually or in combination are:

(1) A nose-down pitch that cannot be readily arrested;

(2) Buffeting, of a magnitude and severity that is strong and effective deterrent to further speed reduction; or

(3) The pitch control reaches the aft stop and no further increase in pitch attitude occurs when the control is held full aft for a short time before recovery is initiated.

(g) An aircraft exhibits unacceptable characteristics during straight or turning flight decelerations if it is not always possible to produce and to correct roll and yaw by unreversed use of aileron and rudder controls, or abnormal nose-up pitching occurs.

#### 5. Handling Characteristics at High Incidence

In lieu of both §§ 25.201 and 25.203, we propose the following requirements:

##### 5.1 High Incidence Handling Demonstration

In lieu of § 25.201:

(a) Maneuvers to the limit of the longitudinal control, in the nose-up pitch, must be demonstrated in straight flight and in  $30^\circ$  banked turns with:

(1) The high incidence protection system operating normally;

(2) Initial power conditions of:  
i. Power off; and

ii. The power necessary to maintain level flight at  $1.5 V_{SR1}$ , where  $V_{SR1}$  is the reference stall speed with flaps in approach position, the landing gear retracted, and maximum landing weight;

(3) Flaps, landing gear, and deceleration devices in any likely combination of positions;

(4) Representative weights within the range for which certification is requested; and

(5) The airplane trimmed for straight flight at a speed achievable by the automatic trim system.

(b) The following procedures must be used to show compliance in non-icing and icing conditions:

(1) Starting at a speed sufficiently above the minimum steady flight speed to ensure that a steady rate of speed reduction can be established, apply the longitudinal control so that the speed reduction does not exceed 1 knot per second until the control reaches the stop;

(2) The longitudinal control must be maintained at the stop until the airplane has reached a stabilized flight condition and must then be recovered by normal recovery techniques;

(3) Maneuvers with increased deceleration rates:

(i) In non-icing conditions, the requirements must also be met with increased rates of entry to the incidence limit, up to the maximum rate achievable; and

(ii) In icing conditions, with the anti-ice system working normally, the requirements must also be met with increased rates of entry to the incidence limit, up to 3 knots per second; and

(4) Maneuver with ice accretion prior to operation of the normal anti-ice system. With the ice accretion prior to operation of the normal anti-ice system, the requirements must also be met in deceleration at 1 knot per second up to full back stick.

##### 5.2 Characteristics in High Incidence Maneuvers

In lieu of § 25.203:

In icing and non-icing conditions:

(a) Throughout maneuvers with a rate of deceleration of not more than 1 knot per second, both in straight flight and in  $30^\circ$  banked turns, the airplane's characteristics must be as follows:

(1) There must not be any abnormal nose-up pitching.

(2) There must not be any uncommanded nose-down pitching, which would be indicative of stall. However, reasonable attitude changes associated with stabilizing the incidence at Alpha limit as the longitudinal control reaches the stop would be acceptable.

(3) There must not be any uncommanded lateral or directional motion and the pilot must retain good lateral and directional control, by conventional use of the controls, throughout the maneuver.

(4) The airplane must not exhibit buffeting of a magnitude and severity that would act as a deterrent from completing the maneuver specified in paragraph 5.1(a).

(b) In maneuvers with increased rates of deceleration, some degradation of characteristics is acceptable, associated with a transient excursion beyond the stabilized Alpha limit. However, the airplane must not exhibit dangerous characteristics or characteristics that would deter the pilot from holding the longitudinal control on the stop for a period of time appropriate to the maneuver.

(c) It must always be possible to reduce incidence by conventional use of the controls.

(d) The rate at which the airplane can be maneuvered from trim speeds associated with scheduled operating speeds such as  $V_2$  and  $V_{REF}$  up to Alpha limit must not be unduly damped or be significantly slower than can be achieved on conventionally controlled transport airplanes.

### 5.3 Characteristics up to Maximum Lift Angle of Attack

Also in lieu of § 25.201:

(a) In non-icing conditions:

Maneuvers with a rate of deceleration of not more than 1 knot per second up to the angle of attack at which  $V_{CLmax}$  was obtained as defined in section 3, “Minimum Steady Flight Speed and Reference Stall Speed,” must be demonstrated in straight flight and in 30° banked turns in the following configurations:

(1) The high incidence protection deactivated or adjusted, at the option of the applicant, to allow higher incidence than is possible with the normal production system;

(2) Automatic thrust increase system inhibited (if applicable);

(3) Engines idling;

(4) Flaps and landing gear in any likely combination of positions; and

(5) The airplane trimmed for straight flight at a speed achievable by the automatic trim system.

(b) In icing conditions:

Maneuvers with a rate of deceleration of not more than 1 knot per second up to the maximum angle of attack reached during maneuvers from paragraph 5.1(b)(3)(ii) must be demonstrated in straight flight with:

(1) The high incidence protection deactivated or adjusted, at the option of

the applicant, to allow higher incidence than is possible with the normal production system;

(2) Automatic thrust increase system inhibited (if applicable);

(3) Engines idling;

(4) Flaps and landing gear in any likely combination of positions, and

(5) The airplane trimmed for straight flight at a speed achievable by the automatic trim system.

(c) During the maneuvers used to show compliance with paragraphs (a) and (b) above, the airplane must not exhibit dangerous characteristics, and it must always be possible to reduce angle of attack by conventional use of the controls. The pilot must retain good lateral and directional control, by conventional use of the controls, throughout the maneuver.

### 6. Atmospheric Disturbances

Operation of the high incidence protection system must not adversely affect aircraft control during expected levels of atmospheric disturbances, nor impede the application of recovery procedures in case of wind-shear. This must be demonstrated in non-icing and icing conditions.

### 7. Proof of Compliance

We propose the following requirement be added in lieu of § 25.21(b), [Reserved]:

(b) The flying qualities must be evaluated at the most unfavorable center-of-gravity position.

### 8. Sections 25.145(a), 25.145(b)(6), and 25.1323(d)

We propose the following requirements:

• For § 25.145(a), add “ $V_{min}$ ” in lieu of “stall identification.”

• For § 25.145(b)(6), and “ $V_{min}$ ” in lieu of “ $V_{sw}$ .”

• For § 25.1323(d), add “From 1.23  $V_{SR}$  to  $V_{min}$  . . .,” in lieu of, “1.23  $V_{SR}$  to stall warning speed . . .,” and, “. . . speeds below  $V_{min}$  . . .” in lieu of, “. . . speeds below stall warning . . .”

### Special Conditions Part II

#### Credit for Robust Envelope Protection in Icing Conditions

The following special conditions are in lieu of the specified paragraphs of §§ 25.103, 25.105, 25.107, 25.121, 25.123, 25.125, 25.143, and 25.207.

1. Define the stall speed as provided in these special conditions, Part I, in lieu of § 25.103.

2. We propose the following requirements in lieu of § 25.105(a)(2)(i):

In lieu of § 25.105(a)(2)(i) Takeoff:

(i) The  $V_2$  speed scheduled in non-icing conditions does not provide the

maneuvering capability specified in § 25.143(h) for the takeoff configuration, or

3. In lieu of § 25.107(c) and (g) we propose the following requirements, with additional sections (c') and (g'):

In lieu of § 25.107(c) and (g) Takeoff speeds:

(c) In non-icing conditions  $V_2$ , in terms of calibrated airspeed, must be selected by the applicant to provide at least the gradient of climb required by § 25.121(b) but may not be less than—

(1)  $V_{2MIN}$ ;

(2)  $V_R$  plus the speed increment attained (in accordance with § 25.111(c)(2)) before reaching a height of 35 feet above the takeoff surface; and

(3) A speed that provides the maneuvering capability specified in § 25.143(h).

(c') In icing conditions with the “takeoff ice” accretion defined in part 25, appendix C,  $V_2$  may not be less than—

(1) The  $V_2$  speed determined in non-icing conditions; and

(2) A speed that provides the maneuvering capability specified in § 25.143(h).

(g) In non-icing conditions,  $V_{FTO}$ , in terms of calibrated airspeed, must be selected by the applicant to provide at least the gradient of climb required by § 25.121(c), but may not be less than—

(1) 1.18  $V_{SR}$ ; and

(2) A speed that provides the maneuvering capability specified in § 25.143(h).

(g') In icing conditions with the “final takeoff ice” accretion defined in part 25, appendix C,  $V_{FTO}$ , may not be less than—

(1) The  $V_{FTO}$  speed determined in non-icing conditions.

(2) A speed that provides the maneuvering capability specified in § 25.143(h).

4. In lieu of §§ 25.121(b)(2)(ii)(A), 25.121(c)(2)(ii)(A), and 25.121(d)(2)(ii), we propose the following requirements:

In lieu of § 25.121(b)(2)(ii)(A):

(A) The  $V_2$  speed scheduled in non-icing conditions does not provide the maneuvering capability specified in § 25.143(h) for the takeoff configuration; or

In lieu of § 25.121(c)(2)(ii)(A):

(A) The  $V_{FTO}$  speed scheduled in non-icing conditions does not provide the maneuvering capability specified in § 25.143(h) for the en-route configuration; or

In lieu of § 25.121(d)(2)(ii):

(d)(2) The requirements of subparagraph (d)(1) of this paragraph must be met: (ii) In icing conditions with the approach ice accretion defined in appendix C, in a configuration

corresponding to the normal all-engines-operating procedure in which  $V_{min1g}$  for this configuration does not exceed 110% of the  $V_{min1g}$  for the related all-engines-operating landing configuration in icing, with a climb speed established with normal landing procedures, but not more than 1.4  $V_{SR}$  ( $V_{SR}$  determined in non-icing conditions).

5. In lieu of § 25.123(b)(2)(i) we propose the following requirements:

In lieu of § 25.123(b)(2)(i):

(i) The minimum en-route speed scheduled in non-icing conditions does not provide the maneuvering capability specified in § 25.143(h) for the en-route configuration, or

6. In lieu of § 25.125(b)(2)(ii)(B) and § 25.125(b)(2)(ii)(C), we propose the following requirement:

(B) A speed that provides the maneuvering capability specified in § 25.143(h) with the landing ice accretion defined in part 25, appendix C.

7. In lieu of § 25.143(j)(2)(i), we propose the following requirement:

(i) The airplane is controllable in a pull-up maneuver up to 1.5 g load factor or lower if limited by angle of attack protection; and

8. In lieu of § 25.207, Stall warning, to read as the requirements defined in these special conditions Part I, Section 4.

Issued in Renton, Washington, on June 2, 2014.

**Michael Kaszycki,**

*Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014-13528 Filed 6-9-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 77

[Docket No. FAA-2014-0134]

RIN 2120-AF90

#### Proposal To Consider the Impact of One Engine Inoperative Procedures in Obstruction Evaluation Aeronautical Studies

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Proposed policy; notice of public meeting and extension of comment period.

**SUMMARY:** The FAA will hold a public meeting to discuss its proposal to consider the impact of one engine inoperative procedures during

aeronautical studies. This proposal was published in the **Federal Register** on April 28, 2014. During the meeting, the FAA will explain the proposal and respond to questions seeking clarification of the proposed policy. In addition, the FAA is extending the time period for which the public may submit written comments for an additional 30 days.

**DATES:** The comment period for the proposed policy published April 28, 2014 (79 FR 23300), is extended. The meeting will be held online with a teleconference on Wednesday, June 25, 2014, from 2:00 p.m. to 4:00 p.m. eastern time. Written public comments regarding this FAA proposed policy should be submitted by July 28, 2014.

**FOR FURTHER INFORMATION CONTACT:** John Speckin, Airport Obstruction Standards Committee, Region and Center Operations, Office of Finance and Management, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (816) 329-3053; email: 7-ACE-Federal-Registry-Notice@faa.gov.

**SUPPLEMENTARY INFORMATION:** On April 28, 2014, the FAA published for public comment a proposal to amend its policy concerning the impacts of certain structures during aeronautical studies conducted under Title 14 of the Code of Federal Regulations Part 77. Specifically, the FAA proposed to consider the impact of one engine out procedures when studying new structures or modifications to existing structures at certain airports that have a defined departure area for each runway end supporting commercial service operations. FAA is proposing to factor these impacts into the aeronautical study process because the encroachment of airspace by structures surrounding certain airports appears to be significantly limiting options available to airlines to establish OEI procedures. Registration for the meeting is required by June 23, 2014. To register, email 7-ACE-Federal-Registry-Notice@faa.gov with your name and the company or organization you are representing. In a response email, the attendees will be provided with instructions on how to connect to the online meeting and the teleconference. In the public meeting, the FAA will provide a slide presentation to further explain the proposed policy. Participants will be able to submit questions utilizing the instant message application of the online tool. In addition, the FAA is extending the time period for which the public may submit written comments for an additional 30 days.

Issued in Washington, DC, on June 3, 2014.

**Raymond Towles,**

*Deputy Assistant Administrator for Regions and Center Operations, Office of Finance and Management, Federal Aviation Administration.*

[FR Doc. 2014-13484 Filed 6-5-14; 4:15 pm]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF THE TREASURY

### 17 CFR Part 420

[Docket No. Treas-DO-2014-0002]

#### Government Securities Act Regulations: Large Position Reporting Rules

**AGENCY:** Office of the Assistant Secretary for Financial Markets, Treasury.

**ACTION:** Proposed rule.

**SUMMARY:** The Department of the Treasury (Treasury) is issuing this notice of proposed rulemaking to solicit public comment on proposed amendments to Treasury's rules for reporting large positions in certain Treasury securities. The large position reporting rules are issued under the Government Securities Act (GSA) for the purposes of monitoring the impact in the Treasury securities market of concentrations of positions in Treasury securities and otherwise assisting the Securities and Exchange Commission (SEC) in enforcing the GSA. In addition, the large position reports provide Treasury with information to better understand supply and demand dynamics in certain Treasury securities. The proposed amendments are designed to improve the information available to Treasury and simplify the reporting process for many entities subject to the large position reporting rules.

**DATES:** Submit comments on or before August 9, 2014.

**ADDRESSES:** Comments may be submitted by any of the following methods:

#### Electronic Comments

Use the Federal eRulemaking Portal ([www.regulations.gov](http://www.regulations.gov)) and follow the instructions for submitting comments through the Web site. You may download this proposed rule from [www.regulations.gov](http://www.regulations.gov) or [www.treasurydirect.gov](http://www.treasurydirect.gov).

#### Paper Comments

Send paper comments to Department of the Treasury, Bureau of the Fiscal Service, Government Securities Regulations Staff, 401 14th Street SW., Washington, DC 20227.