requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (n)(1) of this AD. Information may be emailed to: *9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2013–26–08, are approved as AMOCs for the corresponding provisions of this AD.

(4) For airplanes identified as Group 3 in Boeing Special Attention Service Bulletin 737–30–1058, Revision 5, dated April 24, 2013, AMOCs approved for the actions required by paragraph (h) of AD 2013–26–08, are approved as AMOCs for the corresponding provisions of paragraph (j) of this AD.

(n) Related Information

(1) For more information about this AD, contact Frank Carreras, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6442; fax: 425–917–6590; email: *frank.carreras@faa.gov.*

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (o)(4) and (o)(5) of this AD.

(o) 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.

(3) The following service information was approved for IBR on February 10, 2014 (79 FR 545, January 6, 2014).

(i) Boeing Special Attention Service Bulletin 737–30–1058, Revision 5, dated April 24, 2013.

(ii) Reserved.

(4) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet *https://www.myboeingfleet.com.*

(5) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(6) You may view this service information that is incorporated by reference 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 Renton, Washington, on March 24, 2016.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016–07576 Filed 4–6–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2016–3692; Directorate Identifier 2016–NE–05–AD; Amendment 39–18458; AD 2016–07–13]

RIN 2120–AA64

Airworthiness Directives; GE Aviation Czech s.r.o. Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain GE Aviation Czech s.r.o. M601E–11 turboprop engines. This AD requires inspection of the engine power turbine (PT) disk and, if found damaged, its replacement with a part eligible for installation. This AD was prompted by discovery of damage to certain engine PT disks during engine shop visits. We are issuing this AD to prevent failure of the engine PT disk, which could result in release of high-energy debris, damage to the engine, and reduced control of the airplane.

DATES: This AD becomes effective April 22, 2016.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 22, 2016.

We must receive comments on this AD by May 23, 2016.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Portal*: Go to *http://www.regulations.gov.* Follow the instructions for submitting comments.
- *Mail*: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001.
- *Hand Delivery*: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax*: 202–493–2251.

For service information identified in this AD, contact GE Aviation Czech s.r.o., Beranových 65, 199 02 Praha 9—Letňany, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222. You may view this service information at the FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803. 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–2016–3692.

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–2016–3692; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the mandatory continuing airworthiness information (MCAI), regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Kenneth Steeves, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7765; fax: 781–238–7199; email: *kenneth.steeves@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2016–3692; Directorate Identifier 2016–NE–05–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to *http://www.regulations.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD.

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2016–0025–E, dated January 26, 2016 (corrected January 27, 2016) (referred to hereinafter as ''the MCAI''), to correct an unsafe condition for the specified products. The MCAI states:

> During engine shop visits or overhauls, certain power turbine (PT) disks may have been damaged in the area of the balance weights. Additional PT disks with non-conforming geometry of the slot radius may have also been released to service as a result of incorrect machining of the PT disk slot.
>
> This condition, if not corrected, could lead to a PT disk failure, with subsequent release of high-energy debris, possibly resulting in damage to, and/or reduced control of, the aeroplane.

You may obtain further information by examining the MCAI in the AD docket on the Internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2016–3692.

Related Service Information Under 1 CFR Part 51

GE Aviation Czech s.r.o. has issued Alert Service Bulletin (ASB) No. SB–2016–72–50–00–1/00, dated January 21, 2016. The ASB describe procedures for inspection of the PT disk. 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 of this AD.

FAA's Determination and Requirements of This AD

This product has been approved by the aviation authority of the Czech Republic, 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. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design. This AD requires inspection of the engine PT disk and, if found damaged, its replacement with a part eligible for installation.

FAA's Determination of the Effective Date

No domestic operators use this product. Therefore, we find that notice and opportunity for prior public comment are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

Costs of Compliance

We estimate that this AD affects 0 engines installed on airplanes of U.S. registry. We also estimate that it will take about 60 hours per engine to do the inspection required by this AD. The average labor rate is $85 per hour. Based on these figures, we estimate the total cost of the AD to U.S. operators to be $0.

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

We determined that 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 this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, 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):

2016–07–13 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39–18458; Docket No. FAA–2016–3692; Directorate Identifier 2016–NE–05–AD.

(a) Effective Date

This AD is effective April 22, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech s.r.o M601E–11 turboprop engine models with engine power turbine (PT) disk, part number 3220.6 and serial number EE8, EF8, or KR5, installed.

(d) Reason

This AD was prompted by discovery of damage to certain engine PT disks during engine shop visits. We are issuing this AD to prevent failure of the engine PT disk, which could result in release of high-energy debris, damage to the engine, and reduced control of the airplane.

(e) Actions and Compliance

Comply with this AD within the compliance times specified, unless already done.

(1) Within 90 days after the effective date of this AD, perform visual, dimensional, and fluorescent penetrant inspections of the engine PT disk. Use Appendix B, paragraph 5 of GE Aviation Czech s.r.o. Alert Service Bulletin (ASB) No. SB–2016–72–50–00–1/00, dated January 21, 2016, to do the inspections.

(2) If the engine PT disk fails to meet the acceptance criteria in Appendix B, paragraph 5 of GE Aviation Czech s.r.o. ASB No. SB–2016–72–50–00–1/00, dated January 21, 2016, replace the PT disk with a part eligible for installation.

(f) Installation Prohibition

After the effective date of this AD:

(1) Do not operate any engine with a PT disk serial number listed in paragraph (c) of this AD, unless the disk was inspected per the requirements of paragraph (e) of this AD; and

(2) Do not install a PT disk that does not meet the acceptance criteria in Appendix B, paragraph 5 of GE Aviation Czech s.r.o. ASB

No. SB–2016–72–50–00–1/00, dated January 21, 2016, onto any engine.

(g) 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.*

(h) Related Information

(1) For more information about this AD, contact Kenneth Steeves, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7765; fax: 781–238–7199; email: *kenneth.steeves@faa.gov.*

(2) Refer to MCAI European Aviation Safety Agency AD 2016–0025–E, dated January 26, 2016 (corrected January 27, 2016), 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–2016–3692.

(i) 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) GE Aviation Czech s.r.o. Alert Service Bulletin No. SB–2016–72–50–00–1/00, dated January 21, 2016.

(ii) Reserved.

(3) For GE Aviation Czech s.r.o service information identified in this AD, contact GE Aviation Czech s.r.o., Beranových 65, 199 02 Praha 9—Letňany, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803. 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 March 24, 2016.

Colleen M. D'Alessandro,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2016–07843 Filed 4–6–16; 8:45 am]

BILLING CODE 4910–13–P

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1211

[Docket No. CPSC–2015–0025]

Safety Standard for Automatic Residential Garage Door Operators

AGENCY: U.S. Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Consumer Product Safety Commission (''Commission'' or ''CPSC'') is issuing a final rule amending the regulations for the *Safety Standard for Automatic Residential Garage Door Operators* to reflect changes made by Underwriters Laboratories, Inc. (''UL''), in the entrapment protection provisions in UL's standard UL 325, Sixth Edition, ''Standard for Safety for Door, Drapery, Gate, Louver, and Window Operators and Systems.''

DATES: The rule is effective on May 9, 2016. The incorporations by reference of the publications listed in this rule are approved by the Director of the **Federal Register** as of May 9, 2016.

FOR FURTHER INFORMATION CONTACT: Troy W. Whitfield, Lead Compliance Officer, Office of Compliance, Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814–4408; Telephone (301) 504–7548 or email: *twhitfield@cpsc.gov.*

SUPPLEMENTARY INFORMATION:

A. Background

The Commission has regulations for residential garage door operators (''GDOs'') to protect consumers from the risk of entrapment. 16 CFR part 1211. The Commission first issued the GDO standard in 1991, at the direction of the Consumer Product Safety Improvement Act of 1990 (''Improvement Act''), Public Law 101–608. Section 203 of the Improvement Act mandated that the entrapment protection requirements of the 1988 version of UL's 325, Third Edition, ''Standard for Safety for Door, Drapery, Gate, Louver, and Window Operators and Systems,'' be considered a consumer product safety rule under the Consumer Product Safety Act. Section 203(c) of the Improvement Act established procedures for the Commission to revise the Commission's GDO standard. When UL revises the entrapment protection requirements of UL 325, UL must notify the Commission of the revision, and that revision ''shall be incorporated in the consumer product safety rule . . . unless, within 30 days of such notice, the Commission notifies [UL] that the Commission has determined that such revision does not carry out the purposes of subsection (b)'' [of section 203 of the Improvement Act which mandated the UL 325 entrapment protection requirements initially]. As provided in the Improvement Act, several times in the past, after UL has notified the Commission of changes to UL 325's entrapment protection requirements, the Commission has revised the GDO standard to reflect the UL updates.

The Commission last updated 16 CFR part 1211 in 2007 to reflect changes made to the entrapment protection provisions of UL 325 up to that time that previously had not been reflected in the regulation.

On September 2, 2015, the Commission published a notice of proposed rulemaking (''NPR''), proposing to update 16 CFR part 1211 to reflect recent changes made by UL to the entrapment protection requirements of UL 325. (*See* 80 FR 53036). After publication of the NPR, UL released an update to UL 325 (UL 325, Sixth Edition, February 24, 2016 Revision). The February 24, 2016 revisions to the UL 325 Sixth Edition are related to the entrapment protection provisions for residential GDOs and are minor and editorial in nature. The February 24, 2016 revisions were made by UL to improve the clarity of the standard and describe test conditions better. The final rule has been revised to incorporate these editorial changes, as described in Section C of the preamble, so that the rule is consistent with the most recent version of UL 325.

B. Responses to Comments

Three comments were submitted on the NPR. Two commenters express support for the proposed rule and acknowledge the rule's safety benefits.

Comment: One commenter expresses concern about the public availability and accessibility of documents that are incorporated by reference, by either congressional mandate or through rulemaking. The commenter asserts that it is unclear which version of UL 325 is mandatory law. The commenter also describes the difficulties encountered attempting to purchase UL 325, an attempt to request the standard under FOIA, as well as difficulty accessing UL 325 in government reading rooms or libraries. The commenter also asserts that the Fifth Edition of UL 325 is the current binding law, until the proposed rule is finalized.

The commenter also notes that the NPR proposed incorporating by reference five voluntary standards that are contained in UL 325. The commenter asserts that it is unclear