

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

OFFICE OF PERSONNEL
MANAGEMENT

5 CFR Part 532
RIN 3206-AN18

Prevailing Rate Systems; Redefinition
of the Harrisburg, PA and Scranton-
Wilkes-Barre, PA, Appropriated Fund
Federal Wage System Wage Areas

AGENCY: U.S. Office of Personnel
Management.
ACTION: Proposed rule with request for
comments.

SUMMARY: The U.S. Office of Personnel
Management (OPM) is issuing a
proposed rule that would redefine the
geographic boundaries of the
Harrisburg, PA, and Scranton-Wilkes-
Barre, PA, appropriated fund Federal
Wage System (FWS) wage areas. The
proposed rule would redefine Montour
County, PA, from the Harrisburg wage
area to the Scranton-Wilkes-Barre wage
area. This change is based on a recent
consensus recommendation of the
Federal Prevailing Rate Advisory
Committee (FPRAC) to best match the
county proposed for redefinition to a
nearby FWS survey area.

DATES: We must receive comments on or
before August 31, 2015.

ADDRESSES: You may submit comments,
identified by "RIN 3206-AN18," using
any of the following methods:

Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the
instructions for submitting comments.

Mail: Brenda L. Roberts, Deputy
Associate Director for Pay and Leave,
Employee Services, U.S. Office of
Personnel Management, Room 7H31,
1900 E Street NW., Washington, DC
20415-8200.

Email: pay-leave-policy@opm.gov.

FOR FURTHER INFORMATION CONTACT:
Madeline Gonzalez, (202) 606-2858;
email pay-leave-policy@opm.gov; or
FAX: (202) 606-4264.

SUPPLEMENTARY INFORMATION: OPM is
issuing a proposed rule that would
redefine the geographic boundaries of

the Harrisburg, PA, and Scranton-
Wilkes-Barre, PA, appropriated fund
FWS wage areas. The proposed rule
would redefine Montour County, PA,
from the Harrisburg wage area to the
Scranton-Wilkes-Barre wage area.

OPM considers the following
regulatory criteria under 5 CFR 532.211
when defining FWS wage area
boundaries:

- (i) Distance, transportation facilities,
and geographic features;
- (ii) Commuting patterns; and
- (iii) Similarities in overall population,
employment, and the kinds and sizes of
private industrial establishments.

In addition, OPM regulations at 5 CFR
532.211 do not permit splitting
Metropolitan Statistical Areas (MSAs)
for the purpose of defining a wage area,
except in very unusual circumstances.

Columbia and Montour Counties, PA,
comprise the Bloomsburg-Berwick, PA
MSA. The Bloomsburg-Berwick MSA is
split between the Harrisburg and
Scranton-Wilkes-Barre wage areas.
Columbia County is part of the area of
application of the Scranton-Wilkes-
Barre wage area, and Montour County is
part of the area of application of the
Harrisburg wage area.

Based on an analysis of the regulatory
criteria for Columbia County, the core
county in the Bloomsburg-Berwick
MSA, the entire Bloomsburg-Berwick
MSA would be defined to the Scranton-
Wilkes-Barre wage area. When
measuring to cities and host
installations, the distance criterion
favors the Scranton-Wilkes-Barre wage
area more than the Harrisburg wage
area. The commuting patterns criterion
also favors the Scranton-Wilkes-Barre
wage area. Columbia County does not
resemble one survey area more than
another survey area in terms of the
overall population, employment, and
the kinds and sizes of private industrial
establishments criteria.

Based on this analysis, we believe
Columbia County is appropriately
defined to the Scranton-Wilkes-Barre
wage area. OPM regulations at 5 CFR
532.211 permit splitting MSAs only in
very unusual circumstances. There
appear to be no unusual circumstances
that would permit splitting the
Bloomsburg-Berwick MSA. To comply
with OPM regulations not to split
MSAs, Montour County would be
redefined to the Scranton-Wilkes-Barre
wage area. There are currently no FWS
employees working in Montour County.

FPRAC, the national labor-
management committee responsible for
advising OPM on matters concerning
the pay of FWS employees,
recommended this change by
consensus. This change would be
effective on the first day of the first
applicable pay period beginning on or
after 30 days following publication of
the final regulations.

Regulatory Flexibility Act

I certify that these regulations would
not have a significant economic impact
on a substantial number of small entities
because they would affect only Federal
agencies and employees.

List of Subjects in 5 CFR Part 532

Administrative practice and
procedure, Freedom of information,
Government employees, Reporting and
recordkeeping requirements, Wages.

U.S. Office of Personnel Management.

Beth F. Cobert,
Acting Director.

Accordingly, the U.S. Office of
Personnel Management is proposing to
amend 5 CFR part 532 as follows:

PART 532—PREVAILING RATE
SYSTEMS

- 1. The authority citation for part 532
continues to read as follows:

Authority: 5 U.S.C. 5343, 5346; § 532.707
also issued under 5 U.S.C. 552.

Appendix C to Subpart B of Part 532—
Appropriated Fund Wage and Survey
Areas

- 2. Appendix C to subpart B is
amended by revising the wage area
listings for the Harrisburg, PA, and
Scranton-Wilkes-Barre, PA, wage areas
to read as follows:

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PENNSYLVANIA
Harrisburg
Survey Area

Pennsylvania:
Cumberland
Dauphin
Lebanon
York

Area of Application. Survey area plus:

Pennsylvania:
Adams
Berks
Juniata
Lancaster

Lycoming (Allenwood Federal Prison
Camp portion only)
Mifflin
Northumberland
Perry
Schuylkill
Snyder
Union

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Scranton-Wilkes-Barre
Survey Area

Pennsylvania:
Lackawanna
Luzerne
Monroe
Area of Application. Survey area plus:
Pennsylvania:
Bradford
Columbia
Lycoming (Excluding Allenwood Federal
Prison Camp)
Montour
Sullivan
Susquehanna
Wayne
Wyoming

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[FR Doc. 2015-18746 Filed 7-30-15; 8:45 am]

BILLING CODE 6325-39-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2015-3140; Directorate
Identifier 2015-NM-063-AD]

RIN 2120-AA64

Airworthiness Directives; Bombardier, Inc. Airplanes

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD-100-1A10 (Challenger 300) airplanes. This proposed AD was prompted by multiple reports of a short circuit between the heater element and the metal sheath of the pitot-static probe heater. This proposed AD would require replacement of the left and right pitot-static probes with newly redesigned left and right pitot-static probes. We are proposing this AD to prevent degradation of the heating ability of the pitot-static probe heater, resulting in erroneous airspeed indication during flight in icing conditions and consequent reduced controllability of the airplane.

DATES: We must receive comments on this proposed AD by September 14, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

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

For service information identified in this proposed AD, contact Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514-855-5000; fax: 514-855-7401; email: thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>. You may view this referenced service information at the 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.

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-2015-3140; 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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Assata Dessaline, Aerospace Engineer, Avionics and Services Branch, ANE-172, FAA, New York Aircraft Certification Office (ACO), 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7301; fax: 516-794-5531.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2015-3140; Directorate Identifier

2015-NM-063-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on 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 we receive about this proposed AD.

Discussion

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian AD CF-2015-04, dated March 17, 2015 (referred to after this as the Mandatory Continuing Airworthiness Information, or "the MCAI"), to correct an unsafe condition for certain Bombardier, Inc. Model BD-100-1A10 (Challenger 300) airplanes. The MCAI states:

There have been several reports where the pitot-static probe heater came on and remained on regardless of the heater control selected position. Investigation determined that the root cause is a short circuit between the heater element and the metal sheath. If not corrected, this condition may degrade the heating, resulting in erroneous Airspeed Indication when flying in icing condition [and consequent reduced controllability of the airplane].

This [Canadian] AD mandates the replacement of the pitot-static probes with a redesigned probe which will prevent this failure mode.

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3140.

Related Service Information Under 1 CFR Part 51

We reviewed Bombardier Service Bulletin 100-34-38, dated January 9, 2014. The service information describes procedures for replacement of the left and right pitot-static probes with newly redesigned left and right pitot-static probes, part numbers 0856WC3 and 0856WC4 respectively. 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 NPRM.

FAA's Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our