

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 724

RIN 3206-AK55

Implementation of Title II of the Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002—Reporting and Best Practices

AGENCY: Office of Personnel Management.

ACTION: Proposed rule; reopening of comment period.

SUMMARY: On January 25, 2006, the Office of Personnel Management (OPM) issued proposed rules regarding the reporting and best practices requirements of Title II of the No FEAR Act (71 FR 4053). The proposed rule contained a 60-day comment period. In response to requests by the No Fear Coalition and Members of Congress to extend the comment period, OPM has reopened the initial comment period until May 1, 2006.

DATES: Comments must be received on or before May 1, 2006.

ADDRESSES: Send or deliver written comments to Ana A. Mazzi, Deputy Associate Director for Workforce Relations and Accountability Policy, Office of Personnel Management, Room 7H28, 1900 E Street, NW., Washington, DC 20415; by FAX at (202) 606-2613; or by e-mail at NoFEAR@opm.gov.

FOR FURTHER INFORMATION CONTACT: Gary D. Wahler by telephone at (202) 606-2930; by FAX at (202) 606-2613; or by e-mail at NoFEAR@opm.gov.

Office of Personnel Management.

Linda M. Springer,

Director.

[FR Doc. 06-3166 Filed 3-29-06; 1:13 pm]

BILLING CODE 6325-39-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-24145; Directorate Identifier 2006-NE-06-AD]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-45 and CF6-50 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain General Electric Company (GE) CF6-45 and CF6-50 series turbofan engines. This proposed AD would require inspecting and reworking certain forward and aft center bodies of the long fixed core exhaust nozzle (LFCEN) assembly. This proposed AD results from reports of separation of LFCEN assembly forward and aft center bodies, due to high imbalance engine conditions during flight. We are proposing this AD to prevent the forward and aft center body of the LFCEN assembly from separating, leading to additional damage to the engine and airplane, possible damage to other airplanes, and to objects on the ground.

DATES: We must receive any comments on this proposed AD by May 30, 2006.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Fax: (202) 493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington,

DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You can get the service information identified in this proposed AD from General Electric Company via GE-Aviation, Attn: Distributions, 111 Merchant St., Room 230, Cincinnati, Ohio 45246, telephone (513) 552-3272; fax (513) 552-3329.

You may examine the comments on this proposed AD in the AD docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7192; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2006-24145; Directorate Identifier 2006-NE-06-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the DOT Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

Examining the AD Docket

You may examine the docket that contains the proposal, any comments received and, any final disposition in person at the DOT Docket Office

between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the Docket Management Facility receives them.

Discussion

Since 1975, 45 events of forward and aft center bodies separating from the engine have been reported. GE's investigation of the earlier events identified nut plate corrosion, and loose and missing fasteners as causes for the center body separations. In 1987, GE issued Service Bulletin (SB) No. CF6-50 S/B 78-216 to inspect for these conditions and add improved fasteners. In 2001, GE issued a Fleet Highlight and an All Operators Wire to remind operators of the availability of SB No. CF6-50 S/B 78-216. In 2003, GE issued SB No. CF6-50 S/B 78-241 for improved fastener torque.

In 2000, two separation events occurred. Investigation by GE and the FAA determined that bird strikes or other similar events can result in high engine imbalance conditions. These conditions can result in high stress and movement at the joint between the forward and aft center bodies, degrading the structural integrity of the joint, and separating the center bodies from the engine.

GE and the FAA determined that additional improvements are necessary to ensure structural integrity of the center body joints during high imbalance events. GE completed certification in 2004 of improved forward and aft center bodies. GE's improvement adds doublers, larger nuts and bolts, and higher strength corrosion resistant nut plates.

This condition, if not corrected, could result in the forward and aft center body of the LFCEN assembly separating, leading to additional damage to the engine and airplane, possible damage to other airplanes, and to objects on the ground.

Relevant Service Information

We have reviewed and approved the technical contents of GE SB No. CF6-50 S/B 78-0242, dated September 26, 2005, that identifies disassembly, inspection, rework, and reassembly procedures for the forward and aft center body, to add doublers, larger nuts and bolts, and higher strength corrosion resistant nut plates.

FAA's Determination and Requirements of the Proposed AD

We evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which will require reworking the forward and aft center bodies to add doublers, larger nuts and bolts, and higher strength corrosion resistant nut plates. This rework is required the next time the forward center body and aft center body are removed from the engine after the effective date of this proposed AD. The proposed AD would require you to use the service information described previously to perform these actions.

Costs of Compliance

We estimate that this proposed AD would affect 238 CF6-45 and CF6-50 series turbofan engines installed on airplanes of U.S. registry. We also estimate that it would take about 22 work hours per engine to perform the proposed actions, and that the average labor rate is \$80 per work hour. Required parts would cost about \$6,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$1,846,880.

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 have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 that the proposed regulation:

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); and
3. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

General Electric Company: Docket No. FAA-2006-24145; Directorate Identifier 2006-NE-06-AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by May 30, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-45A, CF6-45A2, CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B series turbofan engines with long fixed core exhaust nozzle (LFCEN) assembly forward center body, part number (P/N) 1313M55G01 or G02, P/N 9076M28G09 or G10, and aft center body P/N 1313M56G01 or 9076M46G05, installed. These engines are installed on, but not limited to, Airbus A300 series, Boeing 747 series, McDonnell Douglas DC-10 series, and DC-10-30F (KC-10A, KDC-10) airplanes.

Unsafe Condition

(d) This AD results from reports of separation of LFCEN assembly forward and

aft center bodies, due to high imbalance engine conditions during flight. We are issuing this AD to prevent the forward and aft center body of the LFCEN assembly from separating, leading to additional damage to the engine and airplane, possible damage to other airplanes, and to objects on the ground.

Compliance

(e) You are responsible for having the actions required by this AD performed the next time the forward and aft center bodies are removed from the engine after the effective date of this AD, unless the actions have already been done.

(f) Rework the forward and aft center bodies to add doublers, larger nuts and bolts, and higher strength corrosion resistant nut plates. Use paragraph 3, Accomplishment Instructions, of GE Service Bulletin No. CF6-50 S/B 78-0242, dated September 26, 2005, to identify the procedures required to do these actions.

Definition

(g) For the purposes of this AD, "next time the forward and aft center bodies are removed from the engine" includes when the center bodies are removed from the engine to take the engine off-wing.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Issued in Burlington, Massachusetts, on March 27, 2006.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E6-4702 Filed 3-30-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CT7-5, -7, and -9 Series Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede an existing airworthiness directive (AD) for General Electric Company (GE) CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with certain part number (P/N) and serial number stage 2 turbine aft

cooling plates installed. That AD currently requires a onetime eddy current inspection (ECI) of boltholes in certain P/N stage 2 turbine aft cooling plates. This proposed AD would expand the population of affected CT7 turboprop engine models, but would reduce the number of cooling plates affected. It would also require a onetime ECI of boltholes in certain P/N stage 2 turbine aft cooling plates. This proposed AD results from the manufacturer identifying the affected stage 2 turbine aft cooling plates by serial number. We are proposing this AD to prevent separation of the stage 2 turbine aft cooling plate, resulting in uncontained engine failure and damage to the airplane.

DATES: We must receive any comments on this proposed AD by May 30, 2006.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Fax: (202) 493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Contact General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave, Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805, for the service information identified in this proposed AD.

FOR FURTHER INFORMATION CONTACT:

Mark Bouyer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7755; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2005-20944; Directorate Identifier 2003-NE-64-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy

aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the DMS web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

Examining the AD Docket

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Discussion

On April 19, 2005, the FAA issued AD 2005-18-01, Amendment 39-14247 (70 FR 54835, September 19, 2005). That AD requires a onetime ECI of boltholes in certain P/N stage 2 turbine aft cooling plates. That AD resulted from reports of six stage 2 turbine aft cooling plate boltholes found cracked during inspection. That condition, if not corrected, could result in stage 2 turbine aft cooling plate separation, resulting in uncontained engine failure and damage to the airplane.

Actions Since AD 2005-18-01 Was Issued

Since that AD was issued, GE determined that it is necessary to expand the population of affected CT7 turboprop engine models to include CT7-9C/-9C3/-9D/-9D2 turboprop engines with stage 2 turbine aft cooling plate P/N 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. GE also defined the affected population of cooling plates by serial number. This proposed AD includes these model engines.