

well-being within the meaning of section 654 of the Treasury and General Government Appropriations Act, 1999, Public Law 105–277, 112 Stat. 2681 (1998).

Agency Regulatory Goal

NCUA's goal is to promulgate clear and understandable regulations that impose minimal regulatory burden. We request your comments on whether the proposed amendments are understandable and minimally intrusive if implemented as proposed.

List of Subjects in 12 CFR Part 745

Credit unions, Share insurance.

By the National Credit Union Administration Board on December 16, 2010.

Mary F. Rupp,

Secretary of the Board.

For the reasons discussed above, NCUA proposes to amend 12 CFR Part 745 as follows:

PART 745—SHARE INSURANCE AND APPENDIX

1. The authority citation for Part 745 continues to read as follows:

Authority: 12 U.S.C. 1752(5), 1757, 1765, 1766, 1781, 1782, 1787, 1789.

2. Amend § 745.1 by adding a new paragraph (f) to read as follows:

§ 745.1 Definitions.

* * * * *

(f) The term *noninterest-bearing transaction account* means an account or deposit maintained at an insured credit union—

(1) With respect to which either interest or dividends are neither accrued nor paid;

(2) On which the account holder or depositor is permitted to make withdrawals by negotiable or transferable instrument, payment orders of withdrawal, telephone or other electronic media transfers, or other similar items for the purpose of making payments or transfers to third parties or others; and

(3) On which the insured credit union does not reserve the right to require advance notice of an intended withdrawal.

3. Add § 745.14 to read as follows:

§ 745.14 Noninterest-bearing transaction accounts.

(a) *Separate insurance coverage.* Through December 31, 2012, a member's funds in a "noninterest-bearing transaction account" (as defined in § 745.1(f) of this part) are fully insured, irrespective of the SMSIA. Such insurance coverage shall be

separate from the coverage provided for other accounts maintained at the same insured credit union.

(b) *Certain swept funds.* NCUA will treat funds swept from a noninterest-bearing transaction account to a noninterest-bearing savings deposit account as being in a noninterest-bearing transaction account.

(c) *Disclosure and notice requirements.* (1) Each insured credit union that offers noninterest-bearing transaction accounts must post prominently the following notice in the lobby of its main office, in each branch and, if it offers Internet deposit services, on its Web site:

Notice of Changes in Temporary NCUA Insurance Coverage for Transaction Accounts

In accordance with the Dodd-Frank Wall Street Reform and Consumer Protection Act, through December 31, 2012, all funds in "noninterest-bearing transaction accounts" are insured in full by the National Credit Union Administration. This unlimited coverage is in addition to, and separate from, the coverage of at least \$250,000 available to members under the NCUA's general share insurance rules.

The term "noninterest-bearing transaction account" includes a traditional share draft account (or demand deposit account) on which the insured credit union pays no interest or dividend. It does *not* include any transaction account that may earn interest or dividends, such as a negotiable order of withdrawal ("NOW") account, money-market account, or Interest on Lawyers Trust Account ("IOLTA"), even if share drafts may be drawn on the account.

The temporary full insurance coverage of "noninterest-bearing transaction accounts" expires on December 31, 2012. After December 31, 2012, funds in noninterest-bearing transaction accounts will be insured under the NCUA's general share insurance rules, subject to the Standard Maximum Share Insurance Amount of \$250,000.

For more information about NCUA insurance coverage of transaction accounts, visit <http://www.ncua.gov>.

(2) If an insured credit union uses sweep arrangements, modifies the terms of an account, or takes other actions that result in funds no longer being eligible for full coverage under this section, the insured credit union must notify affected members and clearly advise them, in writing, that such actions will affect their share insurance coverage.

[FR Doc. 2010–32129 Filed 12–21–10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–1024; Directorate Identifier 2010–NE–34–AD]

RIN 2120-AA64

Airworthiness Directives; General Electric Company GE90–76B; GE90–77B; GE90–85B; GE90–90B; and GE90–94B Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD would require initial and repetitive fluorescent penetrant inspections (FPIs) and eddy current inspections (ECIs) of the high-pressure compressor rotor (HPCR) 8–10 stage spool, part numbers (P/Ns) 1844M90G01 and 1844M90G02, for cracks between the 9–10 stages, at each piece-part exposure. This proposed AD was prompted by cracks discovered on one HPCR 8–10 spool between the 9–10 stages in the weld joint. We are proposing this AD to prevent failure of the HPCR 8–10 stage spool, uncontained engine failure, and damage to the airplane.

DATES: We must receive comments on this proposed AD by February 7, 2011.

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.

- *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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; 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 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:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; e-mail: jason.yang@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2010-1024; Directorate Identifier 2010-NE-34-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 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 we receive about this proposed AD.

Discussion

General Electric Company (GE) recently informed us of cracks discovered during a shop visit of a GE90-94B turbofan engine. The cracks were in the HPCR 8-10 stage spool weld joint between the 9-10 stages. These cracks can lead to failure of the HPCR 8-10 stage spool. GE informed us that the cracking is caused by defects during part manufacture, in the inertia weld process. This unsafe condition could also occur on GE90-76B; GE90-77B; GE90-85B; and GE90-90B turbofan engines, as they use the same design HPCR 8-10 stage spool. GE90 Engine Manual Chapter 5 requires mandatory inspections of the HPCR 8-10 stage spool, specifically, inspection of the weld joint between the 8-9 stages. Because of the cracking between the 9-10 stages in the weld joint, GE has updated Chapter 5 to include inspection of the weld joint between the 9-10 stages. They also changed the inertia weld process during manufacture. These cracks, if not corrected, could result in failure of the HPCR 8-10 stage spool, uncontained engine failure, and damage to the airplane.

FAA's Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition

described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would require initial and repetitive FPIs and ECI of the HPCR 8-10 stage spool, P/Ns 1844M90G01 and 1844M90G02 for cracks, at each piece-part exposure.

Costs of Compliance

We estimate that this proposed AD would affect 33 GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B engines installed on airplanes of U.S. registry. We also estimate that it would take about 2 work-hours per engine to perform one proposed inspection, and that the average labor rate is \$85 per work-hour. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$5,610 for one inspection cycle.

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 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 this 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),

(3) Will not affect intrastate aviation in Alaska, 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, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA 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 (AD):

General Electric Company: Docket No. FAA-2010-1024; Directorate Identifier 2010-NE-34-AD.

Comments Due Date

(a) We must receive comments by February 7, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B turbofan engines with a high-pressure compressor rotor (HPCR) 8-10 stage spool, part number (P/N) 1844M90G01 or 1844M90G02, installed. These engines are installed on but not limited to Boeing 777 series airplanes.

Unsafe Condition

(d) This AD was prompted by cracks discovered on one HPCR 8-10 spool between the 9-10 stages in the weld joint. We are issuing this AD to prevent failure of the HPCR 8-10 stage spool, uncontained engine failure, and damage to the airplane.

Compliance

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

Inspections of the HPCR 8-10 Stage Spool

(f) At the next piece-part exposure after the effective date of this AD of the HPCR 8-10 stage spool, perform a fluorescent penetrant inspection (FPI) and eddy current inspection (ECI) of the weld joint between the 9-10 stages of the HPCR 8-10 stage spool for cracks.

(g) Thereafter, perform repetitive FPIs and ECIs of the weld joint between the 9-10 stages of the HPCR 8-10 stage spool for

cracks at every piece-part exposure of the HPCR 8–10 stage spool.

(h) Remove from service any HPCR 8–10 stage spool found cracked.

(i) Guidance on performing the FPI can be found in GE90 (GEK100700) Engine Manual, Chapter 72–31–08, Inspection 001.

(j) Guidance on performing the ECI can be found in GE90 (GEK100700) Engine Manual, Chapter 72–31–08, Special Procedures 001.

Definition

(k) For the purpose of this AD, piece-part exposure is when the HPCR stage 8–10 spool is completely disassembled using the disassembly instructions in the GE90 Engine Manual.

Alternative Methods of Compliance (AMOCs)

(l) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(m) For more information about this AD, contact Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7747; fax: 781–238–7199; e-mail: jason.yang@faa.gov.

(n) For service information identified in this AD, contact General Electric Company, GE—Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, telephone 513–552–3272; fax 513–552–3329; e-mail: geae.aoc@ge.com. For information on the availability of this material at the FAA, call 781–238–7125.

Issued in Burlington Massachusetts, on December 10, 2010.

Peter A. White,

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

[FR Doc. 2010–32156 Filed 12–21–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2010–1146; Airspace Docket No. 10–ASO–25]

Proposed Amendment of Restricted Areas R–2907A and R–2907B, Lake George, FL; and R–2910, Pinecastle, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to expand the lateral and vertical limits of restricted areas R–2907A and R–2907B, Lake George, FL; and restricted area R–2910, Pinecastle, FL. The U.S. Navy requested this action to provide the

additional airspace needed to contain laser operations and other hazardous activities and to permit realistic training in current tactics. This action would enhance the margin of safety for air traffic in the Lake George and Pinecastle, FL, areas.

DATES: Comments must be received on or before February 7, 2011.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M–30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001; telephone: (202) 366–9826. You must identify FAA Docket No. FAA–2010–1146 and Airspace Docket No. 10–ASO–25, at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>. Comments on environmental and land use aspects should be directed to: Commanding Officer, Naval Air Station Jacksonville, FL, Environmental Department, Attn: Mr. Bill Raspett, Bldg 1 Box 2, NAS Jacksonville, FL 32212–0020; telephone: (904) 542–4229.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Comments are also invited on the nonregulatory MOA portion of this proposal.

Communications should identify both docket numbers (FAA Docket No. FAA–2010–1146 and Airspace Docket No. 10–ASO–25) and be submitted in triplicate to the Docket Management System (*see ADDRESSES* section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to FAA

Docket No. FAA–2010–1146 and Airspace Docket No. 10–ASO–25.” The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA’s Web page at http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person at the Dockets Office (*see ADDRESSES* section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA’s Office of Rulemaking, (202) 267–9677, for a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

The Pinecastle, FL, and Lake George, FL, restricted areas have, for many years, satisfied military training requirements. However, with the introduction of higher-performance and more versatile, multi-role fighter aircraft, as well as advanced weapons systems and employment tactics, the available airspace at the Pinecastle and Lake George complexes is inadequate to satisfy training requirements. In order to fully exploit the capabilities of today’s fighter/attack aircraft and provide essential training that replicates the conditions units are encountering today during wartime deployments, it is necessary to expand the vertical and