

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## OFFICE OF PERSONNEL MANAGEMENT

### 5 CFR Part 532

RIN 3206-AN06

### Prevailing Rate Systems; Redefinition of the Fort Wayne-Marion, IN, and Detroit, MI, Appropriated Fund Federal Wage System Wage Areas

**AGENCY:** U.S. Office of Personnel Management.

**ACTION:** Final rule.

**SUMMARY:** The U.S. Office of Personnel Management (OPM) is issuing a final rule to redefine the geographic boundaries of the Fort Wayne-Marion, IN, and Detroit, MI, appropriated fund Federal Wage System (FWS) wage areas. The final rule redefines Fulton County, OH, from the Fort Wayne-Marion wage area to the Detroit wage area. This change is based on a consensus recommendation of the Federal Prevailing Rate Advisory Committee (FPRAC) to best match Fulton County to a nearby FWS survey area. In addition, this final rule adds La Crosse County, WI, to the survey area of the Southwestern Wisconsin wage area, which OPM inadvertently omitted in a final rule published in 2013.

**DATES:** *Effective date:* This regulation is effective February 2, 2015. *Applicability date:* This change applies on the first day of the first applicable pay period beginning on or after March 4, 2015.

**FOR FURTHER INFORMATION CONTACT:** Madeline Gonzalez, by telephone at (202) 606-2838 or by email at [pay-leave-policy@opm.gov](mailto:pay-leave-policy@opm.gov).

**SUPPLEMENTARY INFORMATION:** On July 18, 2014, OPM issued a proposed rule (79 FR 41927) to redefine Fulton County, OH, from the Fort Wayne-Marion, IN, wage area to the Detroit, MI, wage area. The Federal Prevailing Rate Advisory Committee, the national labor-

management committee responsible for advising OPM on matters concerning the pay of FWS employees, reviewed and recommended this change by consensus. The proposed rule had a 30-day comment period, during which OPM received no comments.

This final rule adds La Crosse County, WI, to the survey area of the Southwestern Wisconsin wage area, which OPM inadvertently omitted in a final rule published in 2013 (78 FR 29611). This correction does not affect the pay of any FWS employees.

### Regulatory Flexibility Act

I certify that these regulations will not have a significant economic impact on a substantial number of small entities because they will 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.

**Katherine Archuleta,**  
*Director.*

Accordingly, the U.S. Office of Personnel Management amends 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 Fort Wayne-Marion, IN; Detroit, MI; and Southwestern Wisconsin wage areas to read as follows:

\* \* \* \* \*

#### INDIANA

\* \* \* \* \*

#### Fort Wayne-Marion Survey Area

Indiana:  
Adams  
Allen  
DeKalb  
Grant

Huntington  
Wells

*Area of Application. Survey area plus:*

Indiana:  
Blackford  
Case  
Elkhart  
Fulton  
Jay  
Kosciusko  
Lagrange  
Marshall  
Miami  
Noble  
St. Joseph  
Steuben  
Wabash  
White  
Whitley  
Ohio:  
Allen  
Defiance  
Henry  
Mercer  
Paulding  
Putnam  
Van Wert  
Williams

\* \* \* \* \*

#### MICHIGAN

\* \* \* \* \*

#### Detroit Survey Area

Michigan:  
Lapeer  
Livingston  
Macomb  
Oakland  
St. Clair  
Wayne

*Area of Application. Survey area plus:*

Michigan:  
Arenac  
Bay  
Clare  
Clinton  
Eaton  
Genesee  
Gladwin  
Gratiot  
Huron  
Ingham  
Isabella  
Lenawee  
Midland  
Monroe  
Saginaw  
Sanilac  
Shiawassee  
Tuscola  
Washtenaw  
Ohio:  
Fulton  
Lucas  
Wood

\* \* \* \* \*

**WISCONSIN**

\* \* \* \* \*

**Southwestern Wisconsin**  
*Survey Area*

Wisconsin:  
Chippewa  
Eau Claire  
La Crosse  
Monroe  
Trempealeau

*Area of Application. Survey area plus:*

Minnesota:  
Fillmore  
Houston  
Winona  
Wisconsin:  
Barron  
Buffalo  
Clark  
Crawford  
Dunn  
Florence  
Forest  
Jackson  
Juneau  
Langlade  
Lincoln  
Marathon  
Marinette  
Menominee  
Oneida  
Pepin  
Portage  
Price  
Richland  
Rusk  
Shawano  
Taylor  
Vernon  
Vilas  
Waupaca  
Wood

\* \* \* \* \*

[FR Doc. 2015-01938 Filed 1-30-15; 8:45 am]

**BILLING CODE 6325-39-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2011-0961; Directorate Identifier 2011-NE-22-AD; Amendment 39-18090; AD 2015-02-22]

**RIN 2120-AA64**

#### **Airworthiness Directives; Rolls-Royce Corporation Turboprop and Turboshaft Engines**

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding airworthiness directive (AD) 2012-14-06 for certain Rolls-Royce Corporation

(RRC) 250-C20, -C20B, and -C20R/2 turboshaft engines. AD 2012-14-06 required a one-time visual inspection and fluorescent-penetrant inspection (FPI) on certain 3rd-stage and 4th-stage turbine wheels for cracks in the turbine blades. This new AD replaces the one-time visual inspection and FPI with repetitive visual inspections and FPIs. This AD also adds certain engine models to the applicability. This AD was prompted by the determination that the one-time inspections required by AD 2012-14-06 should be changed to repetitive inspections. We are issuing this AD to prevent failure of 3rd-stage and 4th-stage turbine wheel blades, which could cause engine failure and damage to the aircraft.

**DATES:** This AD is effective March 9, 2015.

**ADDRESSES:** For service information identified in this AD, contact Rolls-Royce Corporation, 450 South Meridian Street, Indianapolis, IN 46225-1103; phone: 888-255-4766 or 317-230-2720; email: [helicoptercustsupp@rolls-royce.com](mailto:helicoptercustsupp@rolls-royce.com); Internet: [www.rolls-royce.com](http://www.rolls-royce.com). You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

#### *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-2011-0961; 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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** John Tallarovic, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-8180; fax: 847-294-7834; email: [john.m.tallarovic@faa.gov](mailto:john.m.tallarovic@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2012-14-06, Amendment 39-17120 (77 FR 40479, July 10, 2012), ("AD 2012-14-06"). AD

2012-14-06 applied to certain RRC 250-C20, -C20B, and -C20R/2 turboshaft engines. The NPRM published in the **Federal Register** on October 2, 2014 (79 FR 59463). The NPRM was prompted by determination that the one-time inspections required by AD 2012-14-06 should be changed to repetitive inspections. The NPRM proposed to replace the one-time visual inspection and FPI with repetitive visual inspections and FPIs, and also to require a visual inspection and FPI after any engine hot start. The NPRM also proposed to add certain engine models to the applicability. We are issuing this AD to prevent failure of 3rd-stage and 4th-stage turbine wheel blades, which could cause engine failure and damage to the aircraft.

#### **Comments**

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM (79 FR 59463, October 2, 2014) and the FAA's response to each comment.

#### **Request To Remove a Certain Proposed Inspection Requirement**

RRC requested that we remove the requirement to inspect the 3rd-stage and 4th-stage turbine wheels after a hot start because they are already prohibited from further use after a hot start by the maintenance instructions.

We agree. Maintenance instructions clearly direct replacement of 3rd-stage and 4th-stage turbine wheels following a hot start. We removed from this AD the requirement to perform a visual inspection and an FPI on the affected turbine wheels after any hot start.

#### **Request To Limit Applicability**

RRC requested that we restrict applicability of the AD to only those affected engines that are installed on MD helicopters because the majority of failures have occurred on MD helicopters.

We disagree. Failures have occurred in installations on other than MD helicopters. Also, the FAA cannot ensure that parts once used on MD helicopters have not been subsequently installed on other engines or helicopter models. We did not change this AD.

#### **Request To Delete a Certain Reference**

RRC requested that we remove, from the Actions Since AD 2012-14-06 Was Published paragraph, reference to 3rd-stage turbine wheel failures by replacing the words "3rd-stage and" with the words "two additional" because additional failures only occurred in 4th-stage turbine wheels.