

proposed by OPM for the 2006 and subsequent Campaigns in light of certifications currently required by other agencies for different programs. In particular, the U.S. Agency for International Development requires grantees to make a certification (available under keyword "Anti-Terrorism Certification" at <http://www.usaid.gov/keywords.html>). Comments from recipients of funding from USAID who also participate in the Combined Federal Campaign are especially urged to comment on the appropriateness of different certification requirements.

Regulatory Flexibility Act

I certify that this regulation will not have a significant economic impact on a substantial number of small entities. Organizations applying to the CFC have an existing, independent obligation to comply with U.S. sanctions laws. Requiring them to execute a certification with respect to such compliance is not burdensome. OPM has taken steps to minimize the economic impact on small entities by including in the text of the certification the OFAC Web site address at which extensive information on U.S. sanctions is available via the Internet free of charge, including the text-searchable OFAC SDN List.

Executive Order 12866, Regulatory Review

This rule has been reviewed by the Office of Management and Budget in accordance with Executive Order 12866.

List of Subjects in 5 CFR Part 950

Administrative practice and procedures, Charitable contributions, Government employees, Military personnel, Nonprofit organizations and Reporting and recordkeeping requirements.

Office of Personnel Management.

Dan G. Blair,
Acting Director.

Accordingly, OPM is proposing to amend 5 CFR part 950 as follows:

PART 950—SOLICITATION OF FEDERAL CIVILIAN AND UNIFORMED SERVICE PERSONNEL FOR CONTRIBUTIONS TO PRIVATE VOLUNTARY ORGANIZATIONS

1. The authority citation for part 950 continues to read as follows:

Authority: E.O. 12353 (March 23, 1982), 47 FR 12785 (March 25, 1982). 3 CFR, 1982 Comp., p. 139. E.O. 12404 (February 10, 1983), 48 FR 6685 (February 15, 1983), Pub. L. 100–202, and Pub. L. 102–393 (5 U.S.C. 1101 Note).

§ 950.104 Local Federal Coordinating Committee Responsibilities.

2. In subpart A § 950.104 add paragraph (b)(18) to read as follows:

* * * * *

(b) * * *

(18) Determining whether each local organization that applies to participate in the local campaign has completed the sanctions compliance certification required pursuant to § 950.605. The LFCC must deny participation to any organization that has not completed the sanctions compliance certification.

3. In subpart F, add new § 950.605 to read as follows:

§ 950.605 Sanctions Compliance Certification.

Each federation and unaffiliated organization applying for participation in the CFC must, as a condition of participation, complete a certification that it is in compliance with all statutes, Executive orders, and regulations restricting or prohibiting U.S. persons from engaging in transactions and dealings with persons subject to economic sanctions administered by the U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC). An organization that is not in compliance at any time subsequent to completing this certification must notify the OPM Office of CFC Operations immediately. OPM will take such steps as it deems appropriate under the circumstances, including, but not limited to, notifying OFAC and/or other enforcement authorities of such noncompliance, suspending disbursement of CFC funds not yet disbursed, retracting (to the extent practicable) CFC funds already disbursed, and suspending or expelling the organization from the CFC.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–20742; Directorate Identifier 2005–NE–03–AD]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Corporation (Formerly Allison Engine Company) 501–D22A, 501–D22C, and 501–D22G Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for Rolls-Royce Corporation (RRC) (formerly Allison Engine Company) 501–D22A, 501–D22C, and 501–D22G turboprop engines. This proposed AD would require a onetime inspection for proper metal hardness of certain 1st stage, 2nd stage, 3rd stage, and 4th stage turbine wheels. This proposed AD results from a report of a turbine wheel found to be over dimensional limits, caused by improper metal hardness. We are proposing this AD to prevent uncontained turbine wheel failure, leading to damage of the airplane and total loss of engine power.

DATES: We must receive any comments on this proposed AD by May 31, 2005.

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 Rolls-Royce Corporation, P.O. Box 420, 2001 South Tibbs Avenue, Indianapolis, IN 46206–0420; telephone (317) 230–2000; fax (317) 230–4020.

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:

Michael Downs, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294–7870; fax (847) 294–7834.

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–2005–20742; Directorate Identifier 2005–NE–03–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

You may examine the docket that contains the proposal, any comments received and, any final disposition in person at the DMS Docket Offices 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 DMS receives them.

Discussion

During the rebuild of an RRC 501 industrial engine's 1st stage turbine wheel that had accumulated 31,000 hours time-in-service, the assembled turbine blade lengths were found to be varying up to 0.012-inch beyond the blade tip run-out limit. The shop inspector considered the turbine wheel suspect and returned it to RRC for metallurgical evaluation. That evaluation revealed that a portion of the turbine wheel had an increased radius, over the maximum radius limit, and a metal hardness below design requirements. RRC reviewed the forging furnace records at the forging plant that heat-treated the turbine wheel. The records showed that the temperature of the heat-treatment solution was about 100 degrees Fahrenheit below the minimum required temperature, for about two hours during the heat-treatment process. RRC reports that the effects of the improper heat treatment are a reduction in metal strength, lower tensile yield, and probability of metal creep, stress rupture, and metal fatigue.

The same forging plant heat-treated RRC 501-D22A, 501-D22C, and 501-D22G turboprop engine 1st stage, 2nd stage, 3rd stage, and 4th stage turbine wheels. Those turbine wheels are suspect for improper metal hardness. This condition, if not corrected, could result in uncontained turbine wheel failure, leading to airplane damage and total loss of engine power.

Relevant Service Information

We have reviewed and approved the technical contents of Rolls-Royce Commercial Engine Bulletins (CEBs) No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004. These bulletins describe procedures for performing a onetime inspection for proper metal hardness of certain 1st stage, 2nd stage, 3rd stage, and 4th stage turbine wheels.

FAA's Determination and Requirements of the Proposed AD

We have 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 would require a onetime inspection for proper metal hardness of certain 1st stage, 2nd stage, 3rd stage, and 4th stage turbine wheels. These inspections would be done at the next shop visit of the engine or turbine module, but not to exceed 7,400 cycles-since-new of any 1st stage, 2nd stage, 3rd stage, or 4th stage turbine wheel. The proposed AD would require you to use the service information described previously to perform these actions.

Costs of Compliance

There are about 150 RRC 501-D22A, 501-D22C, and 501-D22G turboprop engines of the affected design in the worldwide fleet. We estimate that 150 engines installed on airplanes of U.S. registry would be affected by this proposed AD. We also estimate that it would take about 0.5 work hour per engine to perform the proposed actions, and that the average labor rate is \$65 per work hour. Required parts would cost about \$1,495 per turbine wheel. The manufacturer has stated that it may provide replacement parts for turbine wheels that do not meet inspection criteria, at no cost to operators. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$229,125.

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 summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary at the address listed under ADDRESSES.

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:

Rolls-Royce Corporation (formerly Allison Engine Company): Docket No. FAA-2005-20742; Directorate Identifier 2005-NE-03-AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by May 31, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) (formerly Allison Engine Company) 501-D22A, 501-D22C, and 501-D22G turboprop engines with the turbine wheels listed in the following Table 1, installed.

TABLE 1.—AFFECTED TURBINE WHEELS

Turbine wheel part No.	Turbine wheel	Serial Nos.
6875431	1st Stage	KK50152 through KK50199.
6845592	2nd Stage	KK40998 through KK41057.
6845593	3rd Stage	KK36452 through KK36461, and KK36492 through KK36532.
6870434	4th Stage	KK40320 through KK40393, and KK40485 through KK40535.

These engines are installed on, but not limited to, Commercial Hercules L-100-20, L-100-30, L-382B, L-382E, and L-382G, Airbus Super Guppy-201, and Super Convair CV-580A, and CV5800 airplanes.

Unsafe Condition

(d) This AD results from a report of a turbine wheel found to be over dimensional limits, caused by improper metal hardness. We are issuing this AD to prevent uncontained turbine wheel failure, leading to damage of the airplane and total loss of engine power.

Compliance

(e) You are responsible for having the actions required by this AD performed at the next shop visit of the engine or turbine module, but not to exceed 7,400 cycles-since-new of any 1st stage, 2nd stage, 3rd stage, or 4th stage turbine wheel, unless the actions have already been done.

Onetime Inspection for Proper Metal Hardness

(f) Perform a onetime inspection for proper metal hardness of 1st stage, 2nd stage, 3rd stage, and 4th stage turbine wheels. Use paragraphs 2.B. and 2.F. of RRC Commercial Engine Bulletins (CEBs) No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004.

(g) Remove from service any turbine wheel that does not pass inspection, using paragraph 2.C. of RRC CEBs No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004.

(h) Mark the letters, HC, after the serial number on any turbine wheel that passes inspection, using the method described in paragraph 2.D. of RRC CEBs No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004.

Reporting Requirements

(i) Report findings of inspections using the procedures specified in paragraph 2.E. of RRC CEBs No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004. The Office of Management and Budget (OMB) has approved the reporting requirements

specified in paragraph 2.E. of RRC CEBs No. CEB-72-1138, No. CEB-72-4051, and No. CEB-72-1584, (combined in one document) dated January 23, 2004, and assigned OMB control number 2120-0056.

Definition

(j) For the purpose of this AD, a serviceable turbine wheel is:

(1) A turbine wheel that has a serial number not listed in this AD; and

(2) A turbine wheel that has a serial number listed in this AD that passed the inspection specified in paragraph (f) of this AD.

Alternative Methods of Compliance

(k) The Manager, Chicago Aircraft 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.

Related Information

(1) None.

Issued in Burlington, Massachusetts, on March 22, 2005.

Peter A. White,

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

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DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 100**

[CGD13-05-004]

RIN 1625-AA08

Special Local Regulations; National Maritime Week Tugboat Races, Seattle, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to permanently amend the special local

regulation governing general navigation and anchorage in the vicinity of the Annual National Maritime Week Tugboat Races, Seattle, Washington. Changes made to this regulation will clarify its annual enforcement date. This change is intended to better inform the boating public and to improve the level of safety at this event. Entry into the area established is prohibited unless authorized by the Captain of the Port.

DATES: Comments and related material must reach the Coast Guard on or before April 19, 2005.

ADDRESSES: You may mail comments and related material to Commanding Officer(wwm), Marine Safety Office Puget Sound, 1519 Alaskan Way South, Seattle, Washington 98134. Marine Safety Office Puget Sound maintains the public docket [CGD13-05-004] for this rulemaking. Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at Marine Safety Office Puget Sound between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

LTJG J. L. Hagen, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, WA 98134, (206) 217-6002 or (800) 688-6664.

SUPPLEMENTARY INFORMATION:**Request for Comments**

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (CGD13-05-004), indicate the specific section of this document to which each comment applies, and give the reason for each comment. Please submit all comments and related material in an unbound