

For CICA programs other than AHP and CIP, a Bank shall price advances to members as provided in § 1266.5 of this chapter, and may price such advances at rates below the price of advances of similar amounts, maturities and terms made pursuant to section 10(a) of the Bank Act. (12 U.S.C. 1430(a)).

(2) *Pricing of CIP advances.* The price of advances made under CIP shall not exceed the Bank's cost of issuing consolidated obligations of comparable maturity, taking into account reasonable administrative costs.

(3) *Pricing of AHP advances.* A Bank shall price advances made under AHP in accordance with parts 1266 and 1291 of this chapter.

(4) *Advances to housing associate borrowers.* (i) A Bank may offer advances under CICA programs to housing associate borrowers at the Bank's option, except for AHP and CIP, which are available only to members.

(ii) A Bank shall price advances to housing associate borrowers as provided in § 1266.17 of this chapter, and may price such advances at rates below the price of advances of similar amounts, maturities and terms made pursuant to section 10b of the Bank Act. (12 U.S.C. 1430b).

(5) *Pricing pass-through.* A Bank may require that borrowers receiving advances made under CICA programs pass through the benefit of any price reduction from regular advance pricing to their borrowers.

(6) *Discount Fund.* (i) A Bank may establish a Discount Fund which the Bank may use to reduce the price of CIP or other advances made under CICA programs below the advance prices provided for by this part.

(ii) Price reductions made through the Discount Fund shall be made in accordance with a fair distribution scheme.

§ 1292.6 Reporting.

(a) Each Bank annually shall provide to FHFA, on or before January 31, a Targeted Community Lending Plan.

(b) Each Bank shall provide such other reports concerning its CICA programs as FHFA may request from time to time.

§ 1292.7 Documentation.

(a) A Bank shall require the borrower to certify to the Bank that each project funded under a CICA program (other than AHP) meets the respective targeting requirements of the CICA program. Such certification shall include a description of how the project meets the requirements, and where appropriate, a statistical summary or list of incomes of the borrowers, rents for

the project, or salaries of jobs created or retained.

(b) For those CICA-funded projects that also receive funds from another targeted Federal economic development program that has income targeting requirements that are the same as, or more restrictive than, the targeting requirements of the applicable CICA program, the Bank shall permit the borrower to certify that compliance with the criteria of such Federal economic development program will meet the requirements of the respective CICA program.

(c) Such certifications shall satisfy the Bank's obligations to document compliance with the CICA funding provisions of this part.

Dated: December 18, 2012.

Edward J. DeMarco,

Acting Director, Federal Housing Finance Agency.

[FR Doc. 2012-31093 Filed 1-10-13; 8:45 am]

BILLING CODE 8070-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0416; Directorate Identifier 2012-NE-13-AD; Amendment 39-17303; AD 2012-26-08]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada Corp. Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for all Pratt & Whitney Canada Corp. (P&WC) PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines. That AD currently requires initial and repetitive inspections of certain serial numbers (S/Ns) of propeller shafts for cracks and removal from service if found cracked. This new AD requires the same actions, but requires removal from service of affected propeller shafts as mandatory terminating action to the repetitive inspections. This AD was prompted by reports of two propeller shafts found cracked at time of inspection during maintenance. We are issuing this AD to detect propeller shaft cracks, which

could cause failure of the shaft, propeller release, and loss of control of the airplane.

DATES: This AD is effective February 15, 2013.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 15, 2013.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of July 20, 2012 (77 FR 39624, July 5, 2012).

ADDRESSES: For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: www.pwc.ca. 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>; 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:

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: james.lawrence@faa.gov; phone: 781-238-7176; fax: 781-238-7199.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2012-11-14, Amendment 39-17078 (77 FR 39624, July 5, 2012). That AD applies to the specified products. The NPRM published in the **Federal Register** on September 14, 2012 (77 FR 56794). That NPRM proposed initial and repetitive inspections of certain S/Ns of propeller shafts for cracks and removal from service if found cracked. That NPRM also proposed to require the removal from service of affected propeller shafts

as mandatory terminating action to the repetitive inspections.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR 56794, September 14, 2012).

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting the AD as proposed (77 FR 56794, September 14, 2012).

Costs of Compliance

We estimate that this AD will affect 570 P&WC engines installed on airplanes of U.S. registry. We estimate that it will take 6 hours per engine to remove the propeller shaft for inspection, 1 hour to perform the inspection, 65 hours to remove and reinstall the engine if needed, and 35 hours to replace the propeller shaft. We estimate that consumable materials will cost \$2,200 per engine, and required engine testing will cost \$5,000. The average labor rate is \$85 per hour. We expect that about 30 engines will be found with propeller shafts requiring a replacement propeller shaft. Based on these figures, we estimate the cost of the AD on U.S. operators to be \$1,028,850.

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 AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

- (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 to the extent that it justifies making a regulatory distinction, 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 removing airworthiness directive (AD) 2012-11-14, Amendment 39-17078 (77 FR 39624, July 5, 2012), and adding the following new AD:

2012-26-08 Pratt & Whitney Canada Corp:
Amendment 39-17303 ; Docket No.
FAA-2012-0416; Directorate Identifier
2012-NE-13-AD.

(a) Effective Date

This airworthiness directive (AD) is effective February 15, 2013.

(b) Affected ADs

This AD supersedes AD 2012-11-14 (77 FR 39624, July 5, 2012).

(c) Applicability

This AD applies to all Pratt & Whitney Canada Corp. (P&WC) PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines, with the serial number (S/N) propeller shafts listed in P&WC Alert Service Bulletin (ASB) No. PW100-72-A21813, Revision 3, dated March 21, 2012, ASB No. PW100-72-A21802, Revision 4, dated March 16, 2012, and ASB No. PW100-72-A21798, Revision 5, dated March 20, 2012.

(d) Unsafe Condition

This AD was prompted by reports of two propeller shafts found cracked at time of inspection during maintenance. We are issuing this AD to detect propeller shaft cracks, which could cause failure of the shaft, propeller release, and loss of control of the airplane.

(e) Compliance

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

(f) Inspecting Propeller Shafts

(1) For propeller shafts with an S/N listed in Table 1 and Table 2 of P&WC ASB No. PW100-72-A21813, Revision 3, dated March 21, 2012:

(i) For engines not yet initially inspected per AD 2012-11-14 (77 FR 39624, July 5, 2012), before further flight, perform either an initial visual inspection or an initial ultrasonic inspection (UI) for cracks, in accordance with paragraphs 3.C.(1) through 3.C.(1)(a), and 3.C.(2) of P&WC ASB No. PW100-72-A21813, Revision 3, dated March 21, 2012, and Section 9 of P&WC Special Instruction (SI) P&WC No. 22-2012, R2, dated April 4, 2012.

(ii) If the visual inspection was performed, repeat the visual inspection within 50 engine flight hours (EFH) after the initial inspection, and thereafter within every 10 EFH, until the propeller shaft is removed from service.

(iii) If the UI was performed, repeat the UI at intervals not to exceed 1,000 EFH, until the propeller shaft is removed from service.

(2) If a crack is found during any of the inspections required by this AD, remove the propeller shaft from service before the next flight.

(g) Mandatory Terminating Action

As mandatory terminating action to the repetitive inspections required by this AD:

(1) For propeller shafts with an S/N listed in Table 1 of P&WC ASB No. PW100-72-A21802, Revision 4, dated March 16, 2012, remove the propeller shafts from service before further flight.

(2) For affected S/N propeller shafts listed in Table 1 of P&WC ASB No. PW100-72-A21798, Revision 5, dated March 20, 2012, remove the propeller shafts from service within 6 months after the effective date of this AD.

(3) For affected S/N propeller shafts listed in Table 2 of P&WC ASB No. PW100-72-A21798, Revision 5, dated March 20, 2012, remove the propeller shafts from service within 12 months after the effective date of this AD.

(h) Installation Prohibition

(1) After the effective date of this AD, do not install any propeller shaft S/Ns listed in Table 1 of P&WC ASB No. PW100-72-A21802, Revision 4, dated March 16, 2012, into any engine.

(2) After the effective date of this AD, do not install any propeller shaft S/Ns listed in Table 1 and Table 2 of P&WC ASB No. PW100-72-A21798, Revision 5, dated March 20, 2012, into any engine.

(i) Credit for Actions Accomplished in Accordance With Previous Service Information

(1) Initial inspections performed before the effective date of this AD using P&WC ASB No. PW100-72-A21813, Revision 3, dated March 21, 2012 or earlier revisions satisfy the initial inspection requirements of paragraph (f) of this AD. However, you must perform the repetitive inspection intervals specified in paragraph (f).

(2) Ultrasonic inspections performed before the effective date of this AD per Special Instruction P&WC 22-2012R2, dated April 4, 2012, or earlier revisions satisfy the requirements of paragraph (f) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(k) Related Information

(1) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: james.lawrence@faa.gov; phone: 781-238-7176; fax: 781-238-7199.

(2) Refer to Transport Canada AD CF-2012-12, dated March 26, 2012, for related information.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pratt & Whitney Canada Alert Service Bulletin ASB No. PW100-72-A21798, Revision 5, dated March 20, 2012.

(ii) Reserved.

(3) The following service information was approved for IBR on July 20, 2012, (77 FR 39624, July 5, 2012).

(i) Pratt & Whitney Canada Alert Service Bulletin No. PW100-72-A21813, Revision 3, dated March 21, 2012.

(ii) Pratt & Whitney Canada Alert Service Bulletin No. PW100-72-A21802, Revision 4, dated March 16, 2012.

(iii) Pratt & Whitney Canada Special Instruction P&WC 22-2012R2, dated April 4, 2012.

(4) For Pratt & Whitney Canada service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: www.pwc.ca.

(5) 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.

(6) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call

202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on December 21, 2012.

Colleen M. D'Alessandro,

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

[FR Doc. 2012-31361 Filed 1-10-13; 8:45 am]

BILLING CODE 4910-13-P

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Parts 61 and 63**

[EPA-R01-OAR-2012-0430; FRL-9697-2]

Approval of the Clean Air Act, Section 112(l), Authority for Hazardous Air Pollutants: Asbestos Management and Control; State of New Hampshire Department of Environmental Services

AGENCY: Environmental Protection Agency ("EPA").

ACTION: Direct final rule.

SUMMARY: Under the Clean Air Act ("CAA") and Federal regulations promulgated there under, the New Hampshire Department of Environmental Services ("NH DES") submitted a request for approval to implement and enforce the readopted and re-codified "Env-Sw 2100: Management and Control of Asbestos Disposal Sites Not Operated after July 9, 1981," and the amended "Env-A 1801-1807.01: Asbestos Management and Control," (amended Asbestos Management Rules) in place of the National Emission Standard for Asbestos ("Asbestos NESHA"). EPA has reviewed this request and has determined that the amended Asbestos Management Rules satisfy the requirements necessary for approval. Thus, EPA is hereby granting NH DES the authority to implement and enforce the amended Asbestos Management Rules in place of the Asbestos NESHA. This approval makes NH DES's amended Asbestos Management Rules federally enforceable.

DATES: This direct final rule will be effective March 12, 2013, unless EPA receives adverse comments by February 11, 2013. If adverse comments are received, EPA will publish a timely withdrawal of the direct final rule in the **Federal Register** informing the public that the rule will not take effect. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of March 12, 2013.

ADDRESSES: Submit your comments, identified by Docket ID Number EPA-

R01-OAR-2012-0430 by one of the following methods:

1. www.regulations.gov: Follow the on-line instructions for submitting comments.

2. *Email:* mcdonnell.ida@epa.gov.

3. *Fax:* (617) 918-0653.

4. *Mail:* "EPA-R01-OAR-2012-0430", Ida E. McDonnell, U.S.

Environmental Protection Agency, EPA New England Regional Office, 5 Post Office Square (mail code OEP05-2), Boston, MA 02109-3912.

5. *Hand Delivery or Courier:* Deliver your comments to: Ida McDonnell, Manager, Air Permits, Toxics and Indoor Programs Unit, Office of Ecosystem Protection, U.S.

Environmental Protection Agency, EPA New England Regional Office, 5 Post Office Square, 5th floor, (OEP05-2), Boston, MA 02109-3912. Such deliveries are only accepted during the Regional Office's normal hours of operation. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding legal holidays.

Instructions: Direct your comments to Docket ID No. EPA-R01-OAR-2012-0430. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at www.regulations.gov, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information ("CBI") or other information whose disclosure is restricted by statute. Do not submit through www.regulations.gov, or email, information that you consider to be CBI or otherwise protected. The www.regulations.gov Web site is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an email comment directly to EPA without going through www.regulations.gov your email address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. EPA will forward copies of all