

or national of a country not listed in the Appendix to this part has been granted access to information subject to § 810.2 in accordance with Nuclear Regulatory Commission access requirements. The report should contain the information required in § 810.11(b).

(h) All reports should be sent to: U.S. Department of Energy, National Nuclear Security Administration, Washington, DC 20585, Attention: Senior Policy Advisor, Office of Nonproliferation and Arms Control (NPAC).

#### § 810.13 Additional information.

DOE may at any time require a person engaging in any generally or specifically authorized activity to submit additional information.

#### § 810.14 Special provisions regarding Ukraine.

(a) *Pre-activity notification requirements.* Any person beginning any generally authorized activity involving Ukraine shall provide to DOE at least ten days prior to beginning that activity a report containing the following information:

(1) The name, address, and citizenship of the person submitting the notification;

(2) The name, address, and citizenship of the person for which the activity is to be performed;

(3) A description of the activity, the date it is proposed to begin, its location, status, and anticipated date of completion; and

(4) A written assurance that the person that is to perform the activity has an agreement with the recipient that any subsequent transfer of technology or information transferred under general authorization will not be transferred to a country that is not listed in the Appendix to this part without the prior written approval of DOE.

(b) *Post-activity reporting requirements.* Every person completing a generally authorized activity in Ukraine shall provide to DOE within ten days following the original transfer of technology or information written confirmation that such transfer was completed in accordance with the description of the activity provided as required by paragraph (a) of this section.

#### § 810.15 Violations.

(a) The Atomic Energy Act provides that:

(1) In accordance with section 232 of the AEA, permanent or temporary injunctions, restraining or other orders may be granted to prevent a violation of any provision of the Atomic Energy Act or any regulation or order issued thereunder.

(2) In accordance with section 222 of the AEA, whoever willfully violates, attempts to violate, or conspires to violate any provision of section 57 of the Atomic Energy Act may be fined up to \$10,000 or imprisoned up to 10 years, or both. If the offense is committed with intent to injure the United States or to aid any foreign nation, the penalty could be up to life imprisonment or a \$20,000 fine, or both.

(b) In accordance with Title 18 of the United States Code, section 1001, whoever knowingly and willfully falsifies, conceals, or covers up a material fact or makes or uses false, fictitious or fraudulent statements or representations shall be fined under that title or imprisoned up to five or eight years depending on the crime, or both.

#### § 810.16 Effective date and savings clause.

(a) The regulations in this part are effective March 25, 2015.

(b) Except for actions that may be taken by DOE pursuant to § 810.10, the regulations in this part do not affect the validity or terms of any specific authorizations granted under regulations in effect before March 25, 2015 or generally authorized activities under those regulations for which the contracts, purchase orders, or licensing arrangements were already in effect. Persons engaging in activities that were generally authorized under regulations in effect before March 25, 2015, but that require specific authorization under the regulations in this part, must request specific authorization by August 24, 2015 and may continue their activities until DOE acts on the request.

#### Appendix A to Part 810—Generally Authorized Destinations

Argentina  
Australia  
Austria  
Belgium  
Brazil  
Bulgaria  
Canada  
Chile (For all activities related to INFCIRC/834 only)  
Colombia  
Croatia  
Cyprus  
Czech Republic  
Denmark  
Egypt  
Estonia  
Finland  
France  
Germany  
Greece  
Hungary  
Indonesia  
International Atomic Energy Agency  
Ireland  
Italy  
Japan

Kazakhstan  
Korea, Republic of  
Latvia  
Lithuania  
Luxembourg  
Malta  
Mexico (For all activities related to INFCIRC/203 Parts 1 and 2 and INFCIRC/825 only)  
Morocco  
Netherlands  
Norway  
Poland  
Portugal  
Romania  
Slovakia  
Slovenia  
South Africa  
Spain  
Sweden  
Switzerland  
Taiwan  
Turkey  
Ukraine (Refer to § 810.14 for specific information and requirements)  
United Arab Emirates  
United Kingdom  
Vietnam

[FR Doc. 2015-03479 Filed 2-20-15; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2014-0561; Directorate Identifier 2014-NE-12-AD; Amendment 39-18105; AD 2015-04-03]

RIN 2120-AA64

#### Airworthiness Directives; Rolls-Royce plc Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Rolls-Royce plc (RR) RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines. This AD requires inspection of the oil feed tube sealing sleeve and removal of those oil feed tube sealing sleeves that are affected by this AD. This AD was prompted by fractures of the high-pressure/intermediate-pressure (HP/IP) turbine support internal oil feed tube. We are issuing this AD to prevent failure of the HP/IP turbine support internal oil feed tube, which could result in uncontained engine failure and damage to the airplane.

**DATES:** This AD becomes effective March 30, 2015.

**ADDRESSES:** See the **FOR FURTHER INFORMATION CONTACT** section.

## 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–2014–0561; 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 mandatory continuing airworthiness information (MCAI), 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:

Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7134; fax: 781–238–7199; email: [wego.wang@faa.gov](mailto:wego.wang@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to the specified products. The NPRM was published in the **Federal Register** on September 18, 2014 (79 FR 56025). The NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

There have been nine occurrences of high oil consumption, caused by fracture of the High/Intermediate Pressure (HP/IP) turbine support internal oil feed tube Part Number (P/N) FW45909.

The oil feed tube threaded end adaptor and sealing sleeve P/N FW15003 are designed to form a sliding joint which, if restrained, can compress the oil feed tube during thermal contraction of the turbine casing at the end of the flight cycle. On each subsequent flight, the thermal growth and contraction of the turbine casing relative to the oil tube, during the heating and cooling phases of the flight cycle, apply a load cycle to the tube, which may lead to low cycle fatigue fracture.

#### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79 FR 56025, September 18, 2014).

#### Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting this AD as proposed.

## Costs of Compliance

We estimate that this AD affects 69 engines installed on airplanes of U.S. registry. We also estimate that it will take about 8.5 hours per engine to comply with this AD. The average labor rate is \$85 per hour. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$49,853.

### 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 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 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 adding the following new airworthiness directive (AD):

**2015–04–03 Rolls-Royce plc:** Amendment 39–18105; Docket No. FAA–2014–0561; Directorate Identifier 2014–NE–12–AD.

#### (a) Effective Date

This AD becomes effective March 30, 2015.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211 Trent 768–60, 772–60, and 772B–60 turbofan engines, serial numbers 41693 through 42309 inclusive, 42313, 42318, 42319, 42320, 42328, and 42330 with high-pressure/intermediate-pressure (HP/IP) turbine support internal oil feed tube sealing sleeve, part number (P/N) FW15003, installed, that is marked with the prefix "B/N" followed by a six digit batch number and does not contain the marking 102013, 112013 or 102013L.

#### (d) Reason

This AD was prompted by fractures of the HP/IP turbine support internal oil feed tube. We are issuing this AD to prevent failure of the HP/IP turbine support internal oil feed tube, which could result in uncontained engine failure and damage to the airplane.

#### (e) Actions and Compliance

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

(1) Within 6 months after the effective date of this AD, perform on-wing or in-shop inspection for, and remove from service, any affected HP/IP turbine support internal oil feed tube sealing sleeve.

(2) Remove from service any HP/IP turbine support internal oil feed tube sealing sleeve on which markings cannot be sufficiently identified to determine whether said sealing sleeve is part of the affected population.

(3) From the effective date of this AD, you may install on engines HP/IP turbine support internal oil feed tube sealing sleeves, P/N FW15003, that are marked with the prefix "B/N" followed by a six digit batch number, provided that the part is marked with 102013, 112013, or 102013L.

**(f) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

**(g) Related Information**

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: [wego.wang@faa.gov](mailto:wego.wang@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2014-0168, dated July 16, 2014, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0561>.

**(h) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on February 11, 2015.

**Colleen M. D'Alessandro,**

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

[FR Doc. 2015-03533 Filed 2-20-15; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2014-1001; Directorate Identifier 2014-CE-034-AD; Amendment 39-18003; AD 2015-04-01]**

**RIN 2120-AA64**

**Airworthiness Directives; Short Brothers & Harland Ltd. Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Short Brothers & Harland Ltd. Model SC-7 Series 3 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as fatigue cracking, which could lead to structural failure of the nose landing gear (NLG). We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective March 30, 2015.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of March 30, 2015.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1001; or in person at 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 service information identified in this AD, contact Short Brothers & Harland Ltd. service information identified in this proposed AD, contact Airworthiness, Short Brothers PLC, P.O. Box 241, Airport Road, Belfast, BT3 9DZ Northern Ireland, United Kingdom; phone: +44-2890-462469, fax: 44-2890-733647, email: [michael.mulholland@aero.bombardier.com](mailto:michael.mulholland@aero.bombardier.com), internet: None; and for SAFRAN Messier-Buggatti-Dowty service information contact Messier-Dowty Limited, Cheltenham Road, Gloucester GL2 9QH, ENGLAND; phone: +44(0)1452 712424; fax: +44(0)1452 713821; email: [americasc@safranmbd.com](mailto:americasc@safranmbd.com), Internet: <http://www.safranmbd.com>. You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. You can also find this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1001. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1001.

**FOR FURTHER INFORMATION CONTACT:** Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to adding an AD that would apply to Short Brothers & Harland Ltd Model SC-7 Series 3 airplane. The NPRM was published in the **Federal Register** on December 8, 2014 (79 FR 72562). The NPRM proposed to correct an unsafe condition for the specified products and was based on mandatory continuing airworthiness information (MCAI) originated by an aviation

authority of another country. The MCAI states:

A fracture of the nose landing gear (NLG) sliding tube was reported. The subsequent investigation determined fatigue cracking as possible cause of the failure.

This condition, if not detected and corrected, could lead to structural failure of the NLG, possibly resulting in loss of control of the aeroplane during take-off or landing.

To address this unsafe condition, the Messier-Dowty Ltd, the NLG manufacturer, issued Service Bulletin (SB) 32-17M to provide inspection instructions. Consequently Short Brothers PLC issued SB 32-74 which references Messier-Dowty Ltd SB 32-17M.

For the reasons described above, this AD requires one-time visual and fluorescent penetrant inspections and, depending on findings, accomplishment of applicable corrective action(s).

The MCAI requires you report the findings to Short Brothers PLC to obtain FAA-approved repair instructions and accomplish the repair accordingly. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1001-0002>.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79 FR 72562, December 8, 2014) or on the determination of the cost to the public.

**Conclusion**

We reviewed the relevant data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (79 FR 72562, December 8, 2014) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (79 FR 72562, December 8, 2014).

**Relative Service Information Under 14 CFR Part 51**

We reviewed Short Brothers & Harland Ltd. Shorts Service Bulletin Number 32-74, dated November 1, 2014; and SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014. The Shorts Service Bulletin Number 32-74, dated November 1, 2014, and SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014, describe procedures for a visual inspection and a fluorescent penetrant inspection (FPI) for cracking of the NLG