means by which to reserve the minimum supply of supplemental passenger oxygen.

Type Certification Basis

Under the provisions of § 21.101, L–3 must show that the Boeing Model 747–8 series airplane, as changed, continues to meet the applicable provisions of the regulations listed in Type Certificate No. A20WE, or the applicable regulations in effect on the date of application for the change, except for earlier amendments as agreed upon by the FAA.

If the Administrator finds that the applicable airworthiness regulations (*i.e.,* Title 14, Code of Federal Regulations (14 CFR) part 25) do not contain adequate or appropriate safety standards for the Boeing Model 747–8 series airplane because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for an STC to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Boeing Model 747–8 series airplane must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34; and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type-certification basis under § 21.101.

Novel or Unusual Design Features

L–3 is seeking certification of an interior modification to Boeing Model 747–8 series airplanes to include executive and medical-patient transport. As a part of the executive-interior installation, the airplane will be outfitted with a therapeutic-oxygen system. The therapeutic-oxygen system shares the same supply of oxygen with the existing passenger-oxygen system and consists of multiple constant-flow oxygen outlets located throughout the cabin. The flightcrew can turn the therapeutic-oxygen system on and off from the flight deck to allow use at any point during the flight, and to preserve a sufficient remaining oxygen reserve, in the event therapeutic oxygen is used for medical purposes, to accommodate the passengers in the event of an emergency-oxygen situation.

The gaseous passenger-oxygen system will be modified to accommodate additional supply cylinders and several therapeutic-oxygen outlets located throughout the cabin. Each therapeutic outlet will provide a constant flow of oxygen at either 2 or 4 liters per minute. The flightcrew will be able to control the flow of therapeutic oxygen at any time during flight. Therapeutic-oxygen systems previously have been certified, and were generally considered an extension of the passenger-oxygen system for the purpose of defining the applicable regulations. As a result, the applicable regulations included those that applied to oxygen systems in general, or supplemental-oxygen systems.

Discussion

No specific regulations address the design and installation of oxygen systems used specifically for therapeutic applications. Existing requirements, such as §§ 25.1309, 25.1441(b) and (c), 25.1451, and 24.1453, in the Boeing Model 747–8 airplane certification basis applicable to this STC project, provide some design standards appropriate for oxygen-system installations. However, additional design standards for systems supplementing the existing oxygen system are needed to complement the existing applicable requirements. The addition of equipment involved in this installation, and the unsafe conditions that can exist when the oxygen content of an enclosed area becomes too high because of system leaks, malfunction, or damage from external sources, make it necessary to ensure that adequate safety standards are applied to the design and installation of the oxygen system in Boeing Model 747–8 series airplanes. These potential hazards also necessitate development and application of appropriate additional design and installation standards.

These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Applicability

As discussed above, these proposed special conditions are applicable to the Boeing Model 747–8 series airplanes. Should L–3 apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A20WE to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well.

Certification of these Boeing Model 747–8 series airplanes is currently scheduled for June 2015. Therefore, because a delay would significantly affect the applicant's installation of the system and the certification of the airplane, we are shortening the public-comment period to 20 days.

Conclusion

This action affects only certain novel or unusual design features on one model series of airplanes. It is not a rule of general applicability, and affects only the applicant who applied to the FAA for approval of these features on the airplane.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type-certification basis for Boeing Model 747–8 series airplanes as modified by L–3 Communications Integrated Systems.

The distribution system for the therapeutic-oxygen system must be designed and installed as follows:

When oxygen is supplied to passengers for both supplemental and therapeutic purposes, the distribution system must be designed for either—

1. A source of supplemental supply for protection from hypoxia following a loss of cabin pressure, and a separate source for therapeutic purposes, or

2. A common source of supply, with means to separately reserve the minimum supply required by the passengers for supplemental use following a loss of cabin pressure.

Issued in Renton, Washington, on April 17, 2015.

Victor Wicklund,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015–10103 Filed 4–29–15; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF JUSTICE

28 CFR Part 16

[CPCLO Order No. 005–2015]

Privacy Act of 1974; Implementation; Correction

AGENCY: Department of Justice.

ACTION: Notice of proposed rulemaking; correction.

SUMMARY: The Department of Justice (the Department or DOJ) published a proposed rule in the **Federal Register** on March 26, 2015 (80 FR 15951), which added a new section to the Department's Privacy Act exemption regulations to exempt a DOJ-wide system of records from certain subsections of the Privacy Act. The heading of the document referenced ''CPCLO Order No. 004–2014'' when the Chief Privacy and Civil Liberties Order (CPCLO) number should read 004–2015. This document corrects the CPCLO number.

DATES: This correction is effective on April 30, 2015.

FOR FURTHER INFORMATION CONTACT: Robin Moss, Privacy Analyst, 202–514–8568.

Correction

In the **Federal Register** of March 26, 2015, in FR Doc. 2015–06938, on page 15951, in the heading, second line, correct the number to read:

[CPCLO Order No. 004–2015]

Dated: April 2, 2015.

Kristi Lane Scott,

Deputy Director, Office of Privacy and Civil Liberties, United States Department of Justice.

[FR Doc. 2015–10106 Filed 4–29–15; 8:45 am]

BILLING CODE 4410–FB–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R06–OAR–2015–0054; FRL–9926–90-Region 6]

Approval and Promulgation of Implementation Plans; State of Arkansas; Revisions to the State Implementation Plan; Fee Regulations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve revisions to the Arkansas State Implementation Plan (SIP) related to the Fee Regulations section of the Arkansas SIP that were submitted by the State of Arkansas on November 6, 2012. The EPA has evaluated the SIP submittal from Arkansas and determined these revisions are consistent with the requirements of the Clean Air Act (Act or CAA). The EPA is approving this action under section 110 of the Act.

DATES: Written comments should be received on or before June 1, 2015.

ADDRESSES: Comments may be mailed to Ms. Tracie Donaldson, Air Permits Section (6PD–R), Environmental Protection Agency, 1445 Ross Avenue, Suite 1200, Dallas, Texas 75202–2733. Comments may also be submitted electronically or through hand delivery/courier by following the detailed instructions in the **ADDRESSES** section of the direct final rule located in the rules section of this **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Ms. Tracie Donaldson, (214) 665–6633; email address *donaldson.tracie@epa.gov.*

SUPPLEMENTARY INFORMATION: In the final rules section of this **Federal Register**, EPA is approving the State's SIP submittal as a direct rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no relevant adverse comments are received in response to this action no further activity is contemplated. If EPA receives relevant adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time.

For additional information, see the direct final rule which is located in the rules section of this **Federal Register**.

Dated: April 17, 2015.

Ron Curry,

Regional Administrator, Region 6.

[FR Doc. 2015–09903 Filed 4–29–15; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R06–OAR–2014–0846; FRL–9927–09–Region 6]

Approval and Promulgation of Air Quality Implementation Plans; Texas; Revisions to the State Implementation Plan; Stage I Regulations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve revisions to the Texas State Implementation Plan (SIP) related to Stage I Regulations that were submitted by the State of Texas on November 12, 2014. The EPA evaluated the Texas SIP submittal and determined these revisions are consistent with the requirements of the Clean Air Act (Act or CAA). The EPA is approving this action under the federal CAA.

DATES: Written comments should be received on or before June 1, 2015.

ADDRESSES: Comments may be mailed to Ms. Mary Stanton, Chief, Air Grants Section (6PD–S), Environmental Protection Agency, 1445 Ross Avenue, Suite 1200, Dallas, Texas 75202–2733. Comments may also be submitted electronically or through hand delivery/courier by following the detailed instructions in the **ADDRESSES** section of the direct final rule located in the rules section of this **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Tracie Donaldson, (214) 665–6633, *Donaldson.tracie@epa.gov.*

SUPPLEMENTARY INFORMATION: In the final rules section of this **Federal Register**, EPA is approving the State's SIP submittal as a direct rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no relevant adverse comments are received in response to this action no further activity is contemplated. If EPA receives relevant adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time.

For additional information, see the direct final rule which is located in the rules section of this **Federal Register**.

Dated: April 22, 2015.

Ron Curry,

Regional Administrator, Region 6.

[FR Doc. 2015–10121 Filed 4–29–15; 8:45 am]

BILLING CODE 6560–50–P