

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

OFFICE OF PERSONNEL
MANAGEMENT

5 CFR Part 532

RIN 3206-AK83

Prevailing Rate Systems; Redefinition
of the Central North Carolina
Appropriated Fund Wage Area

AGENCY: Office of Personnel
Management.
ACTION: Proposed rule with request for
comments.

SUMMARY: The Office of Personnel
Management is issuing a proposed rule
that would redefine the geographic
boundaries of the Central North
Carolina Federal Wage System (FWS)
appropriated fund wage area. The
proposed rule would remove
Edgecombe and Wilson Counties, NC,
from the survey area and add Hoke
County, NC, to the survey area. The
redefinition of Edgecombe, Hoke, and
Wilson Counties would align the
geographic definition of the Central
North Carolina wage area more closely
with the regulatory criteria used to
define FWS wage areas.

DATES: We must receive comments on or
before June 17, 2005.

ADDRESSES: Send or deliver comments
to Donald J. Winstead, Deputy Associate
Director for Pay and Performance
Policy, Strategic Human Resources
Policy Division, Office of Personnel
Management, Room 7H31, 1900 E
Street, NW., Washington, DC 20415-
8200; email *pay-performance-
policy@opm.gov*; or FAX: (202) 606-
4264.

FOR FURTHER INFORMATION CONTACT:
Madeline Gonzalez, (202) 606-2838;
email *pay-performance-
policy@opm.gov*; or FAX: (202) 606-
4264.

SUPPLEMENTARY INFORMATION: The Office
of Personnel Management (OPM) is
engaged in an ongoing project to review
the geographic definitions of Federal
Wage System (FWS) wage areas. OPM

considers the following regulatory
criteria under 5 CFR 532.211 when
defining FWS wage area boundaries:
(i) Distance, transportation facilities,
and geographic features;
(ii) Commuting patterns; and
(iii) Similarities in overall population,
employment, and the kinds and sizes of
private industrial establishments.

OPM reviewed each county in the
Central North Carolina wage area and
found that the area of application for the
wage area is appropriately defined. As
part of the review of wage area
boundaries, OPM also considers
whether the survey areas within each
wage area should be changed. Based on
an analysis of the regulatory criteria for
defining FWS wage areas, OPM
proposes to remove Edgecombe and
Wilson Counties, NC, from the survey
area because there are no FWS
employees working in Edgecombe or
Wilson Counties. Defining Edgecombe
and Wilson Counties as part of the
Central North Carolina area of
application would allow FWS pay rates
to reflect more closely the prevailing
rates where FWS employees actually
work. The amount of wage survey data
obtained from Edgecombe and Wilson
Counties has been relatively low in past
surveys, with only about 15 percent of
the Central North Carolina survey data
during the last full-scale wage survey
coming from private industrial
establishments located in these two
counties. Edgecombe and Wilson
Counties would remain in the Central
North Carolina area of application.

In addition, OPM proposes to add
Hoke County to the Central North
Carolina survey area. Hoke County is
currently defined as part of the Central
North Carolina area of application.
While there are no FWS employees
working in Hoke County, Fort Bragg, the
Central North Carolina's host activity,
extends into Hoke County. Also, Hoke
County is one of the two counties of the
Fayetteville, NC Metropolitan Statistical
Area (MSA). The other county of the
Fayetteville, NC MSA, Cumberland
County, is already defined as part of the
Central North Carolina survey area.

These changes would be effective for
the next full-scale wage survey in the
Central North Carolina wage area, which
is scheduled to begin in May 2006.

The Federal Prevailing Rate Advisory
Committee (FPRAC), the national labor-
management committee that advises

OPM on FWS pay matters, reviewed and
recommended these changes by
consensus. Based on its review of the
regulatory criteria for defining FWS
wage areas, FPRAC recommended no
other changes in the geographic
definition of the Central North Carolina
wage area.

Regulatory Flexibility Act

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

Dan G. Blair,
Acting Director.

Accordingly, the Office of Personnel
Management proposes to amend 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.

2. In appendix C to subpart B, the
wage area listing for the State of North
Carolina is amended by revising the
listing for Central North Carolina to read
as follows:

Appendix C to Subpart B of Part 532—
Appropriated Fund Wage and Survey
Areas

North Carolina

* * * * *

Central North Carolina

Survey Area

North Carolina:
Cumberland
Durham
Harnett
Hoke
Johnston
Orange
Wake
Wayne

Area of Application. Survey Area Plus:

North Carolina:
Alamance
Bladen
Caswell

Chatham
 Davidson
 Davie
 Edgcombe
 Franklin
 Forsyth
 Granville
 Guilford
 Halifax
 Lee
 Montgomery
 Moore
 Nash
 Northampton
 Person
 Randolph
 Richmond
 Robeson
 Rockingham
 Sampson
 Scotland
 Stokes
 Surry
 Vance
 Warren
 Wilson
 Yadkin
 South Carolina:
 Dillon
 Marion
 Marlboro

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[FR Doc. 05-9894 Filed 5-17-05; 8:45 am]

BILLING CODE 6325-39-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-21236; Directorate Identifier 2005-NM-011-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 Airplanes Equipped with General Electric Model CF6-80C2 Engines

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Boeing Model 767 airplanes. This proposed AD would require modifying a relay installation and associated wiring of the engine cowl anti-ice system and performing a functional test of the thrust reverser system. This proposed AD would also require replacing the operational program software of certain indicating/recording systems. This proposed AD is prompted by numerous operator reports of failures of the lock flexshaft of the thrust reverser actuation system (TRAS)

between the upper actuator and the TRAS lock. We are proposing this AD to prevent high power in-flight deployment of a thrust reverser, which could cause high roll force and consequent departure from controlled flight.

DATES: We must receive comments on this proposed AD by July 5, 2005.

ADDRESSES: Use one of the following addresses to submit comments 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.

- By 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.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

You can examine the contents of this AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, on the plaza level of the Nassif Building, Washington, DC. This docket number is FAA-2005-21236; the directorate identifier for this docket is 2005-NM-011-AD.

FOR FURTHER INFORMATION CONTACT:

Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6501; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2005-21236; Directorate Identifier 2005-NM-011-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 submitted 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 that 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 can review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you can visit <http://dms.dot.gov>.

Examining the Docket

You can examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Management Facility office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Management Facility office (telephone (800) 647-5227) is located on the plaza level of the Nassif Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the DMS receives them.

Discussion

We have received a report that operators have reported more than 140 failures of the lock flexshaft of the thrust reverser actuation system (TRAS) between the upper actuator and the TRAS lock, on certain Boeing Model 767 airplanes. Analysis showed these failures were caused by pneumatic pressure that was insufficient to decelerate the TRAS at the end of the deploy stroke. This condition, if not corrected, could result in high power in-flight deployment of a thrust reverser, which could cause high roll force and consequent departure from controlled flight.

Related Rulemaking

On April 26, 2000, we issued AD 2000-09-04, amendment 39-11712 (65 FR 25833, May 4, 2000), which is applicable to certain Boeing Model 767 series airplanes equipped with General Electric Model CF6-80C2 engines. That AD requires tests, inspections, and adjustments of the thrust reverser system and installation of a terminating modification and repetitive follow-on actions; in accordance with Boeing Service Bulletin 767-78A0081, Revision 1, dated October 9, 1997; Boeing Service