Perishables, and Depth of Stock Under the Proposed Rule

**Meat, Poultry, and Fish**—the proposed rule would require stocking at least 7 varieties in this staple food category; below are ten examples of what FNS would consider different varieties. This is an illustrative list and not an exhaustive list of items that FNS proposes to be acceptable varieties in this staple food category.

**Perishable:**
1. Sliced turkey breast—6 packages
2. Shrimp—6 packages
3. Sliced ham—6 packages
4. Fresh or frozen ground beef—6 packages
5. Fresh or frozen catfish—6 packages
6. Eggs—6 cartons (any size)
7. Frozen lamb chops—6 packages
8. Tofu (meat substitute)—6 packages

**Non-Perishable:**
9. Infant Formula—6 containers
10. Almond Milk—6 containers

**Examples of Acceptable Variety, Perishables, and Depth of Stock Under the Proposed Rule**

**Fruits, Vegetables**—the proposed rule would require stocking at least 7 varieties in this staple food category; below are ten examples of what FNS would consider different varieties. This is not an exhaustive list of items that FNS proposes to be acceptable varieties in this staple food category.

**Perishable:**
1. Fresh raspberries—6 packages
2. Frozen spinach—6 packages
3. Fresh baby carrots—6 packages
4. Fresh celery sticks—6 packages
5. Apple sauce—6 jars
6. Canned corn—6 cans
7. Canned peas—6 cans

**Dairy**—the proposed rule would require stocking at least 7 varieties in this category; below are ten examples of what FNS would consider different varieties. This is not an exhaustive list of acceptable varieties in this staple food category. Under the proposed rule, the first 8 varieties listed below would likely be considered perishable varieties in this staple food group, provided that they will spoil or suffer significant deterioration in quality within 2 to 3 weeks.

**Perishable:**
1. Fresh cow's milk—6 containers
2. Fresh goat's milk—6 containers
3. Fresh yogurt—6 containers
4. Fresh sour cream—6 packages
5. Fresh cheddar cheese (hard)—6 packages
6. Fresh cream cheese (soft)—6 packages
7. Frozen butter—6 packages
8. Margarine—6 containers

**Non-Perishable:**
9. Infant Formula—6 containers
10. Almond Milk—6 containers

**Examples of Multiple Ingredient Foods That Would Be Excluded for Purposes of Retailer Eligibility Decisions Under the Proposed Rule**

○ Pizzas (contains dough, cheese, and tomato)
○ Multiple ingredient soups, e.g., minestrone (contains vegetables and pasta)
○ Multiple ingredient canned foods, e.g., ravioli (contains vegetables, cheese, and pasta)
○ Chicken pot pies (contains vegetables, cheese, and pasta)
○ Frozen TV dinners, e.g., chicken dinner (contains chicken, potatoes, and vegetables)
○ Sandwiches (contains meat, cheese, bread, and vegetables)
○ Lunch-snack trays (contains meat, cheese, and crackers)

**Examples of Multiple Ingredient Foods That Would Continue to Count as Staple Foods (i.e., the Primary Staple Food Category Ingredient Is Clearly Represented and Easily Recognized)**

○ Mixed vegetables (frozen or canned; contains a variety of vegetables)
○ Boxed breakfast cereals (intended to be served heated or cold; contains a variety of grains)

**III. Comment Period Extension**

Since publication of the proposed rule, several entities, including SNAP retail trade groups, have requested an extension of the comment period in order to allow ample time for all stakeholders to comment on the rulemaking process. The comment period, therefore, is being extended 30 days in order to provide additional time for interested parties to review the proposed rule. To be assured of consideration, comments on the proposed rule must be received by FNS on or before May 18, 2016.

Dated: March 31, 2016.
Audrey Rowe,
Administrator, Food and Nutrition Service.

[FR Doc. 2016–07793 Filed 4–4–16; 8:45 am]

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

14 CFR Part 31

[Docket No. FAA–2016–5424; Notice No. 31–16–01–SC]

Special Conditions: Ultramagic, S.A., Mark-32 Burner Series

**AGENCY:** Federal Aviation Administration (FAA), DOT.
ACTION: Notice of proposed special conditions.


DATES: Send your comments on or before May 5, 2016.

ADDRESSES: Send comments identified by docket number FAA–2016–5424 using any of the following methods:

- Federal eRegulations Portal: Go to http://www.regulations.gov and follow the online instructions for sending your comments electronically.
- Hand Delivery of Courier: Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.
- Fax: Fax comments to Docket Operations at 202–493–2251.

Privacy: The FAA will post all comments it receives, without change, to http://regulations.gov, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT’s complete Privacy Act Statement can be found in the Federal Register published on April 11, 2000 (65 FR 19477–19478), as well as at http://DocketsInfo.dot.gov.

Docket: Background documents or comments may be read at http://www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.


SUPPLEMENTARY INFORMATION:

Comments Invited

We invite interested people to take part in this rulemaking by sending written comments, data, or views. The most helpful comments reference a specific portion of the special conditions, explain the reason for any recommended change, and include supporting data. We ask that you send us two copies of written comments.

We will consider all comments we receive on or before the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change these special conditions based on the comments we receive.

Background


Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same or similar novel or unusual design feature, or should any other model already included on the same type certificate be modified to incorporate the same or similar novel or unusual design feature, the special conditions would also apply to the other model under § 21.101.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the applicable provisions incorporated by reference in Type Certificate No. B02CE or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the “original type certification basis.” The Dirección General de Aviaciòn Civil originally type certificated this aircraft under its type certificate Numbers 3, 4, 18, 61, 147, and 247. The FAA validated these products under U.S. Type Certificate Number B02CE. On September 28, 2003, EASA began oversight of this product on behalf of Spain. The regulations incorporated by reference in B02CE are as follows:

- 14 CFR 21.29.
- Equivalent level of Safety findings per provision of 14 CFR 21.21(b)(1):
  (1) ACE–08–15,
  (2) ACE–08–15A,
  (3) ACE–08–15B.

Type Certification Basis

the type-certification basis under § 21.101.

Novel or Unusual Design Features


The oxygen augmentation and hydraulic control.

Discussion

Based on the provisions of §§ 21.17 and 21.29 and the U.S.-EASA Technical Implementation Procedures for Airworthiness and Environmental Certification Between the Federal Aviation Administration of the United States of America and the European Aviation Safety Agency of the European Union, the following airworthiness requirements are applicable to this project and will remain active for three years from the date of application and form the Certification Basis:

a. Part 31, amendment 7 (The certification basis complied with according to the Ultramagic part 31 compliance checklist.).

b. Equivalent Level of Safety (ELOS)

Findings: The FAA notes that it has issued an equivalent level of safety findings per provision of 14 CFR § 21.21(b)(1), specifically ACE–08–153 on August 1, 2008, Burners, § 31.47(d) and then extends the ELOS as ACE–08–154 A on November 05, 2013, Burners, § 31.47(d), for the Model S–70. This ELOS has not been applied to the MK–32 and therefore not applicable.

3. Special conditions: The FAA notes that Ultramagic elected to comply with certain provisions of CS–23, amendment 3, that apply to oxygen systems. These provisions are applicable because there is an oxygen augmented igniter system available for the MK–32 burner. The below 14 CFR regulations, except § 23.1445, are harmonized with their CS–23, amendment 3, counterpart regulations and form the basis of this special condition.

§ 23.1445, Oxygen distribution system, paragraphs (a) and (b) states the following:

(a) Except for flexible lines from oxygen outlets to the dispensing units, or where shown to be otherwise suitable to the installation, nonmetallic tubing must not be used for any oxygen line that is normally pressurized during flight.

(b) Non-metallic oxygen distribution lines must not be routed where they may be subjected to elevated temperatures, electrical arcing, and released flammable fluids that might result from any probable failure.

§ 23.1451, Fire protection for oxygen equipment, paragraphs (a), (b), and (c) states the following:

Oxygen equipment and lines must—

(a) Not be in any designated fire zone.

(b) Be protected from heat that may be generated in, or escaped from, any designated fire zone.

(c) Be installed so that escaping oxygen cannot cause ignition of grease, fluid, or vapour accumulations that are present in normal operation or that may result from the failure or malfunction of any other system.

§ 23.1453, Protection of oxygen equipment from rupture, paragraphs (a) and (b) states the following:

(a) Each element of the oxygen system must have sufficient strength to withstand the maximum pressure and temperature in combination with any externally applied loads arising from consideration of limit structural loads that may be acting on that part of the system.

(b) Oxygen pressure sources and the lines between the source and shut off means must be:

1. Protected from unsafe temperatures; and

2. Located where the probability and hazard of rupture in a crash landing are minimized.

§ 23.1445 is the only significant regulatory difference, which states the following:

Part 23 requires crewmembers be able to reserve a minimum supply for themselves when they share a common source of O2 with passengers.

As the oxygen system is not utilized for breathing, this Significant Standard Difference (SSD) does not apply.

In addition, the FAA notes that Ultramagic offers an optional hydraulic kit. This kit is a hydraulic system that actuates the burners’ fuel valve. Since part 31 does not have provisions for hydraulic systems, § 23.1435, Hydraulic systems, will provide the basis for the hydraulic system special conditions contained herein. No SSD is associated with this regulation.

Applicability


(a) In addition to the provisions of part 31, amendment 7, the applicant must design the MK–32 Burner to comply with the requirements, as described below, with respect to the igniter oxygen augmentation system and hydraulic burner valve actuation system:

Oxygen Distribution System

(1) Except for flexible lines from oxygen outlets to the dispensing units, or where shown to be otherwise suitable to the installation, nonmetallic tubing must not be used for any oxygen line that is normally pressurized during flight.

(2) Nonmetallic oxygen distribution lines must not be routed where they may be subjected to elevated temperatures, electrical arcing, and released flammable fluids that might result from any probable failure.

Fire Protection for Oxygen Equipment

Oxygen equipment and lines must:

(1) Not be installed in any designated fire zones.

(2) Be protected from heat that may be generated in, or escape from, any designated fire zone.
(3) Be installed so that escaping oxygen cannot come in contact with and cause ignition of grease, fluid, or vapor accumulations that are present in normal operation or that may result from the failure or malfunction of any other system.

Protection of Oxygen Equipment From Rupture

(1) Each element of the oxygen system must have sufficient strength to withstand the maximum pressure and temperature, in combination with any externally applied loads arising from consideration of limit structural loads that may be acting on that part of the system.

(2) Oxygen pressure sources and the lines between the source and the shutoff means must be:
   (i) Protected from unsafe temperatures; and
   (ii) Located where the probability and hazard of rupture in a crash landing are minimized.

Hydraulic Systems

(1) Design. Each hydraulic system must be designed as follows:
   (i) Each hydraulic system and its elements must withstand, without yielding, the structural loads expected in addition to hydraulic loads.
   (ii) A means to indicate the pressure in each hydraulic system which supplies two or more primary functions must be provided to the flight crew.
   (iii) There must be means to ensure that the pressure, including transient (surge) pressure, in any part of the system will not exceed the safe limit above design operating pressure and to prevent excessive pressure resulting from fluid volumetric changes in all lines which are likely to remain closed long enough for such changes to occur.
   (iv) The minimum design burst pressure must be 2.5 times the operating pressure.

(2) Tests. Each system must be substantiated by proof pressure tests. When proof tested, no part of any system may fail, malfunction, or experience a permanent set. The proof load of each system must be at least 1.5 times the maximum operating pressure of that system.

(3) Accumulators. A hydraulic accumulator or reservoir may be installed on the engine side of any firewall, if—
   (i) It is an integral part of an engine or propeller system; or
   (ii) The reservoir is nonpressurized and the total capacity of all such nonpressurized reservoirs is one quart or less.

(b) Ultramagic, through EASA, will provide the FAA with all Airworthiness Directives issued against the changed type design, if any, and a plan for resolving the unsafe conditions for the FAA type design.

Issued in Kansas City, Missouri, on March 28, 2016.

Mel Johnson,
Acting Manager, Small Airplane Directorate Aircraft Certification Service.

[FR Doc. 2016–07786 Filed 4–4–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede airworthiness directive (AD) 2000–10–18, that applies to certain Airbus Model A300 series airplanes; Model A300 B4–600, B4–600R, F4–600R series airplanes, and Model A300 C4–605R Variant F airplanes (collectively called Model A300–600 series airplanes); and Model A310 series airplanes. AD 2000–10–18 requires repetitive inspections to detect cracks in the lower spar of the engine pylons between ribs 6 and 7, and repair if necessary. Since we issued AD 2000–10–18, we have determined that the compliance times for the initial inspection and the repetitive intervals must be reduced to allow timely detection of cracks in the engine pylon’s lower spar between ribs 6 and 7. This proposed AD would reduce the compliance times for the initial inspection and the repetitive intervals. We are proposing this AD to prevent fatigue cracking, which could result in reduced structural integrity of the engine pylon’s lower spar, and possible separation of the engine from the airplane.

DATES: We must receive comments on this proposed AD by May 20, 2016.

ADDRESSES: You may send comments by any of the following methods:
   • Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
   • Fax: (202) 395–2251.
   • Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

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–2016–5039; 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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.


SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2016–5039; Directorate Identifier 2013–NM–148–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

We will post all comments we receive, without change, to http://