household of three by 12 months and rounding the value to the nearest $5000.

(s) Disqualification for certain convicted felons. An individual shall not be eligible for SNAP benefits if:

(1) The individual is convicted as an adult of:

(i) Aggravated sexual abuse under Section 2241 of Title 18, United States Code;

(ii) Murder under Section 1111 of Title 18, United States Code;

(iii) An offense under Chapter 110 of Title 18, United States Code;

(iv) A Federal or State offense involving sexual assault, as defined in 40002(a) of the Violence Against Women Act of 1994 (42 U.S.C. 13925(a)); or

(v) An offense under State law determined by the Attorney General to be substantially similar to an offense described in clause (i), (ii), or (iii) and

(2) The individual is not in compliance with the terms of the sentence of the individual or the restrictions under § 273.11(n).

(3) The disqualification contained in this subsection shall not apply to a conviction if the conviction is for conduct occurring on or before February 7, 2014.

(4) § 273.12:

(a) * * *

(b) * * *

(c) * * *

(d) * * *

(iv) Content of the quarterly report form. The State agency may include all of the items subject to reporting under paragraph (a)(1) of this section in the quarterly report, except changes reportable under paragraphs (a)(1)(vii) of this section, or may limit the report to specific items while requiring that households report other items through the use of the change report form.

(5) * * *

(iii) * * *

(E) The periodic report form shall be the sole reporting requirement for any information that is required to be reported on the form, except that a household required to report less frequently than quarterly shall report:

(1) whenever able-bodied adults subject to the time limit of § 273.24 have their work hours fall below 20 hours per week, averaged monthly, and;

(3) whenever a member of the household wins substantial lottery or gambling winnings in accord with § 273.11(r).

* * * * *

(vii) * * *

(B) * * *

(1) The household has voluntarily requested that its case be closed in accordance with § 273.13(b)(12); or

(2) The State agency has information about the household’s circumstances considered verified upon receipt; or

(3) A household member has been identified as a fleeing felon or probation or parole violator in accord with § 273.11(n);

(4) There has been a change in the household’s PA grant, or GA grant in project areas where GA and food stamp cases are jointly processed in accord with § 273.22(j)(2); or

(5) The State agency has verified information (including information considered verified upon receipt) that a member of a SNAP household has won substantial lottery or gambling winnings in accord with § 273.11(r).

* * * * *

§ 273.12 Requirements for Change Reporting Households.

(a) * * *

(b) * * *

(viii) whenever a member of the household wins substantial lottery or gambling winnings in accord with § 273.11(r).

(4) * * *

(iv) Content of the quarterly report form. The State agency may include all of the items subject to reporting under paragraph (a)(1) of this section in the quarterly report, except changes reportable under paragraphs (a)(1)(vii) of this section, or may limit the report to specific items while requiring that households report other items through the use of the change report form.

(5) * * *

(iii) * * *

(E) The periodic report form shall be the sole reporting requirement for any information that is required to be reported on the form, except that a household required to report less frequently than quarterly shall report:

(1) whenever able-bodied adults subject to the time limit of § 273.24 have their work hours fall below 20 hours per week, averaged monthly, and;

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* * * * *

(vii) * * *

(B) * * *

(1) The household has voluntarily requested that its case be closed in accordance with § 273.13(b)(12); or

(2) The State agency has information about the household’s circumstances considered verified upon receipt; or

(3) A household member has been identified as a fleeing felon or probation or parole violator in accord with § 273.11(n);

(4) There has been a change in the household’s PA grant, or GA grant in project areas where GA and food stamp cases are jointly processed in accord with § 273.22(j)(2); or

(5) The State agency has verified information (including information considered verified upon receipt) that a member of a SNAP household has won substantial lottery or gambling winnings in accord with § 273.11(r).

* * * * *

Dated: November 17, 2016.

Audrey Rowe,
Administrator, Food and Nutrition Service.

BILLING CODE 3100–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; ATR–GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain ATR–GIE Avions de Transport Régional Model ATR42–500 and Model ATR72–102, –122, and –212A airplanes. This proposed AD was prompted by reports of failure of emergency power supply units (EPSUs) in production and in service. This proposed AD would require an inspection to determine the part number and serial number of each EPSU, and replacement if necessary. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by January 17, 2017.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.

• Fax: 202–493–2251.


• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For ATR service information identified in this NPRM, contact ATR—GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.fr; Internet http://www.aerocin.com.

For COBHAM service information identified in this NPRM, contact COBHAM 174–178 Quai de Jemmapes, 75010, Paris, France; telephone +33 (0) 1 53 38 98 98; fax +33 (0) 1 42 00 67 83.

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–2016–9430; 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.

FOR FURTHER INFORMATION CONTACT: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate,
GIE Avions de Transport Régional (GIE) has issued EASA AD 2016–0070, dated April 11, 2016; corrected April 12, 2016, which is the Technical Agent (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2016–0070, dated April 11, 2016; corrected April 12, 2016, to address this potential unsafe condition. ATR issued Service Bulletin (SB) ATR42–33–0050 and SB ATR72–33–1043 to provide instructions to inspect EPSUs.

To address this potential unsafe condition, ATR has issued Service Bulletin ATR42–33–0050, Revision 01, dated January 26, 2016; and ATR Service Bulletin ATR72–33–1043, Revision 01, dated January 26, 2016. This service information describes procedures for inspecting an EPSU to determine the serviceability of the affected EPSUs with serviceable units.

The results of the technical investigations revealed that these failures could have been caused by a defective internal electronic component, which could affect the EPSU internal battery charge.

We estimate the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. We have no way of determining the number of airplanes that might need these replacements:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement</td>
<td>1 work-hour × $85 per EPSU = $85 per EPSU</td>
<td>Not available</td>
<td>$85</td>
</tr>
</tbody>
</table>

We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>1 work-hour × $85 per hour = $85 per EPSU</td>
<td>$0</td>
<td>$85 per EPSU (4 EPSUs per airplane)</td>
</tr>
</tbody>
</table>

## ESTIMATED COSTS

According to the manufacturer, some of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all costs in our cost estimate.

## 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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation:

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; 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.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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):

   **ATR—GIE Avions de Transport Régional:**

   **Dockets No. FAA–2016–9430; Directorate Identifier 2016–NM–051–AD.**

   **(a) Comments Due Date**

   We must receive comments by January 17, 2017.

   **(b) Affected ADs**

   None.

   **(c) Applicability**

   This AD applies to the ATR–GIE Avions de Transport Régional airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD.

   (1) Model ATR42–500 airplanes, all manufacturer serial numbers (MSNs), except those on which ATR Modification 6780 has been embodied in production.

   (2) Model ATR72–102, –202, –212, and –212A airplanes, all MSNs on which ATR Modification 3715 has been embodied in production, except those on which ATR Modification 6780 has been embodied in production.

   **(d) Subject**

   Air Transport Association (ATA) of America Code 33, Lights.

   **(e) Reason**

   This AD was prompted by reports of failure of emergency power supply units (EPSUs) in production and in service. We are issuing this AD to detect and correct defective internal electronic components, which could adversely affect the EPSU internal battery. This condition could result in a partial or total loss of emergency lighting, possibly affecting passenger evacuation during an emergency situation.

   **(f) Compliance**

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

   **(g) Inspection of EPSU and Corrective Action**

   Within 12 months after the effective date of this AD, inspect each EPSU on the airplane to determine the part number and serial number. For any EPSU having part number (P/N) 301–3100 Amendment (Amdt) A and a serial number identified in figure 1 to paragraph (g) of this AD, and that does not have a control sticker marked with “SIL 301–3100–33–001”: Except as provided by paragraph (i) of this AD, before further flight, replace the EPSU with a serviceable unit, as specified in paragraph (h) of this AD, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42–33–0050, Revision 01, dated January 26, 2016; or Service Bulletin ATR72–33–1043, Revision 01, dated January 26, 2016; as applicable. A review of airplane maintenance records may be done in lieu of inspection of the EPSUs on the airplane if the part number and serial number of each EPSU can be positively determined from that review.

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**FIGURE 1 TO PARAGRAPH (g) OF THIS AD—AFFECTED SERIAL NUMBERS OF EPSU P/N 301–3100 AMDT A**

<table>
<thead>
<tr>
<th>Affected Serial Numbers of EPSU P/N 301–3100 Amdt A</th>
</tr>
</thead>
<tbody>
<tr>
<td>2905</td>
</tr>
<tr>
<td>4929</td>
</tr>
</tbody>
</table>
(h) Definition of Serviceable EPSU

For the purpose of this AD, a serviceable EPSU is one that meets the criteria in paragraph (b)(1), (b)(2), or (h)(3) of this AD.

(1) Has P/N 301–3100 Amdt A and a serial number that is not included figure 1 to paragraph (g) of this AD.

(2) Has P/N 301–3100 Amdt A, a serial number that is included in figure 1 to paragraph (g) of this AD, but has a control sticker marked with “SIL 301–3100–33–001.”

(3) Has P/N 301–3100 Amdt B, or later amendment.

(i) Alternative Modification of Affected EPSU

In lieu of the replacement required by paragraph (g) of this AD, modification of an affected EPSU may be done in accordance with the Accomplishment Instructions of COBHAM Service Bulletin 301–3100–33–002. Revision 3, dated July 30, 2015.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install on any airplane any EPSU having P/N 301–3100 Amdt A and a serial number identified in figure 1 to paragraph (g) of this AD, unless it has a control sticker marked with “SIL 301–3100–33–001”.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (k)(1) or (k)(2) of this AD, provided it can be determined that no EPSU having a serial number listed in figure 1 to paragraph (g) of this AD has been installed on that airplane since the actions in the applicable service bulletin were completed.


(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR Part 39.19. In accordance with 14 CFR Part 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone 425–227–1112; fax 425–227–1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certification holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or ATR—GIE Avions de Transport Régional’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016–0070, dated April 11, 2016; corrected April 12, 2016; for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2016–9430.

(2) For ATR service information identified in this AD, contact ATR–GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 0 5 62 21 62 21; fax +33 0 5 62 21 67 18; email continued.airworthiness@atfr; Internet http://www.aerochain.com. For COBHAM service information identified in this AD, contact COBHAM 174–178 Quai de Jemmapes, 75010, Paris, France; telephone +33 0 1 53 38 98 98; fax +33 0 1 42 00 67 83. You may view this 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.

Issued in Renton, Washington, on November 17, 2016.

Phil Forde,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016–28618 Filed 11–30–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede airworthiness directive (AD) 2015–17–19 that applies to all Rolls-Royce plc (RR) RB211 Trent 768–60, 772–60, and 772B–60 turbofan engines. AD 2015–17–19 requires inspection of the fan case low-pressure (LP) fuel tubes and associated clips and the fuel oil heat exchanger (FOHE) mounts and associated hardware. Since we issued AD 2015–17–19, fractures on the LP fuel return tube at mid-span locations were found with resulting fuel leaks. This proposed AD would require a modification, which terminates the repetitive inspections. We are proposing this AD to prevent failure of the fan case LP fuel tubes, which could lead to an inflight shutdown, loss of thrust control, and damage to the airplane.

DATES: We must receive comments on this proposed AD by January 30, 2017.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
• Fax: 202–493–2251.
• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: