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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

7 CFR Part 457

[Docket No. FCIC-17-0003]

RIN 0563-AC59

Common Crop Insurance Regulations; Cultivated Clam Crop Insurance Provisions

AGENCY: Federal Crop Insurance Corporation, USDA.

ACTION: Final rule with request for comments; correcting amendment.

SUMMARY: This document contains necessary amendments to apply a technical correction to the final rule with request for comments for the Cultivated Clam Crop Insurance Provisions which published in the **Federal Register** on December 27, 2017.

DATES: *Effective Date:* April 17, 2018.

FOR FURTHER INFORMATION CONTACT: Ron Lundine, Director, Product Management, Actuarial and Product Design Division, Risk Management Agency, United States Department of Agriculture, Beacon Facility, Stop 0812, Room 421, P.O. Box 419205, Kansas City, MO 64141-6205, telephone (816) 926-3854.

SUPPLEMENTARY INFORMATION:

Background

This technical correction is being published to remove section 15 of the "cultivated clam crop insurance provisions," published December 27, 2017 (Docket No. FCIC-17-0003). Section 15 excludes the use of written agreements by not allowing the written agreement provisions in the Common Crop Insurance Policy Basic Provisions to apply. This provision was necessary when the program was a pilot program to ensure there were no changes made to the policy so that the existing terms would be evaluated to make sure they were actuarially sound and there were

no program integrity issues. Once the pilot program is completed, evaluated, and approved for permanence, the restriction on written agreements is no longer necessary. As a result of the removal of section 15, FCIC is allowing the use of written agreements under the cultivated clam crop provisions and redesignating subtitle numbering from section 16 to section 15, section 17 to section 16, and section 18 to section 17.

List of Subjects in 7 CFR Part 457

Crop insurance, Cultivated clam, Reporting and recordkeeping requirements.

Accordingly, 7 CFR part 457 is corrected by making the following amendments:

PART 457—COMMON CROP INSURANCE REGULATIONS

- 1. The authority citation for 7 CFR part 457 continues to read as follows:

Authority: 7 U.S.C. 1506(l) and 1506(o).

§ 457.176 [Amended]

- 2. Amend § 457.176, in the cultivated clam crop insurance provisions, by removing section 15 and redesignating sections 16 through 18 as sections 15 through section 17.

Signed in Washington, DC, on April 12, 2018.

Heather Manzano,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. 2018-08017 Filed 4-16-18; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

7 CFR Part 457

[Docket No. FCIC-17-0002]

RIN 0563-AC58

Common Crop Insurance Regulations; California Avocado Crop Insurance Provisions

AGENCY: Federal Crop Insurance Corporation, USDA.

ACTION: Correcting amendment.

SUMMARY: This document contains necessary amendments to apply a technical correction to the final rule with request for comments for the

California Avocado Crop Insurance Provisions which published in the **Federal Register** on December 27, 2017.

DATES: *Effective Date:* April 17, 2018.

FOR FURTHER INFORMATION CONTACT: Ron Lundine, Director, Product Management, Actuarial and Product Design Division, Risk Management Agency, United States Department of Agriculture, Beacon Facility, Stop 0812, Room 421, P.O. Box 419205, Kansas City, MO 64141-6205, telephone (816) 926-3854.

SUPPLEMENTARY INFORMATION:

Background

This technical correction is being published to remove section 13 of the "California avocado crop insurance provisions," published December 27, 2017 (Docket No. FCIC-17-0002). Section 13 excludes the use of written agreements by not allowing the written agreement provisions in the Common Crop Insurance Policy Basic Provisions to apply. This provision was necessary when the program was a pilot program to ensure there were no changes made to the policy so that the existing terms would be evaluated to make sure they were actuarially sound and there were no program integrity issues. Once the pilot program is completed, evaluated, and approved for permanence, the restriction on written agreements is no longer necessary. As a result of the removal of section 13, FCIC is allowing the use of written agreements under the California avocado crop provisions and redesignating subtitle numbering from section 14 to section 13.

List of Subjects in 7 CFR Part 457

Crop insurance, California avocado, Reporting and recordkeeping requirements.

Accordingly, 7 CFR part 457 is corrected by making the following amendments:

PART 457—COMMON CROP INSURANCE REGULATIONS

- 1. The authority citation for part 457 continues to read as follows:

Authority: 7 U.S.C. 1506(l) and 1506(o).

§ 457.175 [Amended]

- 2. Amend § 457.175, in the California avocado crop provisions, by removing section 13 and redesignating section 14 as section 13.

Signed in Washington, DC, on April 12, 2018.

Heather Manzano,

Acting Manager, Federal Crop Insurance Corporation.

[FR Doc. 2018-08016 Filed 4-16-18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0299; Product Identifier 2018-NM-060-AD; Amendment 39-19256; AD 2018-08-03]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for The Boeing Company Model 787-8 and 787-9 airplanes powered by Rolls-Royce plc (RR) Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2 turbofan engines. This AD requires revising the airplane flight manual to limit extended operations (ETOPS). This AD was prompted by a report from the engine manufacturer indicating that after an engine failure, prolonged operation at high thrust settings on the remaining engine during an ETOPS diversion may result in failure of the remaining engine before the diversion can be safely completed. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 17, 2018.

We must receive comments on this AD by June 1, 2018.

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.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5

p.m., Monday through Friday, except Federal holidays.

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-2018-0299; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Tak Kobayashi, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th Street, Des Moines, WA 98198; phone and fax: 206-231-3553; email: Takahisa.Kobayashi@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

Over the past year, we have been aware of several engine failures of Trent 1000 Package C engines due to failed compressor and turbine blades and seals. Package C engines are Rolls-Royce plc (RR) Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2 turbofan engines. During that same period, under the management programs for those engine issues, we have been aware of numerous reports of engine inspection findings of cracked blades resulting in unscheduled engine removals. Boeing reported to the FAA that the engine manufacturer recently determined that intermediate pressure compressor (IPC) stage 2 blades have a resonant frequency that is excited by the airflow conditions existing in the engine during operation at high thrust settings under certain temperature and altitude conditions. The resultant blade vibration can result in cumulative fatigue damage that can cause blade failure and consequent engine shutdown. In the event of a single engine in-flight shutdown during the cruise phase of flight, thrust on the remaining engine is normally increased to maximum continuous thrust (MCT). During a diversion following a single engine shutdown under an ETOPS flight, the remaining engine may operate at MCT for a prolonged period, under which the IPC stage 2 blades would be exposed to the resonant frequency

condition. Therefore, an ETOPS diversion will put the remaining engine at an operating condition that would significantly increase the likelihood of failure of the remaining engine. In addition, if the remaining engine already had cracked IPC stage 2 blades, the likelihood of the remaining engine failing will further increase before a diversion can be safely completed.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires revising the AFM to limit ETOPS operation.

Interim Action

This AD is interim action. The manufacturer is currently developing a modification that will address the unsafe condition identified in this AD. Once this modification is developed, approved, and available, we might consider additional rulemaking.

FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because unrecoverable thrust loss on both engines could lead to a forced landing. Therefore, we find good cause that notice and opportunity for prior public comment are impracticable. In addition, for the reasons stated above, we find that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA-2018-0299 and Product Identifier 2018-NM-060-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this final rule. We will consider all comments received by the