

## PART 1600—EMPLOYEE CONTRIBUTION ELECTIONS, CONTRIBUTION ALLOCATIONS, AND AUTOMATIC ENROLLMENT PROGRAM

■ 1. The authority citation continues to read as follows:

**Authority:** 5 U.S.C. 8351, 8432(a), 8432(b), 8432(c), 8432(j), 8432d, 8474(b)(5) and (c)(1), and 8440e.

### § 1600.34 [Amended]

■ 2. In § 1600.34, amend paragraphs (a), (b), and (c) by removing the term “3%” and adding the term “5%” in its place.

### § 1600.37 [Amended]

■ 3. In § 1600.37, amend paragraph (a) by removing the term “3 percent” and adding the term “5 percent” in its place.

## PART 1650—METHODS OF WITHDRAWING FUNDS FROM THE THRIFT SAVINGS PLAN

■ 4. The authority citation continues to read as follows:

**Authority:** 5 U.S.C. 8351, 8432d, 8433, 8434, 8435, 8474(b)(5) and 8474(c)(1).

■ 5. Amend § 1650.13 by revising paragraph (a)(2) to read as follows:

### § 1650.13 Installment payments.

(a) \* \* \*

(2) *An installment payment amount calculated based on life expectancy.* Payments based on life expectancy are determined using the factors set forth in the Internal Revenue Service life expectancy tables codified at 26 CFR 1.401(a)(9)–9, Q&A 1 and 2. The installment payment amount is calculated by dividing the account balance by the factor from the IRS life expectancy tables based upon the participant's age as of his or her birthday in the year payments are to begin. This amount is then divided by the number of installment payments to be made per calendar year to yield the installment payment amount. In subsequent years, the installment payment amount is recalculated on the first installment payment date of the year by dividing the prior December 31 account balance by the factor in the IRS life expectancy tables based upon the participant's age as of his or her birthday in the year payments will be made. There is no minimum amount for an installment payment calculated based on this method.

\* \* \* \* \*

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## NATIONAL CREDIT UNION ADMINISTRATION

### 12 CFR Part 701

RIN 3133–AF06

### Chartering and Field of Membership

#### Correction

In rule document 2020–16988 appearing on pages 56498–56514 in the issue of September 14, 2020, make the following correction:

On page 56498, in the third column, in the **DATES** section, in the second line “September 14, 2020” should read “October 14, 2020”.

[FR Doc. C1–2020–16988 Filed 9–14–20; 11:15 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. FAA–2020–0494; Project Identifier AD–2020–00324–E; Amendment 39–21235; AD 2020–18–14]

RIN 2120–AA64

### Airworthiness Directives; General Electric Company Turbofan Engines

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all General Electric Company (GE) GE90–110B1 and GE90–115B model turbofan engines with a certain high-pressure turbine (HPT) rotor stage 2 disk installed. This AD was prompted by a report from the manufacturer that a subsurface anomaly was found on a HPT rotor stage 2 disk. This AD requires an ultrasonic inspection (USI) of the HPT rotor stage 2 disk and, depending on the result of the inspection, replacement of the HPT rotor stage 2 disk with a part eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective October 21, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 21, 2020.

**ADDRESSES:** For service information identified in this final rule, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: 513–552–3272; email: [aviation.fleetsupport@ae.ge.com](mailto:aviation.fleetsupport@ae.ge.com). You

may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0494.

### Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0494; 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, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7236; fax: 781–238–7199; email: [stephen.l.elwin@faa.gov](mailto:stephen.l.elwin@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all GE GE90–110B1 and GE90–115B model turbofan engines with a certain HPT rotor stage 2 disk installed. The NPRM published in the **Federal Register** on May 18, 2020 (85 FR 29676). The NPRM was prompted by a report from the manufacturer that a subsurface anomaly was found on a HPT rotor stage 2 disk. The NPRM proposed to require a USI of the HPT rotor stage 2 disk and, depending on the result of the inspection, replacement of the HPT rotor stage 2 disk with a part eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

#### Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA has considered the comments received. The Boeing Company, FedEx Express, United Airlines, and the Air Line Pilots Association, International, supported the NPRM.

#### Conclusion

The FAA reviewed the relevant data, considered the comments received, and