

# Rules and Regulations

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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 ENERGY

### 10 CFR Parts 429 and 431

[EERE-2017-BT-TP-0031]

RIN 1904-AE06

#### Energy Conservation Program: Test Procedure for Air-Cooled, Three-Phase, Small Commercial Package Air Conditioning and Heating Equipment With a Cooling Capacity of Less Than 65,000 Btu/h and Air-Cooled, Three-Phase, Variable Refrigerant Flow Air Conditioners and Heat Pumps With a Cooling Capacity of Less Than 65,000 Btu/h

##### Correction

In rule document 2022-26418, appearing on pages 77298 through 77328 in the issue of Friday, December 16, 2022, make the following correction:

##### Appendix F to Subpart F of Part 431 [Corrected]

■ On page 77327, in Appendix F to Subpart F of Part 431, in the first column, in amendatory instruction 13, the appendix head should read:

##### Appendix F to Subpart F of Part 431—Uniform Test Method for the Measurement of Energy Consumption of Air-Cooled, Three-Phase, Small Commercial Package Air Conditioning and Heating Equipment With a Cooling Capacity of Less Than 65,000 Btu/h and Air-Cooled, Three-Phase, Variable Refrigerant Flow Multi-Split Air Conditioners and Heat Pumps With a Cooling Capacity of Less Than 65,000 Btu/h

[FR Doc. C1-2022-26418 Filed 12-21-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2022-0978; Project Identifier AD-2022-00460-E; Amendment 39-22276; AD 2022-25-20]

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 certain General Electric Company (GE) GENx-1B and GENx-2B model turbofan engines. This AD was prompted by a manufacturer investigation that revealed that certain high-pressure turbine (HPT) stage 2 disks, forward seals, and stages 6-10 compressor rotor spools were manufactured from powder metal material suspected to contain iron inclusion. This AD requires replacement of the affected HPT stage 2 disks, forward seals, and stages 6-10 compressor rotor spools. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective January 26, 2023.

##### ADDRESSES:

*AD Docket:* You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA-2022-0978; 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:** Alexei Marqueen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7178; email: *Alexei.T.Marqueen@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 certain GENx-1B64, GENx-1B64/P1, GENx-1B64/P2, GENx-1B67, GENx-1B67/P1, GENx-1B67/P2, GENx-1B70, GENx-1B70/75/P1, GENx-1B70/75/P2, GENx-1B70/P1, GENx-1B70/P2, GENx-1B70C/P1, GENx-1B70C/P2, GENx-1B74/75/P1, GENx-1B74/75/P2, GENx-1B76/P2, GENx-1B76A/P2 (GENx-1B), GENx-2B67, GENx-2B67B, and GENx-2B67/P (GENx-2B) model turbofan engines. The NPRM published in the *Federal Register* on September 9, 2022 (87 FR 55328). The NPRM was prompted by a manufacturer investigation that revealed that certain HPT stage 2 disks, forward seals, and stages 6-10 compressor rotor spools were manufactured from powder metal material suspected to contain iron inclusion. Further investigation by the manufacturer determined that the iron inclusion is attributed to deficiencies in the manufacturing process. The investigation by the manufacturer also determined that certain GENx-1B and GENx-2B HPT stage 2 disks, forward seals, and stages 6-10 compressor rotor spools made from billets manufactured using the same process may have reduced material properties and a lower fatigue life capability due to iron inclusion, which may cause premature fracture and uncontained failure. In the NPRM, the FAA proposed to require replacement of certain HPT stage 2 disks, forward seals, and stages 6-10 compressor rotor spools with parts eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

##### Discussion of Final Airworthiness Directive

##### Comments

The FAA received comments from four commenters. The commenters were Air Line Pilots Association, International (ALPA), American Airlines, GE Aviation, and The Boeing Company (Boeing). ALPA, American Airlines, and Boeing supported the proposed AD without change. GE Aviation requested a change to the proposed AD. The following presents the comments received on the NPRM and the FAA's response to each comment.