

# 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 AGRICULTURE

### Food and Nutrition Service

#### 7 CFR Parts 210, 215, 220, 225, 226, and 235

[FNS–2016–0040]

RIN 0584–AE08

#### Child Nutrition Program Integrity

**AGENCY:** Food and Nutrition Service (FNS), U.S. Department of Agriculture (USDA).

**ACTION:** Final rule; correction.

**SUMMARY:** The Food and Nutrition Service is correcting a final rule that appeared in the **Federal Register** on August 23, 2023. The document implements statutory requirements and policy improvements to strengthen administrative oversight and operational performance of the Child Nutrition Programs.

**DATES:** Effective September 22, 2023.

**FOR FURTHER INFORMATION CONTACT:**

Megan Geiger, Senior Technical Advisor, Program Monitoring and Operational Support Division—4th floor, USDA Food and Nutrition Service, 1320 Braddock Place, Alexandria, VA 22314 or at [megan.geiger@usda.gov](mailto:megan.geiger@usda.gov).

**SUPPLEMENTARY INFORMATION:** In FR Doc. 2023–17992 appearing on page 57845 in the **Federal Register** of Wednesday, August 23, 2023, the following correction is made:

#### § 210.18 [Corrected]

- 1. On page 57845, in the second column, instruction b. for § 210.18, correct instruction b. to read as follows:
  - b. Revise paragraphs (c), (f), (g) introductory text, (h) introductory text, and (h)(1) introductory text;

**Cynthia Long,**

*Administrator, Food and Nutrition Service.*

[FR Doc. 2023–19878 Filed 9–15–23; 8:45 am]

**BILLING CODE 3410–30–P**

## NUCLEAR REGULATORY COMMISSION

### 10 CFR Part 72

[NRC–2023–0080]

RIN 3150–AK98

#### List of Approved Spent Fuel Storage Casks: NAC Multi-Purpose Canister (NAC–MPC) System, Certificate of Compliance No. 1025, Renewal of Initial Certificate and Amendment Numbers 1 Through 8

**AGENCY:** Nuclear Regulatory Commission.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** The U.S. Nuclear Regulatory Commission (NRC) is confirming the effective date of October 17, 2023, for the direct final rule that was published in the **Federal Register** on August 3, 2023. This direct final rule amended the spent fuel storage regulations by revising the NAC Multi-Purpose Canister (NAC–MPC) System listing within the “List of approved spent fuel storage casks” to renew, for 40 years, the initial certificate and Amendment Nos. 1 through 8 of Certificate of Compliance No. 1025. The renewal of the initial certificate and Amendment Nos. 1 through 8 revises the certificate of compliance’s conditions and technical specifications to address aging management activities related to the structures, systems, and components important to safety of the dry storage system to ensure that these will maintain their intended functions during the period of extended storage operations.

**DATES:** The effective date of October 17, 2023, for the direct final rule published August 3, 2023 (88 FR 51209), is confirmed.

**ADDRESSES:** Please refer to Docket ID NRC–2023–0080 when contacting the NRC about the availability of information for this action. You may obtain publicly available information related to this action by any of the following methods:

- *Federal Rulemaking Website:* Go to <https://www.regulations.gov> and search for Docket ID NRC–2023–0080. Address questions about NRC dockets to Dawn Forder; telephone: 301–415–3407; email: [Dawn.Forder@nrc.gov](mailto:Dawn.Forder@nrc.gov). For

technical questions, contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- *NRC’s Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly available documents online in the ADAMS Public Documents collection at <https://www.nrc.gov/reading-rm/adams.html>. To begin the search, select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1–800–397–4209, 301–415–4737, or by email to [PDR.Resource@nrc.gov](mailto:PDR.Resource@nrc.gov). The renewal of the certificate of compliance, the changes to the technical specifications, and the safety evaluation report can be viewed in ADAMS under Accession No. ML23255A244.

- *NRC’s PDR:* You may examine and purchase copies of public documents, by appointment, at the NRC’s PDR, Room P1 B35, One White Flint North, 11555 Rockville Pike, Maryland 20852. To make an appointment to visit the PDR, please send an email to [PDR.Resource@nrc.gov](mailto:PDR.Resource@nrc.gov) or call 1–800–397–4209 or 301–415–4737, between 8 a.m. and 4 p.m. eastern time (ET), Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:**

Andrew Carrera, Office of Nuclear Material Safety and Safeguards, U.S. Nuclear Regulatory Commission; telephone: 301–415–1078; email: [Andrew.Carrera@nrc.gov](mailto:Andrew.Carrera@nrc.gov).

**SUPPLEMENTARY INFORMATION:** On August 3, 2023 (88 FR 51209), the NRC published a direct final rule amending its regulations in part 72 of title 10 of the *Code of Federal Regulations* to revise the NAC–MPC System listing within the “List of approved spent fuel storage casks” to renew the initial certificate and Amendment Nos. 1 through 8 to Certificate of Compliance No. 1025. The renewal of the initial certificate and Amendment Nos. 1 through 8 for 40 years revises the certificate of compliance’s conditions and technical specifications to address aging management activities related to the structures, systems, and components important to safety of the dry storage system to ensure that these will maintain their intended functions during the period of extended storage operations. In the direct final rule, the

NRC stated that if no significant adverse comments were received, the direct final rule would become effective on October 17, 2023. The NRC did not receive any comments on the direct final rule. Therefore, this direct final rule will become effective as scheduled.

Dated: September 13, 2023.

For the Nuclear Regulatory Commission.

**Cindy K. Bladey,**

*Chief, Regulatory Analysis and Rulemaking Support Branch, Division of Rulemaking, Environmental, and Financial Support Office of Nuclear Material Safety and Safeguards.*

[FR Doc. 2023-20142 Filed 9-15-23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2023-0663; Project Identifier AD-2023-00020-E; Amendment 39-22534; AD 2023-17-08]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Company 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) Model GENx-1B and GENx-2B engines. This AD was prompted by a manufacturer investigation that revealed that certain stages 6-10 compressor rotor spools and forward seals were manufactured from powder metal material suspected to contain iron inclusion. This AD requires the replacement of the affected stages 6-10 compressor rotor spools and forward seals. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective October 23, 2023.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of October 23, 2023.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA-2023-0663; 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.

*Material Incorporated by Reference:*

- For GE service information identified in this final rule, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: *aviation.fleetsupport@ge.com*; website: *geaviation.com/support*.

- 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 (817) 222-5110. It is also available at *regulations.gov* by searching for and locating Docket No. FAA-2023-0663.

**FOR FURTHER INFORMATION CONTACT:**

Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; 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 GE Model GENx-1B64/P2, GENx-1B67/P2, GENx-1B70/75/P2, GENx-1B70/P2, GENx-1B70C/P2, GENx-1B74/75/P2, GENx-1B76/P2, GENx-1B76A/P2, and GENx-2B67/P engines. The NPRM published in the **Federal Register** on April 13, 2023 (88 FR 22383). The NPRM was prompted by a report from the manufacturer of the detection of iron inclusion in a high-pressure turbine stage 2 disk manufactured from the same powder metal material used to manufacture certain stages 6-10 compressor rotor spools and forward seals. A manufacturer investigation determined that the iron inclusion was introduced during the manufacturing process from raw material filtering screens that had degraded, and certain stages 6-10 compressor rotor spools and forward seals manufactured using the same process may have reduced material properties and a lower fatigue life capability due to the iron inclusion. Further investigation by the manufacturer identified additional degraded filtering screens which had the potential to increase the population of parts that were subjected to iron inclusion during manufacturing. As a result of its investigation, GE published service information that specifies procedures for the removal and

replacement of certain stages 6-10 compressor rotor spools and forward seals. In the NPRM, the FAA proposed to require removal of the affected stages 6-10 compressor rotor spools and forward seals and replacement with a part 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 three commenters. The commenters were the Airline Pilots Association, International (ALPA), American Airlines (AA), and United Airlines. AA requested changes to the NPRM. ALPA supported the NPRM without change. United Airlines reviewed the NPRM but did not include any additional comments. The following presents the comments received on the NPRM and the FAA's response to each comment.

**Request for Guidance on Thrust Limit**

AA requested that the FAA provide guidance on which thrust limit to apply for engines with multiple thrust ratings. AA also asked if the FAA's intention is to set the thrust limit based on the thrust rating at removal, or if the expectation is to apply the lowest limit that the engine operated under. AA noted that it has a spool operating where the proposed AD limit would be 6,200 cycles, but it previously operated at a higher thrust rating such that the limit was 1,000 cycles less.

The FAA agrees to clarify. The intention of the thrust limit is for operators to remove the affected stages 6-10 compressor rotor spool or affected forward seal from service at the next piece-part exposure, or no later than the cyclic thresholds listed in the applicable service bulletins that are incorporated by reference. The FAA notes that since multiple thrust ratings are listed in the service bulletins, the intent is to set the cyclic removal threshold based on the thrust rating that is applicable at the time the AD is issued, not at the lowest thrust rating that a part has ever operated under. The FAA did not change this AD as a result of this comment.

**Request To Update Service Bulletin Shorthand**

AA requested that the FAA add the revision levels to the shorthand reference of each service bulletin in paragraph (g) and (h) of this AD. AA noted that -1B operators do not have access to -2B bulletins, and vice versa, so -1B operators will not be notified if the -2B service bulletin is revised, and