

After consideration of all relevant material presented, including the information and recommendations submitted by the Committee and other available information, AMS has determined that this rule tends to effectuate the declared policy of the Act.

List of Subjects in 7 CFR Part 985

Marketing agreements, Oils and fats, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, the Agriculture Marketing Service amends 7 CFR part 985 as follows:

PART 985—MARKETING ORDER REGULATING THE HANDLING OF SPEARMINT OIL PRODUCED IN THE FAR WEST

- 1. The authority citation for part 985 continues to read as follows:

Authority: 7 U.S.C. 601–674.

- 2. Revise § 985.233 to read as follows:

§ 985.233 Salable quantities and allotment percentages—2023–2024 marketing year.

The salable quantity and allotment percentage for each class of spearmint oil during the marketing year beginning on June 1, 2023, shall be as follows:

(a) Class 1 (Scotch) oil—a salable quantity of 772,704 pounds and an allotment percentage of 34 percent.

(b) Class 3 (Native) oil—a salable quantity of 1,034,492 pounds and an allotment percentage of 40 percent.

- 3. Revise § 985.234 to read as follows:

§ 985.234 Salable quantities and allotment percentages—2024–2025 marketing year.

The salable quantity and allotment percentage for each class of spearmint oil during the marketing year beginning on June 1, 2024, shall be as follows:

(a) Class 1 (Scotch) oil—a salable quantity of 663,648 pounds and an allotment percentage of 29 percent.

(b) Class 3 (Native) oil—a salable quantity of 678,980 pounds and an allotment percentage of 26 percent.

§§ 985.235 through 985.238 [Removed]

- 4. Remove §§ 985.235 through 985.238.

Erin Morris,

Associate Administrator, Agricultural Marketing Service.

[FR Doc. 2024–11307 Filed 5–22–24; 8:45 am]

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DEPARTMENT OF AGRICULTURE

Rural Utilities Service

7 CFR Parts 1710, 1717, 1721, 1726, and 1730

[Docket No. RUS–23–ELECTRIC–0024]

RIN 0572–AC64

Revision to Electric Program Operating Policies and Procedures

AGENCY: Rural Utilities, U.S. Department of Agriculture (USDA).

ACTION: Final rule; confirmation.

SUMMARY: The Rural Utilities Service (RUS or Agency), an agency in the United States Department of Agriculture (USDA) Rural Development Mission area, published a final rule with comment in the **Federal Register** on March 11, 2024, to provide more flexibility for the RUS Electric Program borrowers to complete emergency repairs while maintaining the ability to receive RUS financing, to delete unnecessary and outdated requirements imposed on electric borrowers and applicants, and to provide flexibility in selecting construction procurement methods that better support applicant needs in awarding construction contracts. Through this action, RUS is confirming the final rule as it was published.

DATES: The final rule published March 11, 2024, at 89 FR 17271, is confirmed as of June 10, 2024.

FOR FURTHER INFORMATION CONTACT: Mark Bartholomew, Rural Utilities Service Electric Program, Rural Development, United States Department of Agriculture, 1400 Independence Avenue SW, STOP 1560, Washington, DC 20250; 704–544–4612 mark.bartholomew@usda.gov.

SUPPLEMENTARY INFORMATION: Rural Development is a mission area within the U.S. Department of Agriculture (USDA) comprising the Rural Utilities Service, Rural Housing Service, and Rural Business-Cooperative Service. Rural Development’s mission is to increase economic opportunity and improve the quality of life for all rural Americans. Rural Development meets its mission by providing loans, loan guarantees, grants, and technical assistance through numerous programs aimed at creating and improving housing, business, and infrastructure throughout rural America.

The RUS Electric Program provides funding to maintain, expand, upgrade, and modernize America’s rural electric infrastructure. The loans and loan

guarantees finance the construction or improvement of electric distribution, transmission, and generation facilities in rural areas. In an effort by the RUS Electric Program to administer its program in an efficient and effective manner while improving its customer service and experience, and in response to requests from the RUS Electric Program borrowers, the Electric Program undertook a systematic review of regulations and procedures in place to administer its program. In addition to this final rule, the Electric Program has completed three other streamlining efforts to date.

The final rule that published March 11, 2024 (89 FR 17271), included a 60-day comment period that ended on May 10, 2024. No comments pertaining to the final rule were received. The Agency confirms the final rule without change.

Andrew Berke,

Administrator, Rural Utilities Service.

[FR Doc. 2024–11349 Filed 5–22–24; 8:45 am]

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DEPARTMENT OF ENERGY

10 CFR Part 1021

[DOE–HQ–2023–0063]

RIN 1990–AA48

National Environmental Policy Act Implementing Procedures; Correction

AGENCY: Office of the General Counsel, Department of Energy.

ACTION: Final rule; correction.

SUMMARY: The U.S. Department of Energy (DOE or the Department) is correcting a final rule that was published in the **Federal Register** on April 30, 2024. The final rule revised National Environmental Policy Act (NEPA) implementing procedures (regulations). This document corrects an error in that final rule.

DATES: Effective May 30, 2024.

FOR FURTHER INFORMATION CONTACT: For information regarding DOE’s NEPA regulations, contact Ms. Carrie Abravanel, Deputy Director, Office of NEPA Policy and Compliance, at carrie.abravanel@hq.doe.gov or 202–586–4798.

SUPPLEMENTARY INFORMATION:

Background

DOE published a final rule in the **Federal Register** on April 30, 2024, revising NEPA implementing procedures to add a categorical exclusion for certain energy storage systems and revise categorical

exclusions for upgrading and rebuilding powerlines and for solar photovoltaic systems, as well as to make conforming changes to related sections of DOE's NEPA regulations. 89 FR 34074. These changes will help ensure that DOE conducts an appropriate and efficient environmental review of proposed projects that normally do not result in significant environmental impacts.

Correction

In FR Doc. 2024-09186 appearing on page 34093 in the **Federal Register** of Tuesday, April 30, 2024, the following correction is made:

Appendix B to Subpart D of Part 1021 [Corrected]

■ 1. On page 34093 in the second column, amendatory instruction 2.c., "Revising B5.1 and B5.16." is corrected to read "Revising paragraph (a) of B5.1 and B5.16".

Signing Authority

This document of the Department of Energy was signed on May 17, 2024, by Samuel T. Walsh, General Counsel, pursuant to delegated authority from the Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE **Federal Register** Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on May 17, 2024.

Treena V. Garrett,

Federal Register Liaison Officer, U.S. Department of Energy.

[FR Doc. 2024-11226 Filed 5-22-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2023-1652; Project Identifier MCAI-2022-01528-E; Amendment 39-22751; AD 2024-10-06]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding four airworthiness directives (ADs) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 engines. The superseded ADs required recalculating the cyclic life for certain engine life-limited rotating parts and replacing those parts that have exceeded their cyclic life limit within specified compliance times. Since the FAA issued those ADs, the manufacturer has revised the engine time limits manual (TLM), introducing new and more restrictive instructions. This AD requires revising the airworthiness limitations section (ALS) of the existing approved maintenance or inspection program, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 27, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of June 27, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2023-1652; 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 mandatory continuing airworthiness information (MCAI), 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 EASA service information, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu*; website: *easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

- 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* under Docket No. FAA-2023-1652.

FOR FURTHER INFORMATION CONTACT:

Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des

Moines, WA 98198; phone: (781) 238-7241; email: *sungmo.d.cho@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2003-17-15, Amendment 39-13290 (68 FR 51682, August 28, 2003) (AD 2003-17-15); AD 2013-19-17, Amendment 39-17599 (78 FR 61171, October 3, 2013; corrected November 14, 2013 (78 FR 68360)) (AD 2013-19-17); AD 2013-19-18, Amendment 39-17600 (78 FR 61168, October 3, 2013) (AD 2013-19-18); AD 2015-17-21, Amendment 39-18254 (80 FR 65925, October 28, 2015) (AD 2015-17-21); and AD 2016-03-04, Amendment 39-18391 (81 FR 6755, February 9, 2016) (AD 2016-03-04) for RRD Model RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 engines. The NPRM also affected AD 2004-19-04, Amendment 39-13798 (69 FR 56683, September 22, 2004; corrected September 30, 2004 (69 FR 58257)) (AD 2004-19-04) for Model RB211-22B, RB211-524, and RB211-535 series engines. Those ADs required recalculating the cyclic life for certain engine life-limited rotating parts, replacing those parts that have exceeded their cyclic life limit within specified compliance times, and revising the engine TLM. The FAA issued those ADs to prevent failure of critical life-limited rotating engine parts, which could result in uncontained parts release, uncontained engine failure, damage to the engine, and damage to the airplane.

The NPRM published in the **Federal Register** on August 4, 2023 (88 FR 51742). The NPRM was prompted by EASA AD 2022-0235, dated December 1, 2022 (EASA AD 2022-0235) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that the manufacturer published a revised engine TLM introducing new or more restrictive tasks and limitations. These new or more restrictive tasks and limitations include updating declared lives of certain critical parts.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2023-1652.

In the NPRM, the FAA proposed to retain none of the requirements of AD 2003-17-15, AD 2013-19-17, AD 2013-19-18, AD 2015-17-21, and AD 2016-03-04. The NPRM proposed to require revising the existing approved maintenance or inspection program, as applicable, to incorporate more restrictive airworthiness limitations, as specified in EASA AD 2022-0235. The