

Commission shall consider the petition and determine whether any immediate action is required. If the petition is granted, an appropriate order will be issued. Construction under the construction permit or combined license will not be affected by the granting of the petition unless the order is made immediately effective. Any change required by the Commission in response to the petition must meet the requirements of paragraph (a)(1) of this section.

* * * * *

(e) *Early site permit amendment.* The holder of an early site permit may not make changes to the early site permit, or the site safety analysis report, without prior Commission approval. The request for a change to the early site permit must be in the form of an application for a license amendment and must meet the requirements of 10 CFR 50.90 and 50.92.

* * * * *

■ 17. In § 52.54, revise and republish paragraph (c) to read as follows:

§ 52.54 Issuance of standard design certification.

* * * * *

(c) After the Commission has adopted a final design certification rule, the applicant shall not permit any individual to have access to, or any facility to possess, Restricted Data or classified National Security Information until the individual and/or facility has been approved for access under the provisions of 10 CFR parts 25 and/or 95, as applicable.

§ 52.91 [Amended]

■ 18. In § 52.91, amend paragraph (b) by removing the text “paragraph (a) of this section” and adding in its place the text “a limited work authorization issued under § 50.10 of this chapter”.

§ 52.103 [Amended]

■ 19. In § 52.103, amend paragraph (b)(2) by removing the word “that”.

■ 20. In § 52.110, revise and republish paragraphs (e), (f), and (h)(1) to read as follows:

§ 52.110 Termination of license.

* * * * *

(e) Licensees shall not perform any major decommissioning activities until 90 days after the NRC has received the licensee’s PSDAR submittal and until certifications of permanent cessation of operations and permanent removal of fuel from the reactor vessel, as required under § 52.110(a)(1), have been submitted.

(f) Licensees shall not perform any decommissioning activities, that—

(1) Foreclose release of the site for possible unrestricted use;

(2) Result in significant environmental impacts not previously reviewed; or

(3) Result in there no longer being reasonable assurance that adequate funds will be available for decommissioning.

* * * * *

(h)(1) Decommissioning trust funds may be used by licensees if—

(i) The withdrawals are for expenses for legitimate decommissioning activities consistent with the definition of decommissioning in § 52.1;

(ii) The expenditure would not reduce the value of the decommissioning trust below an amount necessary to place and maintain the reactor in a safe storage condition if unforeseen conditions or expenses arise; and

(iii) The withdrawals would not inhibit the ability of the licensee to complete funding of any shortfalls in the decommissioning trust needed to ensure the availability of funds to ultimately release the site and terminate the license.

* * * * *

■ 21. In § 52.158, revise and republish paragraph (a)(1)(i) to read as follows:

§ 52.158 Contents of application; additional technical information.

* * * * *

(a)(1) *Inspections, tests, analyses, and acceptance criteria (ITAAC).* The proposed inspections, tests, and analyses that the licensee who will be operating the reactor shall perform, and the acceptance criteria that are necessary and sufficient to provide reasonable assurance that, if the inspections, tests, and analyses are performed and the acceptance criteria met:

(i) The reactor has been manufactured in conformity with the manufacturing license, the provisions of the Act, and the Commission’s rules and regulations; and

(ii) The manufactured reactor will be operated in conformity with the approved design and any license authorizing operation of the manufactured reactor.

* * * * *

§ 52.177 [Amended]

■ 22. In § 52.177, amend paragraph (d) by removing the term “permit” and adding in its place the term “license”.

PART 54—REQUIREMENTS FOR RENEWAL OF OPERATING LICENSES FOR NUCLEAR POWER PLANTS

■ 23. The authority citation for part 54 continues to read as follows:

Authority: Atomic Energy Act of 1954, secs. 102, 103, 104, 161, 181, 182, 183, 186, 189, 223, 234 (42 U.S.C. 2132, 2133, 2134, 2136, 2137, 2201, 2231, 2232, 2233, 2236, 2239, 2273, 2282); Energy Reorganization Act of 1974, secs. 201, 202, 206 (42 U.S.C. 5841, 5842, 5846); 44 U.S.C. 3504 note.

Section 54.17 also issued under E.O. 12829, 58 FR 3479, 3 CFR, 1993 Comp., p. 570; E.O. 13526, 75 FR 707, 3 CFR, 2009 Comp., p. 298; E.O. 12968, 60 FR 40245, 3 CFR, 1995 Comp., p. 391.

§ 54.17 [Amended]

■ 24. In § 54.17, amend paragraph (f) by removing the term “other defense information” wherever it appears and adding in its place the term “classified National Security Information”.

Dated: July 8, 2024.

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. 2024–15234 Filed 7–15–24; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1990; Project Identifier AD–2023–00734–A; Amendment 39–22784; AD 2024–14–03]

RIN 2120–AA64

Airworthiness Directives; Various Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for various airplanes modified with a certain configuration of the Garmin GFC 500 Autopilot System installed per Supplemental Type Certificate (STC) No. SA01866WI. This AD was prompted by a report of an un-commanded automatic pitch trim runaway when the autopilot was first engaged. This AD requires updating the applicable Garmin GFC 500 Autopilot System software for your airplane and prohibits installing earlier versions of that software. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 20, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1990; 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:

Christopher Withers, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (316) 946-4190; email: christopher.d.withers@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 various airplanes modified with a certain configuration of the Garmin GFC 500 Autopilot System

installed per STC No. SA01866WI. The NPRM published in the **Federal Register** on October 10, 2023 (88 FR 69891). The NPRM was prompted by a report of an un-commanded automatic pitch trim runaway when the autopilot was first engaged. In the NPRM, the FAA proposed to require updating the applicable Garmin GFC 500 Autopilot System software for your airplane and prohibit installing earlier versions of that software.

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to various airplanes modified with a certain configuration of the Garmin GFC 500 Autopilot System installed per STC No. SA01866WI. The SNPRM published in the **Federal Register** on April 17, 2024 (89 FR 27398). The SNPRM was prompted by comments received on the NPRM. The SNPRM proposed to revise the applicability by removing certain airplane models and adding other airplane models, revised paragraph (e) of the proposed AD to clarify that certain hardware failures affected the primary pitch servo and added Note 1 to paragraph (g) of the proposed AD. The FAA is issuing this AD to address

autopilot software that does not properly handle certain hardware failures of the primary pitch servo. The unsafe condition, if not addressed, could result in un-commanded automatic pitch trim runaway and loss of control of the airplane.

Discussion of Final Airworthiness Directive

Comments

The FAA received one comment from the National Transportation Safety Board (NTSB). The NTSB supported the SNPRM without change.

Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. This AD is adopted as proposed in the SNPRM.

Costs of Compliance

The FAA estimates that this AD affects 5,900 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Update autopilot software	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$501,500

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2024-14-03 Various Airplanes:

Amendment 39-22784; Docket No. FAA-2023-1990; Project Identifier AD-2023-00734-A.

(a) Effective Date

This airworthiness directive (AD) is effective August 20, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all airplane models specified in Table 1 to paragraph (c) of this AD, certificated in any category, having a Garmin GFC 500 Autopilot System that

includes an optional GSA 28 pitch trim servo installed per Supplemental Type Certificate No. SA01866WI using Master Drawing List 005-01264-00, Revisions 1 through 76.

BILLING CODE 4910-13-P

Table 1 to Paragraph (c)—Applicable Airplane Models

Type certificate holder	Airplane model
Commander Aircraft Corporation	112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
DAHER AEROSPACE	TB 20 and TB 21
Mooney International Corporation	M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20M, M20R, and M20S
Piper Aircraft, Inc.	PA-24, PA-24-250, and PA-24-260
Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T
Piper Aircraft, Inc.	PA-30 and PA-39
Piper Aircraft, Inc.	PA-32-260, PA-32-300, PA-32-301, PA-32-301FT, PA-32-301T, PA-32-301XTC, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301 (HP), PA-32R-301 (SP), and PA-32R-301T
Textron Aviation Inc. (type certificate previously held by Beech Aircraft Corporation, Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation)	19A, B19, M19A, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, and C24R
Textron Aviation Inc. (type certificate previously held by Beech Aircraft Corporation, Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation)	C35, D35, E35, F35, and G35
Textron Aviation Inc. (type certificate previously held by Beech	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 36, A36, A36TC, B36TC, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B

Type certificate holder	Airplane model
Aircraft Corporation, Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation)	
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, and 172S
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	172RG, P172D, and R172K
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	FR172K
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	177B
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	177RG
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	F177RG
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, F182P, F182Q, FR182, R182, T182, T182T, and TR182
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	206H, P206C, P206D, P206E, T206H, TP206C, TP206D, TP206E, TU206C, TU206D, TU206E, TU206F, TU206G, U206C, U206D, U206E, U206F, and U206G
Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company)	210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, and T210N

(d) Subject

Joint Aircraft System Component (JASC)
Code 2210, Autopilot System.

(e) Unsafe Condition

This AD was prompted by a report of an un-commanded automatic pitch trim runaway when the autopilot was first engaged. The FAA is issuing this AD to address autopilot software that does not properly handle certain hardware failures of the primary pitch servo. The unsafe condition, if not addressed, could result in un-commanded automatic pitch trim runaway and loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Action

Within 12 months after the effective date of this AD, update the Garmin GFC 500 Autopilot System software applicable to your airplane to a version that is not 8.01 or earlier for the G5, not version 9.01 or earlier for the G3X Touch, and not version 2.59 or earlier for the GI 275.

Note 1 to paragraph (g): The software update can be done using Garmin Mandatory STC Service Bulletin 22123, Rev A, dated January 3, 2023. This AD also allows the installation of versions other than those listed in Garmin Mandatory STC Service Bulletin 22123, Rev A, dated January 3, 2023, provided those versions are not listed in paragraph (g) of this AD.

(h) Installation Prohibition

As of the effective date of this AD, do not install Garmin GFC 500 Autopilot System Software that is version 8.01 or earlier for the G5, version 9.01 or earlier for the G3X Touch, or version 2.59 or earlier for the GI 275, on any airplane.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Central Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Central Certification Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to wichita-cos@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Additional Information

(1) For more information about this AD, contact Christopher Withers, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (316) 946-4190; email: christopher.d.withers@faa.gov.

(2) For material identified in this AD that is not incorporated by reference, contact Garmin International, Attention: Garmin

Aviation Support, 1200 E 151st Street, Olathe, KS 66062; phone: (866) 739-5687; website: support.garmin.com/en-US/aviation/.

(k) Material Incorporated by Reference

None.

Issued on July 10, 2024.

James D. Foltz,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024-15529 Filed 7-15-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2024-0763; Project Identifier AD-2023-00924-E; Amendment 39-22785; AD 2024-14-04]

RIN 2120-AA64

Airworthiness Directives; International Aero Engines, LLC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all International Aero Engines, LLC (IAE LLC) Model PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127G1-JM, PW1127G1A-JM, PW1127G1B-JM, PW1127G-JM, PW1127GA-JM, PW1129G-JM, PW1130G-JM, PW1133G-JM, and PW1133GA-JM engines. This AD was prompted by an in-flight shutdown (IFSD) caused by the fracture of a low-pressure compressor (LPC) 1st-stage integrally bladed rotor (IBR-1). This AD requires removal and replacement of affected LPC key washers and affected LPC IBR-1 and installation of inlet guide vane (IGV) spacers. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 20, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2024-0763; 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:

Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7655; email: carol.nguyen@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 IAE LLC Model PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127G1-JM, PW1127G1A-JM, PW1127G1B-JM, PW1127G-JM, PW1127GA-JM, PW1129G-JM, PW1130G-JM, PW1133G-JM, and PW1133GA-JM engines. The NPRM published in the **Federal Register** on March 25, 2024 (89 FR 20551). The NPRM was prompted by an incident involving an Airbus Model A320neo airplane powered by IAE LLC Model PW1127G-JM engines that experienced an IFSD. A manufacturer investigation determined that the IFSD was caused by a fractured LPC IBR-1, which resulted from an aerodynamic excitation. The most likely cause of the aerodynamic excitation was a misaligned IGV located directly upstream of the IBR-1. As a result, Pratt & Whitney (PW) redesigned the LPC IGV arm assembly by adding a spacer to provide additional torque capability and to prevent a misaligned vane. PW also redesigned the IBR-1 to better withstand an aerodynamic excitation from a misaligned IGV. In the NPRM, the FAA proposed to require removal and replacement of affected LPC key washers and affected LPC IBR-1 and installation of LPC IGV spacers. 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 the Air Line Pilots Association, International (ALPA), All Nippon Airways CO., LTD. (ANA), Delta Air Lines, Inc (DAL), and Frontier Airlines (Frontier). ALPA supported the NPRM without change. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Update Paragraph (g)(1)

Frontier requested that the FAA update paragraph (g)(1) of the proposed AD to read as follows: "For engines that are pre-PW Service Bulletin (SB) PW1000G-C-72-00-0180-00A-930A-D, Issue No. 001, dated October 10, 2020 (PW SB PW1000G-C-72-00-0180-00A-