

5.B.(3) of CFM SB LEAP-1B-72-00-0394-01A-930A-D, Issue 002-00, before further flight, remove the unserviceable HPC stage 2 seal segments from service.

(3) If, during the inspections required by paragraphs (g)(1)(ii) and (iii) of this AD, the stage 3-4 blisk fails to meet the serviceability criteria specified in the Accomplishment Instructions, paragraph 5.B.(6) of CFM SB LEAP-1B-72-00-0394-01A-930A-D, Issue 002-00, before further flight:

(i) Remove the stage 3-4 blisk from service;

(ii) Remove all four HPC stage 2 seal segments from service; and

(iii) Replace the stage 3-4 blisk in accordance with the Accomplishment Instructions, paragraph 5.B.(7)(a) of CFM SB LEAP-1B-72-00-0394-01A-930A-D, Issue 002-00.

(4) If, during the actions required by paragraphs (g)(2) and (3) of this AD, the HPC stage 2 seal is removed, before further flight, replace the HPC stage 2 seal in accordance with the Accomplishment Instructions, paragraph 5.B.(7)(b) of CFM SB LEAP-1B-72-00-0394-01A-930A-D, Issue 002-00.

#### (h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520 Continued Operational Safety 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 AIR-520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (i) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@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.

#### (i) Additional Information

For more information about this AD, contact Mehdi Lamnyi, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7743; email: [mehdi.lamnyi@faa.gov](mailto:mehdi.lamnyi@faa.gov).

#### (j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) CFM International, S.A. Service Bulletin LEAP-1B-72-00-0394-01A-930A-D, Issue 002-00, dated January 23, 2024.

(ii) [Reserved]

(3) For CFM material identified in this AD, contact CFM International, S.A., GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432-3272; email: [aviation.fleet-support@ge.com](mailto:aviation.fleet-support@ge.com).

(4) You may view this material at 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.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on July 23, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024-16473 Filed 7-26-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-1899; Project Identifier MCAI-2023-01169-E]

RIN 2120-AA64

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

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2023-24-06, which applies to certain Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 1000 engines. AD 2023-24-06 requires revising the airworthiness limitation section (ALS) of the operator's existing approved engine maintenance or inspection program, as applicable, to incorporate new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts. Since the FAA issued AD 2023-24-06, the manufacturer revised the time limits manual (TLM) to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts, which prompted this AD. This proposed AD would require revisions to the ALS of the operator's existing approved engine maintenance or inspection program, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this NPRM by September 12, 2024.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to [regulations.gov](http://regulations.gov). Follow the instructions for submitting comments.

- **Fax:** (202) 493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-1899; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

**Material Incorporated by Reference:**

- For EASA material identified in this proposed AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

- You may view this material 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.

#### FOR FURTHER INFORMATION CONTACT:

Ethan Carlson, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 578-2291; email: [Ethan.M.Carlson@faa.gov](mailto:Ethan.M.Carlson@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2024-1899; Project Identifier MCAI-2023-01169-E" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments

received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

### Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Ethan Carlson, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

### Background

The FAA issued AD 2023–24–06, Amendment 39–22623 (88 FR 89290, December 27, 2023) (AD 2023–24–06), for certain RRD Model Trent 1000–AE3, Trent 1000–CE3, Trent 1000–D3, Trent 1000–G3, Trent 1000–H3, Trent 1000–J3, Trent 1000–K3, Trent 1000–L3, Trent 1000–M3, Trent 1000–N3, Trent 1000–P3, Trent 1000–Q3, and Trent 1000–R3 engines. AD 2023–24–06 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2023–0115, dated June 7, 2023 (EASA AD 2023–0115), to correct an unsafe condition identified as the manufacturer revising the engine TLM life limits of certain critical rotating parts and direct accumulation counting data files.

AD 2023–24–06 requires revisions to the ALS of the operator's existing approved engine maintenance or inspection program. The FAA issued AD 2023–24–06 to prevent the failure of critical rotating parts.

### Actions Since AD 2023–24–06 Was Issued

Since the FAA issued AD 2023–24–06, EASA superseded EASA AD 2023–0115 and issued EASA AD 2023–0195, dated November 9, 2023 (EASA AD 2023–0195) (also referred to as the MCAI). The MCAI states that the manufacturer published a revised TLM introducing new or more restrictive tasks and limitations. These new or more restrictive tasks and limitations include introducing a new low-pressure compressor blade part number (P/N) in the list of other mandatory inspections in Revision 27, changing the special tool from UT2100/4 to UT2100/5 in Revision 28, and introducing an overhaul limit for P/N KH28129 and P/N KH28131 standards of intermediate pressure compressor stages 1 and 2 rotor blades in Revision 29.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–1899.

### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2023–0195, which specifies instructions for accomplishing the actions specified in the applicable TLM, including performing maintenance tasks, replacing life-limited parts, and revising the existing approved maintenance or inspection program, as applicable, by incorporating the limitations, tasks, and associated thresholds and intervals described in the TLM. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

### FAA's Determination

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

### Proposed AD Requirements in This NPRM

This proposed AD would retain none of the requirements of AD 2023–24–06. This proposed AD would require

accomplishing the actions specified in the MCAI described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD and except as discussed under "Differences Between this Proposed AD and the MCAI."

### Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has since coordinated with other manufacturers and CAAs to use this process. As a result, the FAA proposes to incorporate by reference EASA AD 2023–0195 in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2023–0195 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in the EASA AD does not mean that operators need comply only with that section. For example, where the AD requirement refers to "all required actions within the compliance times," compliance with this AD requirement is not limited to the section titled "Required Action(s) and Compliance Time(s)" in EASA AD 2023–0195. Service information required by the EASA AD for compliance will be available at *regulations.gov* under Docket No. FAA–2024–1899 after the FAA final rule is published.

### Differences Between This Proposed AD and the MCAI

Where EASA AD 2023–0195 specifies revising the approved aircraft maintenance programme (AMP) within 12 months after the effective date of EASA AD 2023–0195, this proposed AD requires revising the ALS of the existing approved aircraft maintenance or inspection program, as applicable, within 30 days after the effective date of this AD.

### Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 2 engines installed on airplanes of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Revise the ALS .....	1 work-hours × \$85 per hour = \$85 .....	\$0	\$85	\$170

**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**

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:
  - a. Removing Airworthiness Directive 2023–24–06, Amendment 39–22623 (88 FR 89290, December 27, 2023); and
  - b. Adding the following new airworthiness directive:

**Rolls-Royce Deutschland Ltd & Co KG:**  
Docket No. FAA–2024–1899; Project Identifier MCAI–2023–01169–E.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by September 12, 2024.

**(b) Affected ADs**

This AD replaces AD 2023–24–06, Amendment 39–22623 (88 FR 89290, December 27, 2023).

**(c) Applicability**

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 1000–AE3, Trent 1000–CE3, Trent 1000–D3, Trent 1000–G3, Trent 1000–H3, Trent 1000–J3, Trent 1000–K3, Trent 1000–L3, Trent 1000–M3, Trent 1000–N3, Trent 1000–P3, Trent 1000–Q3, and Trent 1000–R3 engines.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

**(e) Unsafe Condition**

This AD was prompted by the manufacturer revising the engine time limits manual (TLM) required maintenance and inspections. The FAA is issuing this AD to prevent the failure of rotating parts. The unsafe condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2023–0195, dated November 9, 2023 (EASA AD 2023–0195).

**(h) Exceptions to EASA AD 2023–0195**

(1) Where EASA AD 2023–0195 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not require compliance with paragraph (1), (2), and (4) of EASA AD 2023–0195.

(3) Where paragraph (3) of EASA AD 2023–0195 specifies “Within 12 months after the effective date of this AD, revise the approved AMP,” replace that text with “Within 30 days after the effective date of this AD, revise the airworthiness limitation section (ALS) of the existing approved engine maintenance or inspection program, as applicable.”

(4) This AD does not adopt the “Remarks” paragraph of EASA AD 2023–0195.

**(i) Provisions for Alternative Actions and Intervals**

No alternative actions and associated thresholds and intervals, including life limits, are allowed for compliance with paragraph (g) of this AD unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2023–0195.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520 Continued Operational Safety 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, AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@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.

**(k) Additional Information**

For more information about this AD, contact Ethan Carlson, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 578–2291; email: [ethan.m.carlson@faa.gov](mailto:ethan.m.carlson@faa.gov).

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0195, dated November 9, 2023.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material at 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.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on July 23, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024-16517 Filed 7-26-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF EDUCATION

### 34 CFR Part 263

[Docket ID ED-2024-OESE-0008]

RIN 1810-AB70

#### Indian Education Discretionary Grant Programs; Professional Development Program

**AGENCY:** Office of Elementary and Secondary Education, Department of Education.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Secretary proposes to revise the regulations that govern the Professional Development program, Assistance Listing Number (ALN) number 84.299B, authorized under title VI of the Elementary and Secondary Education Act of 1965, as amended (ESEA), to establish priorities, requirements, and a definition for the program, including a priority for teacher retention projects.

**DATES:** We must receive your comments on or before August 28, 2024.

**ADDRESSES:** Comments must be submitted via the Federal eRulemaking Portal at [regulations.gov](http://regulations.gov). However, if you require an accommodation or cannot otherwise submit your comments via [regulations.gov](http://regulations.gov), please contact the program contact person listed under **FOR FURTHER INFORMATION CONTACT**. We will not accept comments submitted by fax or by email or those submitted after the comment period. To ensure that we do not receive duplicate copies, please submit your comments

only once. In addition, please include the Docket ID at the top of your comments.

• **Federal eRulemaking Portal:** Go to [regulations.gov](http://regulations.gov) to submit your comments electronically. Information on using [regulations.gov](http://regulations.gov), including instructions for accessing agency documents, submitting comments, and viewing the docket, is available on the site under “Help.”

• **Postal Mail, Commercial Delivery, or Hand Delivery:** The Department strongly encourages commenters to submit their comments electronically. However, if you mail or deliver your comments about these proposed regulations, address them to Donna Sabis-Burns, U.S. Department of Education, 400 Maryland Avenue SW, Room 4B-213, Washington, DC 20202-6335. Telephone: (202) 213-9014.

**Privacy Note:** The Department’s policy is to make all comments received from members of the public available for public viewing in their entirety on the Federal eRulemaking Portal at [regulations.gov](http://regulations.gov). Therefore, commenters should be careful to include in their comments only information that they wish to make publicly available.

**FOR FURTHER INFORMATION CONTACT:**

Donna Sabis-Burns, U.S. Department of Education, 400 Maryland Avenue SW, Room 4B-213, Washington, DC 20202-6335. Telephone: (202) 213-9014. Email: [donna.sabis-burns@ed.gov](mailto:donna.sabis-burns@ed.gov).

If you are deaf, hard of hearing, or have a speech disability and wish to access telecommunications relay services, please dial 7-1-1.

**SUPPLEMENTARY INFORMATION:**

**Invitation to Comment:** We invite you to submit comments regarding these proposed regulations. To ensure that your comments have maximum effect in developing the final regulations, we urge you to identify clearly the specific section or sections of the proposed regulations that each of your comments addresses and to arrange your comments in the same order as the proposed regulations.

We invite you to assist us in complying with the specific requirements of Executive Orders 12866, 13563, and 13771 and their overall requirement of reducing regulatory burden that might result from these proposed regulations. Please let us know of any further ways we could reduce potential costs or increase potential benefits while preserving the effective and efficient administration of the Department’s programs and activities.

During and after the comment period, you may inspect all public comments

about these proposed regulations by accessing [regulations.gov](http://regulations.gov). To inspect comments in person, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

**Assistance to Individuals with Disabilities in Reviewing the Rulemaking Record:** On request we will provide an appropriate accommodation or auxiliary aid to an individual with a disability who needs assistance to review the comments or other documents in the public rulemaking record for these proposed regulations. If you want to schedule an appointment for this type of accommodation or auxiliary aid, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

### Background

Every student deserves access to well-prepared, qualified, and supported educators who reflect the rich diversity of our nation. To support student success, the Department is committed to recruiting, preparing, and retaining a well-prepared educator workforce that is culturally and linguistically diverse. Well before the COVID-19 pandemic, low wages in the education profession, the cost of high quality educator preparation, inequitable funding practices, poor working conditions, and other factors contributed to a decline in new educators entering the field and high rates of educator attrition.<sup>1</sup> The COVID-19 pandemic exacerbated the shortage of education professionals in many communities.<sup>2</sup> The impact of these factors may be especially challenging in schools that serve a high proportion of Indian students, and they are all key challenges that Tribal leaders have reported during Tribal Consultation. In response, as part of its *Raise the Bar: Lead the World* initiative (<https://www.ed.gov/raisethebar/>), the Department is working with State educational agencies (SEAs), Tribal education agencies (TEAs), local

<sup>1</sup> Podolsky, A., Kini, T., Bishop, J., & Darling-Hammond, L. (2016). *Solving the Teacher Shortage: How to Attract and Retain Excellent Educators*. Learning Policy Institute. <https://doi.org/10.54300/262.960>; Prince, C.D. (2022). *Attracting Well-Qualified Teachers to Struggling Schools*. American Federation of Teachers. <https://www.aft.org/periodical/american-educator/winter-2002/attracting-well-qualified-teachers-struggling>; Walker, T. (2019). *Educators and Parents Reset the Class Size ‘Debate’*. National Education Association. <https://www.nea.org/advocating-for-change/new-from-nea/educators-and-parents-reset-class-size-debate>.

<sup>2</sup> U.S. Department of Education. (2023). *Raise the Bar Policy Brief: Eliminating Educator Shortages through Increased Compensation, High-Quality and Affordable Educator Preparation and Teacher Leadership*. <https://www.ed.gov/raisethebar/eliminating-educator-shortages-compensation-preparation-leadership>.