

(g)(1) or (2) of this AD, before further flight, do the actions identified in, and in accordance with paragraph III, Action Required, of Continental Mandatory Service Bulletin MSB23–01, Revision A, dated February 16, 2023 (MSB23–01A).

(1) Crankshaft assembly having a crankshaft serial number listed in Appendix 1 of MSB23–01A; or

(2) Crankshaft assembly that was repaired or installed on or after June 1, 2021, having a part number and crankshaft serial number listed in Appendix 2 of MSB23–01A.

(h) Exception to the Service Information

Where paragraph III.1.a. of MSB23–01A specifies actions for spare crankshaft assemblies, this AD does not require those actions.

(i) Parts Installation Prohibition

After the effective date of this AD, do not install on any engine a crankshaft assembly having a crankshaft serial number identified in Appendix 1 or Appendix 2 of MSB23–01A, unless the actions required by paragraph (g) of this AD have first been accomplished for that crankshaft assembly.

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Continental Mandatory Service Bulletin MSB23–01, dated February 13, 2023.

(k) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to only permit a one-time, non-revenue ferry flight to operate the aircraft to a location where the maintenance actions can be performed, provided that the engine first undergoes, or has undergone within the previous five flight hours, an oil change and filter/screen replacement that was accomplished by an appropriately rated mechanic or repair station, and any material found in the spent oil and oil filter pleats or oil screen has been evaluated to assess the engine's condition.

Note 1 to paragraph (k) of this AD:

Guidance for accomplishing the actions required by paragraph (k) of this AD can be found in Section 6–4.8.2 and Section 6–4.8.5.1 of Continental Aerospace Technologies Standard Practice Maintenance Manual, Revision 1, Change 3, dated January 6, 2023 (also known as M–0).

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO 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 certification office, send it to the attention of the person identified in paragraph (m)(1) of this AD.

(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.

(m) Related Information

(1) For more information about this AD, contact Nicholas Reid, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5650; email: nicholas.j.reid@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(4) and (5) of this AD.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on February 23, 2023 (88 FR 11383, February 23, 2023).

(i) Continental Aerospace Technologies, Inc. Mandatory Service Bulletin MSB23–01, Revision A, dated February 16, 2023.

(ii) [Reserved]

(4) For Continental service information identified in this AD, contact Continental Aerospace Technologies, Inc., 2039 South Broad Street, Mobile, AL 36615; phone: (251) 308–9100; email: MSB23Support@continental.aero; website: continental.aero.

(5) 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.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fr.inspection@nara.gov, or go to: www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 9, 2023.

Christina Underwood,

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

[FR Doc. 2023–05339 Filed 3–13–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 43, 65, and 147

[Docket No.: FAA–2021–0237; Amdt. No. 43–52A, 65–63A, 147–9A]

RIN 2120–AL67

Aviation Maintenance Technician Schools

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Interim final rule; reopening of comment period for regulatory impact analysis only.

SUMMARY: This action reopens the comment period for the regulatory evaluation associated with the FAA's interim final rule, *Aviation Maintenance Technician Schools*, which was published in the **Federal Register** on May 24, 2022. The regulatory evaluation associated with this rule was not posted to the docket prior to the close of the comment period. Therefore, the FAA is reopening the comment period to allow the public the opportunity to adequately analyze the full regulatory evaluation of the interim final rule. The FAA will accept comments on the regulatory evaluation only and not on the regulatory changes in the interim final rule.

DATES: The comment period for the interim final rule published on May 24, 2022 (87 FR 31391), closed on June 23, 2022, is reopened until April 14, 2023.

ADDRESSES: You may send comments identified by docket number FAA–2021–0237 using any of the following methods:

- **Federal eRulemaking Portal:** Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments,

without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or visit Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Tanya Glines, Aircraft Maintenance Division, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 380-5896; email Tanya.Glines@faa.gov.

SUPPLEMENTARY INFORMATION: See the “Additional Information” section for information on how to comment on this action and how the FAA will handle comments received. The “Additional Information” section also contains information on obtaining copies of related rulemaking documents.

Background

On December 27, 2020, Congress passed the Consolidated Appropriations Act (Pub. L. 116-260), which includes the Aircraft Certification, Safety, and Accountability Act (the “Act”). Section 135 of the Act, titled “Promoting Aviation Regulations for Technician Training,” directed the FAA to issue interim final regulations to establish requirements for issuing aviation maintenance technician school (AMTS) certificates and associated ratings and the general operating rules for the holders of those certificates and ratings in accordance with the requirements set forth within section 135.

On May 24, 2022, the FAA published the interim final rule (IFR), titled “Aviation Maintenance Technician Schools” (87 FR 31391). The comment period for this rulemaking closed on June 23, 2022. On July 26, 2022, the Office of Management and Budget (OMB) approved the collection under the existing information collection OMB Control Number 2120-0040. The rule became effective on September 21, 2022, except for amendatory instructions 6 and 9, which will become effective on August 1, 2023.

The regulatory evaluation (also referred to as the regulatory impact analysis) associated with this IFR was not posted to the docket before the close

of the comment period. To ensure that the public has the opportunity to provide comments specifically on the regulatory evaluation now posted in the docket (FAA-2021-0237), the FAA is reopening the comment period for 30 days to allow for the comments on the regulatory evaluation only. The FAA will not address comments on the substance of the IFR itself because the comment period for the IFR closed on June 23, 2022.

Accordingly, the comment period for the interim final rule is reopened only as it pertains to the regulatory evaluation that is now in the docket until April 14, 2023.

Additional Information

A. Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. The most helpful comments reference a specific portion of the regulatory evaluation, explain the reasons for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one time.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. The FAA will consider all comments it receives on or before the closing date for comments. The FAA will also consider comments filed late to the extent practicable. The IFR may be amended based on comments received.

B. Availability of the Regulatory Impact Analysis

An electronic copy of rulemaking documents may be obtained by using the internet—

1. Search the Federal eRulemaking Portal at www.regulations.gov;
2. Visit the FAA’s Regulations and Policies web page at www.faa.gov/regulations_policies/; or
3. Access the Government Printing Office’s web page at GovInfo.gov.

Copies may also be obtained by sending a request (identified by notice, amendment, or docket number of this rulemaking) to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9677.

Issued in Washington, DC, on March 10, 2023.

Brandon Roberts,

Executive Director, Office of Rulemaking.

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PENSION BENEFIT GUARANTY CORPORATION

29 CFR Part 4044

Allocation of Assets in Single-Employer Plans; Interest Assumptions for Valuing Benefits

AGENCY: Pension Benefit Guaranty Corporation.

ACTION: Final rule.

SUMMARY: This final rule amends the Pension Benefit Guaranty Corporation’s regulation on Allocation of Assets in Single-Employer Plans to prescribe interest assumptions under the asset allocation regulation for plans with valuation dates in the second quarter of 2023. These interest assumptions are used for valuing benefits under terminating single-employer plans and for other purposes.

DATES: Effective April 1, 2023.

FOR FURTHER INFORMATION CONTACT: Gregory Katz (katz.gregory@pbgc.gov), Attorney, Office of the General Counsel, Pension Benefit Guaranty Corporation, 445 12th Street SW, Washington, DC 20024-2101, 202-229-3829. If you are deaf or hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

SUPPLEMENTARY INFORMATION: PBGC’s regulation on Allocation of Assets in Single-Employer Plans (29 CFR part 4044) prescribes actuarial assumptions—including interest assumptions—for valuing benefits under terminating single-employer plans covered by title IV of the Employee Retirement Income Security Act of 1974 (ERISA). The interest assumptions in the regulation are also published on PBGC’s website (<https://www.pbgc.gov>).

PBGC uses the interest assumptions in appendix B to part 4044 (“Interest Rates Used to Value Benefits”) to determine the present value of annuities in an involuntary or distress termination of a single-employer plan under the asset allocation regulation. The assumptions are also used to determine the value of multiemployer plan benefits and certain assets when a plan terminates by mass withdrawal in accordance with PBGC’s regulation on Duties of Plan Sponsor Following Mass Withdrawal (29 CFR part 4281).