

reasonable alternatives to the proposed action, or irreversible or irretrievable commitments of environmental resources. The agency has not consulted with any other agencies in making this determination.

Executive Order 12866—Regulatory Planning and Review

Executive Order 12866 requires federal agencies submit significant regulatory actions to the Office of Management of Budget. This rule is not significant and will not have a significant impact on small entities. This rule streamlines debt collection and only adopts procedures allowed by statute.

III. Rulemaking Procedure

The Board is publishing this rule without a prior proposal because it is an adoption of existing, promulgated rules, and the Board does not anticipate any significant adverse public comments. This rule will become effective on October 10, 2023. However, if the Board receives a significant adverse comment by August 10, 2023, then the Board will publish a notice in the **Federal Register** withdrawing this rule and publishing the changes as a notice of proposed rulemaking. The Board will respond to the significant adverse comment(s) in that notice of proposed rulemaking and take an additional 30 days of comments before publishing any final rule. If no significant adverse comment is received, the Board will publish a confirmation of the effective date of this direct final rule.

A significant adverse comment is a comment where the commenter explains why the rule would be inappropriate, including challenges to the rule's underlying premise or approach, or would be ineffective or unacceptable without a change. A comment is adverse and significant if:

(1) The comment opposes the rule and provides a reason sufficient to require a substantive response in a notice-and-comment process. For example, a substantive response is required when:

(a) The comment causes the Board staff to reevaluate (or reconsider) its position or conduct additional analysis;

(b) The comment raises an issue serious enough to warrant a substantive response to clarify or complete the record; or

(c) The comment raises a relevant issue that was not previously addressed or considered by the Board;

(2) The comment proposes a change or an addition to the rule, and it is apparent that the rule would be ineffective or unacceptable without

incorporation of the change or addition; or

(3) The comment causes the Board to make a change (other than editorial) to the rule.

List of Subjects in 10 CFR Part 1709

Debts, Claims.

For the reasons described in the preamble, the Board amends title 10, Code of Federal Regulations, chapter XVII, by adding part 1709 to read as follows:

Chapter XVII Defense Nuclear Facilities Safety Board

PART 1709—DEBT COLLECTION PROCEDURES

Sec.

1709.101 Cross-reference to executive branch-wide debt collection regulations.

Authority: 31 U.S.C. 3716(b); 31 U.S.C. 3711(d)(2); 31 CFR parts 900 through 904.

§ 1709.101 Cross-reference to executive branch-wide debt collection regulations.

The Defense Nuclear Facilities Safety Board adopts the regulations at 31 CFR parts 900 through 904 governing the administrative collection, offset, compromise, and the suspension or termination of collection activity for debts or civil claims for money, funds or property owed to the United States government as defined by 31 U.S.C. 3701(b).

Dated: June 28, 2023.

Joyce Connery,
Chairperson.

[FR Doc. 2023–14150 Filed 7–10–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No.: FAA–2019–0218; Amdt. No. 25–151]

RIN 2120–AL15

High Elevation Airport Operations; Correction

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

ACTION: Final rule; correction.

SUMMARY: On June 15, 2023, the FAA published a final rule titled “High Elevation Airport Operations”. That document made amendments to certain airworthiness regulations applicable to cabin pressurization systems and oxygen dispensing equipment on

transport category airplanes, to facilitate certification of those airplanes, systems, and equipment for operation at high elevation airports, and inadvertently identified the Amendment No. as 25–148. The correct Amendment No. is 25–151. This document makes that correction.

DATES: Effective July 11, 2023.

FOR FURTHER INFORMATION CONTACT:

Robert Hettman, Aircraft Systems Section, AIR–623, Technical Innovation Policy Branch, Policy and Innovation Division, Aircraft Certification Service, Federal Aviation Administration, 2200 S 216th Street, Des Moines, Washington 98198; telephone and facsimile 206–231–3171; email robert.hettman@faa.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

A copy of the High Elevation Airport Operations final rule may be viewed online at <https://www.regulations.gov> using the docket number listed above. A copy of this correction will be placed in the same docket. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at <https://www.federalregister.gov> and the Government Publishing Office's website at <https://www.govinfo.gov>. A copy may also be found at the FAA's Regulations and Policies website at https://www.faa.gov/regulations_policies.

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

All documents the FAA considered in developing this correction, including economic analyses and technical reports, may be accessed in the electronic docket for this rulemaking.

Background

On June 15, 2023, the High Elevation Airport Operations final rule (RIN 2120–AL15) published in the **Federal Register** at 88 FR 39152. After publication, the FAA discovered that it inadvertently identified the Amendment No. for part 25 as 25–148. The correct Amendment No. is 25–151. This document makes that correction.

Correction

In FR Doc. 2023–12454, beginning on page 39152, in the **Federal Register** of

June 15, 2023, make the following correction in the header of the document. On page 39152, in the first column, in the header of the document, the listing of docket number and amendment no. is corrected to read as follows:

[Docket No.: FAA–2019–0218; Amdt. No. 25–151]

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2023–14576 Filed 7–10–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–0664; Project Identifier MCAI–2022–01527–E; Amendment 39–22483; AD 2023–12–24]

RIN 2120–AA64

Airworthiness Directives; GE Aviation Czech s.r.o. (Type Certificate Previously Held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all GE Aviation Czech s.r.o. (GEAC) (type certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) Model M601E–11AS, M601E–11S, H75–100, H80–100, and H85–100 engines. This AD is prompted by reports of multiple failures of the needle bearing installed in propeller governors having part numbers (P/Ns) P–W11–1 or P–W11–2, caused by self-generated debris from the needle bearing, which led to oil contamination. This AD requires replacement of the affected propeller governors with a redesigned propeller governor and prohibits installation of the affected propeller governors, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference (IBR). The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 15, 2023.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 15, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–0664; 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 service information identified in this final rule, 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 service information 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 service information at the FAA, call (817) 222–5110. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–0664.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7146; email: barbara.caufield@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 GEAC Model M601E–11AS, M601E–11S, H75–100, H80–100, and H85–100 engines. The NPRM published in the **Federal Register** on April 7, 2023 (88 FR 20784). The NPRM was prompted by EASA AD 2022–0234, dated December 1, 2022, issued by EASA, which is the Technical Agent for the Member States of the European Union (referred to after this as the MCAI). The MCAI states that there have

been reports of multiple needle bearing failures that affect propeller governors having P/Ns P–W11–1 and P–W11–2. Further investigation revealed that those failures were caused by self-generated debris from the needle bearing, which led to oil contamination.

In the NPRM, the FAA proposed to require accomplishing the actions specified in EASA AD 2022–0234, described previously, except for any differences or exceptions identified in the NPRM. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–0664.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

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 reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

Related Service Information Under 14 CFR Part 51

The FAA reviewed EASA AD 2022–0234, which specifies procedures for the replacement of propeller governors having P/Ns P–W11–1 and P–W11–2 with a redesigned propeller governor.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES**.

Costs of Compliance

The FAA estimates that this AD affects seven engines installed on airplanes of U.S. registry.

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