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DEPARTMENT OF AGRICULTURE

Food Safety and Inspection Service

9 CFR Part 590

[Docket No. FSIS–2005–0015]

RIN 0583–AC58

Egg Products Inspection Regulations; Correction

AGENCY: Food Safety and Inspection Service, Department of Agriculture (USDA).

ACTION: Correcting amendment.

SUMMARY: The Food Safety and Inspection Service (FSIS) is correcting

its regulations requiring official plants that process egg products (herein also referred to as “egg products plants” or “plants”) to develop and implement Hazard Analysis and Critical Control Point (HACCP) Systems and Sanitation Standard Operating Procedures (Sanitation SOPs) and to meet other sanitation requirements consistent with FSIS’ meat and poultry regulations.

DATES: This correction is effective November 3, 2021, except for amendatory instructions 3 and 5, which are effective October 31, 2022.

FOR FURTHER INFORMATION CONTACT:

Victoria Levine, Program Analyst, Office of Policy and Program Development by telephone at (202) 690–3184.

SUPPLEMENTARY INFORMATION: FSIS is making changes to the egg products inspection regulations because plants that have not already implemented HACCP will continue to need to meet the times and temperatures contained in Table 1 of 9 CFR 590.530 and the times and temperatures found in 9 CFR 590.536 until the HACCP regulations become effective on October 31, 2022.

List of Subjects in 9 CFR Part 590

Eggs and egg products, Exports, Food grades and standards, Food labeling, Imports, Reporting and recordkeeping requirements.

For the reasons set out in the preamble, 9 CFR part 590 is corrected by making the following correcting amendments:

PART 590—INSPECTION OF EGGS AND EGG PRODUCTS (EGG PRODUCTS INSPECTION ACT)

■ 1. The authority citation for part 590 continues to read as follows:

Authority: 21 U.S.C. 1031–1056; 7 CFR 2.18, 2.53.

■ 2. Add § 590.530 to read as follows:

§ 590.530 Liquid egg cooling.

(a) through (b) [Reserved]

(c) The cooling and temperature requirements for liquid egg products shall be as specified in Table 1 to this section.

TABLE 1 TO § 590.530—MINIMUM COOLING AND TEMPERATURE REQUIREMENTS FOR LIQUID EGG PRODUCTS

[Unpasteurized product temperature within 2 hours from time of breaking]

Product	Liquid (other than salt product) to be held 8 hours or less	Liquid (other than salt product) to be held in excess of 8 hours	Liquid salt product	Temperature within 2 hours after pasteurization	Temperature within 3 hours after stabilization
Whites (not to be stabilized).	55 °F or lower ...	45 °F or lower ...		45 °F or lower.	
Whites (to be stabilized).	70 °F or lower ...	55 °F or lower ...		55 °F or lower	(1).
All other product (except product with 10 percent or more salt added).	45 °F or lower ...	40 °F or lower ...		If to be held 8 hours or less 45 °F or lower. If to be held in excess of 8 hours, 40 °F or lower.	If to be held 8 hours or less, 45 °F or lower. If to be held in excess of 8 hours, 40 °F or lower.
Liquid egg product with 10 percent or more salt added.			If to be held 30 hours or less, 65 °F or lower. If to be held in excess of 30 hours, 45 °F or lower.	65 °F or lower ² .	

¹ Stabilized liquid whites shall be dried as soon as possible after removal of glucose. The storage of stabilized liquid whites shall be limited to that necessary to provide a continuous operation.

² The cooling process shall be continued to assure that any salt product to be held in excess of 24 hours is cooled and maintained at 45 °F or lower.

(d) Upon written request and under such conditions as may be prescribed by the National Supervisor, liquid cooling

and holding temperatures not otherwise provided for in this section may be approved.

(e) through (g) [Reserved]

§ 590.530 [Removed]

■ 3. Effective October 31, 2022, remove § 590.530.

§ 590.536 [Amended]

■ 4. Add § 590.536 to read as follows:

§ 590.536 Freezing operations.

(a) [Reserved]

(b)(1) Nonpasteurized egg products which are to be frozen shall be solidly frozen or reduced to a temperature of 10 °F or lower within 60 hours from time of breaking.

(2) Pasteurized egg products which are to be frozen shall be solidly frozen or reduced to a temperature of 10 °F or lower within 60 hours from time of pasteurization.

(3) The temperature of the products not solidly frozen shall be taken at the center of the container to determine compliance with this section.

(c) through (e) [Reserved]

§ 590.536 [Removed]

■ 5. Effective October 31, 2022, remove § 590.536.

Done at Washington, DC.

Theresa Nintemann,
Deputy Administrator.

[FR Doc. 2021-23703 Filed 11-2-21; 8:45 am]

BILLING CODE 3410-DM-P

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

[Docket No. FAA-2021-0836; Project Identifier MCAI-2020-01629-E; Amendment 39-21759; AD 2021-20-21]

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.) Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2018-16-10 which applied to certain GE Aviation Czech s.r.o. (GEAC) H80-200 model turboprop engines. AD 2018-16-10 required an adjustment of the engine push-pull control and replacement of the beta switch to prevent the propeller governor control from going to a negative thrust position. This AD requires an initial inspection and adjustment of the engine push-pull

control and replacement of the beta switch. This AD also requires inspection and adjustment of the engine push-pull control after any maintenance, repair or modification that affects the push-pull control and installation of an improved push-pull control. This AD also expands the applicability to include GEAC H85-200 model turboprop engines with Avia Propeller AV-725 propellers installed. This AD was prompted by an accident involving an Aircraft Industries (AI) L 410 UVP-E20 airplane caused by one propeller going to a negative thrust position during the landing approach. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 18, 2021.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of November 18, 2021.

The FAA must receive any comments on this AD by December 20, 2021.

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 <https://www.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.

For service information identified in this final rule, contact GE Aviation Czech s.r.o., Beranových 65, 199 02 Praha 9, Letňany, Czech Republic; phone: +420 222 538 111. 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 (781) 238-7759. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0836.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0836; 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 street address for the Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued AD 2018-16-10, Amendment 39-19350 (83 FR 43742, August 28, 2018) (AD 2018-16-10), for certain GE Aviation Czech H80-200 model turboprop engines. AD 2018-16-10 required replacement of the beta switch and adjustment of the engine push-pull control to prevent the propeller governor control from going to a negative thrust position. AD 2018-16-10 resulted from an accident involving an AI L 410 UVP-E20 airplane caused by one propeller going to a negative thrust position during the landing approach. The FAA issued AD 2018-16-10 to require engine modification to prevent asymmetric thrust. The unsafe condition, if not addressed, could result in failure of the beta switch, loss of engine thrust control, and reduced control of the airplane.

Actions Since AD 2018-16-10 Was Issued

Since the FAA issued AD 2018-16-10, the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2020-0143, dated June 25, 2020, to address an unsafe condition for the specified products. The MCAI states:

In 2017, a fatal accident was reported of an L 410 UVP-E20 aeroplane. The investigation determined that there was an annunciation of Beta mode on the right-hand engine, that the propeller went inadvertently beyond the fine pitch position and reached a negative thrust position, and that the pitch lock system did not intervene. The event occurred on approach at a speed and altitude which did not allow the flight crew to recover this control system malfunction.

This condition, if not corrected, could lead to reduced control or loss of control of the aeroplane.

To address this unsafe condition, GEAC issued the SB, providing inspection and modification instructions, and EASA issued AD 2018-0075 to require a one-time inspection and adjustment of the engine push-pull control and replacement of the beta switch with an improved part. Addressing the same unsafe condition at aeroplane level, EASA also issued AD 2018-0057, requiring modification of affected AI L 410 UVP-E20 and L 410 UVP-E20 CARGO aeroplanes, if equipped with H80-200