

Special Attention Service Bulletin 747–53–2460, Revision 2, dated December 22, 2010. This parts installation prohibition ends the parts installation prohibition specified in paragraph (o) of AD 2008–18–07, Amendment 39–15664 (73 FR 56960, October 1, 2008), for the airplanes identified in paragraph (c) of this AD.

#### (m) Exceptions to Service Information Specifications

Where Boeing Special Attention Service Bulletin 747–53–2460, Revision 2, dated December 22, 2010, specifies a post-repair detailed inspection in accordance with Table 9, this AD requires a detailed inspection in accordance with paragraph 3.B., Part 2, of Boeing Special Attention Service Bulletin 747–53–2460, Revision 2, dated December 22, 2010.

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

(1) The Manager, Seattle Aircraft Certification Office (ACO), 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 ACO, send it to the attention of the person identified in paragraph (o) of this AD. Information may be emailed to: [9-ANM-Seattle-ACO-AMOC-REQUESTS@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-REQUESTS@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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

#### (o) Related Information

For more information about this AD, contact Bill Ashforth, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6432; fax: 425–917–6590; email: [bill.ashforth@faa.gov](mailto:bill.ashforth@faa.gov).

#### (p) 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.

(i) Boeing Special Attention Service Bulletin 747–53–2460, Revision 2, dated December 22, 2010.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services

Management, P.O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet <https://www.myboeingfleet.com>.

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(5) 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, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 19, 2014.

**Suzanne Masterson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014–30132 Filed 12–23–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2013–0072; Directorate Identifier 2013–NE–04–AD; Amendment 39–18017; AD 2014–23–01]**

**RIN 2120–AA64**

#### Airworthiness Directives; Pratt & Whitney Division Turbofan Engines

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. That AD applies to all Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090–3 turbofan engine models with certain second-stage high-pressure turbine (HPT) air seals installed. The time required to perform the initial eddy current inspection (ECI) in the Compliance section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective on December 26, 2014. The effective date of AD 2014–23–01, Amendment 39–18017 (79 FR 69369, November 21, 2014) remains December 26, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 17, 2013 (78 FR 49111, August 13, 2013).

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the

Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, 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:** Jo-Ann Theriault, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7105; fax: 781–238–7199; email: [jo-ann.theriault@faa.gov](mailto:jo-ann.theriault@faa.gov).

**SUPPLEMENTARY INFORMATION:** AD 2014–23–01, Amendment 39–18017 (79 FR 69369, November 21, 2014), requires initial and repetitive inspections for cracks in second-stage HPT air seals, the removal of the mating hardware if the second-stage HPT air seal is found with a through-crack, and a mandatory terminating action for all PW PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090–3 turbofan engine models with certain second-stage HPT air seals installed.

As published, the time required to perform the initial ECI in the Compliance section is incorrect. AD 2014–23–01, paragraph (e)(2)(i), requires an initial ECI for cracks within 1,000 cycles-in-service after September 17, 2013, or before further flight, whichever occurs later. That compliance time is more restrictive than intended and will likely ground airplanes. The intent was to require an initial ECI for cracks before reaching 2,200 cycles since new, or within 1,000 cycles-in-service after September 17, 2013, or before further flight, whichever occurs later.

No other part of the preamble or regulatory information has been changed.

The effective date of AD 2014–23–01 remains December 26, 2014.

#### Correction of Regulatory Text

##### § 39.13 [Corrected]

■ 2. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2013–15–09, Amendment 39–17525 (78 FR 49111, August 13, 2013), and adding the following new AD:

##### 2014–23–01 Pratt & Whitney Division:

Amendment 39–18017; Docket No. FAA–2013–0072; Directorate Identifier 2013–NE–04–AD.

**(a) Effective Date**

This AD is effective December 26, 2014.

**(b) Affected ADs**

This AD supersedes AD 2013–15–09, Amendment 39–17525 (78 FR 49111, August 13, 2013).

**(c) Applicability**

This AD applies to all Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090–3 turbofan engine models with second-stage high-pressure turbine (HPT) air seal, part number (P/N) 54L041, 50L960, or 50L976, installed.

**(d) Unsafe Condition**

This AD was prompted by additional reports of cracking in the second-stage HPT air seal. We are issuing this AD to prevent failure of the second-stage HPT air seal, which could lead to uncontained engine failure and damage to the airplane.

**(e) Compliance**

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

(1) At the next piece-part exposure after the effective date of this AD, do the following:

(i) Remove from service second-stage HPT air seals, P/Ns 50L960, 50L976, and 54L041.

(ii) Perform a fluorescent-penetrant inspection (FPI) of the second-stage HPT air seal, P/N 54L041, for a through-crack in the front forward fillet radius.

(iii) If a through-crack in the front forward fillet radius is found, remove the first-stage HPT hub, second-stage HPT hub, and second-stage HPT blade retaining plate from service. Do not reinstall the first-stage HPT hub, second-stage HPT hub, or second-stage HPT blade retaining plate into any engine.

(2) For engines with second-stage HPT air seals, P/N 54L041, installed, perform initial and repetitive inspections for cracks on-wing until the part is removed from the engine as follows:

(i) Perform an initial eddy current inspection (ECI) for cracks before reaching 2,200 cycles since new, within 1,000 cycles-in-service after September 17, 2013, or before further flight, whichever occurs later.

(ii) Thereafter, repeat the ECI every 1,200 cycles since last inspection, or fewer, depending on the results of the inspection.

(iii) Use section 4.0 of the appendix of PW Alert Service Bulletin (ASB) No. PW4G–112–A72–330, Revision 2, dated July 11, 2013, to perform the inspection and use paragraph 8 of the Accomplishment Instructions of PW ASB No. PW4G–112–A72–330, Revision 2, dated July 11, 2013, to disposition the results of the inspection.

**(f) Installation Prohibition**

(1) After the effective date of this AD, do not install any second-stage HPT air seal, P/N 54L041, P/N 50L960, or P/N 50L976, into any engine.

(2) After the effective date of this AD, do not install any spare first-stage HPT hub, second-stage HPT hub, or second-stage HPT blade retaining plate that was previously mated in service to a second-stage HPT air

seal, P/N 54L041, that was found to have a through-crack in the front forward fillet radius, into any engine.

**(g) Definitions**

For the purpose of this AD:

(1) Piece-part exposure is when the second-stage HPT air seal is removed from the engine and fully disassembled.

(2) A through-crack is a crack that has propagated through the thickness of the part and can be seen on both the inner diameter and outer diameter of the front forward fillet radius.

**(h) Credit for Previous Actions**

(1) If you performed an ECI of the second-stage HPT air seal before the effective date of this AD, using PW ASB No. PW4G–112–A72–330, Revision 1, dated February 14, 2013, or an earlier version, you have met the requirements of paragraph (e)(2)(i) of this AD.

(2) If you performed an in-shop FPI of the second-stage HPT air seal before the effective date of this AD, you have met the requirements of paragraph (e)(2)(i) of this AD.

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

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: [ANE-AD-AMOC@faa.gov](mailto:ANE-AD-AMOC@faa.gov).

**(j) Related Information**

(1) For more information about this AD, contact Jo-Ann Theriault, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7105; fax: 781–238–7199; email: [jo-ann.theriault@faa.gov](mailto:jo-ann.theriault@faa.gov).

(2) PW Service Bulletin (SB) No. PW4G–112–72–332, Revision 3, dated June 25, 2014, which is not incorporated by reference in this AD, can be obtained from PW, using the contact information in paragraph (k)(3) of this AD. This SB provides guidance on how to replace the second-stage HPT air seal with an air seal that is more resistant to low cycle fatigue cracks.

**(k) 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 September 17, 2013 (78 FR 49111, August 13, 2013).

(i) Pratt & Whitney (PW) Alert Service Bulletin No. PW4G–112–A72–330, Revision 2, dated July 11, 2013.

(ii) Reserved.

(4) For PW service information identified in this AD, contact Pratt & Whitney Division, 400 Main St., East Hartford, CT 06108; phone: 860–565–8770; fax: 860–565–4503.

(5) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington,

MA. For information on the availability of this material at the FAA, call 781–238–7125.

(6) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on December 22, 2014.

**Colleen M. D'Alessandro,**

*Assistant Directorate Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2014–30283 Filed 12–23–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 172

[Docket No. FDA–2009–F–0303]

#### Food Additives Permitted for Direct Addition to Food for Human Consumption; Advantame

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule; response to objections.

**SUMMARY:** The Food and Drug Administration (FDA or we) is responding to objections we received on the final rule that amended the food additive regulations to provide for the safe use of advantame as a non-nutritive sweetener and flavor enhancer in foods generally, except in meat and poultry. After reviewing the objections to the final rule, we have concluded that they do not provide a basis for modifying or revoking the regulation. We are also confirming the effective date of May 21, 2014, for the final rule.

**DATES:** The effective date of the final rule published on May 21, 2014 (79 FR 29078), is confirmed: May 21, 2014.

**FOR FURTHER INFORMATION CONTACT:** Felicia M. Ellison, Center for Food Safety and Applied Nutrition (HFS–265), Food and Drug Administration, 5100 Paint Branch Pkwy., College Park, MD 20740–3835, 240–402–1264.

#### SUPPLEMENTARY INFORMATION:

#### I. Background

In the **Federal Register** of July 21, 2009 (74 FR 35871), we announced that a food additive petition (FAP 9A4778), had been filed by Ajinomoto Co., Inc., c/o Ajinomoto Corporate Services LLC, 1120 Connecticut Ave. NW., suite 1010, Washington, DC 20036. The petition