

TABLE II—Continued

Variety (1)	Minimum grade (2)	Minimum diameter (inches) (3)
Grapefruit, Seedless .....	U.S. No. 1 .....	3
Tangerines:		
Fallglo .....	U.S. No. 1 .....	2 <sup>9</sup> / <sub>16</sub>
Honey .....	Florida No. 1 .....	2 <sup>9</sup> / <sub>16</sub>
Sunburst .....	U.S. No. 1 .....	2 <sup>9</sup> / <sub>16</sub>
Tangelos .....	U.S. No. 1 .....	2 <sup>9</sup> / <sub>16</sub>

\* \* \* \* \*

Authority: 7 U.S.C. 601–674.

§ 944.106 Grapefruit import regulation.

**PART 944—FRUITS; IMPORT REGULATIONS**

■ 3. The authority citation for part 944 continues to read as follows:

■ 4. In § 944.106, revise the table in paragraph (a), paragraph (c), and the first sentence in paragraph (d) to read as follows:

(a) \* \* \*

Grapefruit classification (1)	Minimum grade (2)	Minimum diameter (inches) (3)
Grapefruit, seedless .....	U.S. No. 1 .....	3

\* \* \* \* \*

(c) Terms and tolerances pertaining to grade and size requirements, which are defined in the United States Standards for Grades of Florida Grapefruit (7 CFR 51.750–51.784), and in Marketing Order No. 905 (7 CFR 905.18 and 905.306(a) through (d)), shall be applicable herein.

(d) The Federal or Federal-State Inspection Service, Specialty Crops Program, Agricultural Marketing Service, United States Department of Agriculture, is designated as the governmental inspection service for certifying the grade, size, quality, and maturity of grapefruit imported into the United States. \* \* \*

\* \* \* \* \*

Dated: April 12, 2019.

**Bruce Summers,**  
Administrator, Agricultural Marketing Service.

[FR Doc. 2019–07801 Filed 4–17–19; 8:45 am]

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**NUCLEAR REGULATORY COMMISSION**

**10 CFR Part 72**

[NRC–2019–0030]

RIN 3150–AK28

**List of Approved Spent Fuel Storage Casks: Holtec International HI–STORM 100 Cask System, Certificate of Compliance No. 1014, Amendment No. 13**

**AGENCY:** Nuclear Regulatory Commission.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** The U.S. Nuclear Regulatory Commission (NRC) is confirming the effective date of May 13, 2019, for the direct final rule that was published in the **Federal Register** on February 26, 2019. The direct final rule amended the NRC’s spent fuel storage regulations by revising the Holtec International HI–STORM 100 Cask System listing within the “List of approved spent fuel storage casks” to include Amendment No. 13 to Certificate of Compliance No. 1014. Amendment No. 13 revises Appendix B of the technical specifications to update the initial uranium weight for the 16x16B and 16x16C assembly classes to match the value for 16x16A.

**DATES: Effective date:** The effective date of May 13, 2019, for the direct final rule published February 26, 2019 (84 FR 6055), is confirmed.

**ADDRESSES:** Please refer to Docket ID NRC–2019–0030 when contacting the NRC about the availability of information for this action. You may obtain publicly-available information related to this action by any of the following methods:

- *Federal Rulemaking Website:* Go to <http://www.regulations.gov> and search for Docket ID NRC–2019–0030. Address questions about NRC dockets to Carol Gallagher; telephone: 301–415–3463; email: [Carol.Gallagher@nrc.gov](mailto:Carol.Gallagher@nrc.gov). For technical questions, contact the individuals listed in the **FOR FURTHER INFORMATION CONTACT** section of this document.

- *NRC’s Agencywide Documents Access and Management System (ADAMS):* You may obtain publicly-available documents online in the ADAMS Public Documents collection at <http://www.nrc.gov/reading-rm/adams.html>. To begin the search, select “Begin Web-based ADAMS Search.” For problems with ADAMS, please contact the NRC’s Public Document Room (PDR) reference staff at 1–800–397–4209, 301–415–4737, or by email to [pdr.resource@nrc.gov](mailto:pdr.resource@nrc.gov). The proposed amendment to the certificate, the proposed changes to the technical specifications, and the

preliminary safety evaluation report are available in ADAMS under Accession No. ML18351A180. The final amendment to the certificate, final changes to the technical specifications, and final safety evaluation report can also be viewed in ADAMS under Accession No. ML19099A294.

- *NRC's PDR*: You may examine and purchase copies of public documents at the NRC's PDR, Room O1-F21, One White Flint North, 11555 Rockville Pike, Rockville, Maryland 20852.

**FOR FURTHER INFORMATION CONTACT:**

Christian Jacobs, Office of Nuclear Material Safety and Safeguards; telephone: 301-415-6825; email: [Christian.Jacobs@nrc.gov](mailto:Christian.Jacobs@nrc.gov) or Gregory R. Trussell, Office of Nuclear Material Safety and Safeguards; telephone: 301-415-6244; email: [Gregory.Trussell@nrc.gov](mailto:Gregory.Trussell@nrc.gov). Both are staff of the U.S. Nuclear Regulatory Commission, Washington, DC 20555-0001.

**SUPPLEMENTARY INFORMATION:** On February 26, 2019 (84 FR 6055), the NRC published a direct final rule amending its regulations in part 72 of title 10 of the *Code of Federal Regulations* to the HI-STORM 100 System listing within § 72.214, "List of approved spent fuel storage casks," to include Amendment No. 13 to Certificate of Compliance No. 1014. Amendment No. 13 revises Appendix B of the technical specifications to update the initial uranium weight for the 16x16B and 16x16C assembly classes to match the value for 16x16A.

In the direct final rule, the NRC stated that if no significant adverse comments were received, the direct final rule would become effective on May 13, 2019. As described more fully in the 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.

The NRC received one comment and has determined that it is not a significant adverse comment. The comment requested that small entities suffering from dishonor and long term endangerment inflicted by the Atomic Energy Act of 1954 be awarded relief immediately at fair market value. As this rulemaking only addressed changes to the technical specifications for dry shielded canisters used to store nuclear waste on-site, the NRC determined this comment to be out of scope of this direct final rule.

Because no significant adverse comments were received, this direct

final rule will become effective as scheduled.

Dated at Rockville, Maryland, this 10th day of April 2019.

For the Nuclear Regulatory Commission.

**Cindy K. Bladey,**

*Chief, Regulatory Analysis and Rulemaking Support Branch, Division of Rulemaking, Office of Nuclear Material Safety and Safeguards.*

[FR Doc. 2019-07835 Filed 4-17-19; 8:45 am]

**BILLING CODE 7590-01-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2018-0771; Product Identifier 2018-CE-029-AD; Amendment 39-19619; AD 2019-07-08]**

**RIN 2120-AA64**

**Airworthiness Directives; GA 8 Airvan (Pty) Ltd Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for GA 8 Airvan (Pty) Ltd Model GA8 and Model GA8-TC320 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as certain wing strut fittings manufactured with incorrect grain orientation, which has an unknown effect on fatigue related concerns. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective May 23, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of May 23, 2019.

**ADDRESSES:** You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0771; or in person at Docket Operations, 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 service information identified in this AD, contact GA 8 Airvan (Pty) Ltd,

c/o GippsAero Pty Ltd, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: + 61 03 5172 1200; fax: +61 03 5172 1201; email: [aircraft.techpubs@mahindraaerospace.com](mailto:aircraft.techpubs@mahindraaerospace.com). You may view this referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for Docket No. FAA-2018-0771.

**FOR FURTHER INFORMATION CONTACT:**

Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to GA 8 Airvan (Pty) Ltd Model GA8 and Model GA8-TC320 airplanes. The NPRM was published in the **Federal Register** on September 17, 2018 (83 FR 46900). The NPRM proposed to correct an unsafe condition for the specified products and was based on mandatory continuing airworthiness information (MCAI) originated by the Civil Aviation Safety Authority (CASA), which is the aviation authority of the Commonwealth of Australia. The MCAI states:

Amendment 1 of this [CASA] AD is issued to amend the replacement times as Service Bulletin GA8-2017-174 Issue 2 changed the mandatory replacement times for part number GA8-570026-035 strut from 6000 hours time in service or 3 calendar years to 9000 hours time in service or 5 calendar years, whichever occurs first.

A manufacturing quality escape has resulted in wing strut fittings in the effective serial number range to be manufactured with incorrect grain orientation. The fatigue implications of the incorrect grain are not well understood. Therefore, CASA has mandated a conservative factored fatigue life limit based on the known fleet data of the affected aircraft. CASA will continue to gather data for the purposes of managing the fleet removal of these fittings from service.

The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2018-0771-0002>.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or