

Estimated Number of Responses per Respondent: 13.78.

Estimated Total Annual Burden on Respondents: 252,432.64 hours. See the

table below for estimated total annual burden for each type of respondent.

STATE AGENCIES

CFR	Action	Number of respondents	Frequency per respondent	Total annual responses	Burden hours per response	Total burden hours	Previous submission total hours	Difference due to program changes	Difference due to adjustments
272.2 .....	Program Activity Statement (FNS 366B).	53	4	212	15	3,180	950.29	2,229.71	0.00
272.16 .....	NDNH—Applicant/Recipient Screening.	53	1	9,158,240	0.017	155,690.08	0.00	155,690.08	0.00
272.16 .....	NDNH—Verification of Match	53	1	1,237,600	0.03	37,128	0.00	37,128.00	0.00
272.16 .....	NDNH—Notice of Adverse Action or Notice of Denial.	53	1	495,040	0.03	14,851.20	0.00	14,851.20	0.00
Total ..	.....	53	.....	10,891,092	0.019359792	210,849.28	950.29	209,898.99	0.00

HOUSEHOLDS

CFR	Action	Number of respondents	Frequency per respondent	Total annual responses	Burden hours per response	Total burden hours	Previous submission total hours	Difference due to program changes	Difference due to adjustments
272.16 .....	NDNH—Request for Contact	891,072	1	891,072	0.03	26,732.16	0.00	26,732.16	0.00
272.16 .....	NDNH—Notice of Adverse Action or Notice of Denial.	495,040	1	495,040	0.03	14,851.20	0.00	14,851.20	0.00
Total ..	.....	891,072	.....	1,386,112	0.03	41,583.36	0.00	41,583.36	0.00

E-Government Act Compliance

The Department is committed to complying with the E-Government Act of 2002 to promote the use of the Internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

List of Subjects in 7 CFR Part 272

Civil rights, Supplemental Nutrition Assistance Program, Grant programs—social programs, Reporting and recordkeeping requirements.

Accordingly, 7 CFR part 272 is amended as follows:

PART 272—REQUIREMENTS FOR PARTICIPATING STATE AGENCIES

■ 1. The authority citation for part 272 continues to read as follows:

Authority: 7 U.S.C. 2011–2036.

■ 2. In § 272.2, revise paragraphs (c)(1)(ii) and (e)(2)(ii) to read as follows:

§ 272.2 Plan of operation.

\* \* \* \* \*

(c) \* \* \*

(1) \* \* \*

(ii) The Program Activity Statement, to be submitted quarterly (unless otherwise directed by FNS), solicits a summary of Program activity for the State agency’s operations during the preceding reporting period.

\* \* \* \* \*

(e) \* \* \*

(2) \* \* \*  
 (ii) The Program Activity Statement shall be submitted quarterly (unless otherwise directed by FNS) based on the Federal fiscal year.

\* \* \* \* \*

■ 3. Add § 272.16 to read as follows:

§ 272.16 National Directory of New Hires.

(a) General. Each State agency shall establish a system to verify applicant employment data for the determination of SNAP eligibility and correct benefit amount.

(b) Data source. States shall use the U.S. Department of Health and Human Service (HHS) National Directory of New Hires (NDNH) and enter into a computer matching agreement with HHS pursuant to the authority in 42 U.S.C. 653(j)(10).

(c) Use of match data. In accordance with the procedural requirements and privacy protections required for computer data matching at 5 U.S.C. 552a(p), States shall provide a system for:

(1) Comparing identifiable information about each adult household member against data from the NDNH. States must, at minimum, match household members against new hire data available in the database. States shall make the comparison of matched data at the time of application and recertification.

(2) The reporting of instances where there is a match;

(3) The independent verification of match hits to determine their accuracy;

(4) Notice to the household of match results;

(5) An opportunity for the household to respond to the match prior to an adverse action to deny, reduce, or terminate benefits; and

(6) The establishment and collection of claims as appropriate.

Dated: January 14, 2016.

Audrey Rowe,

Administrator, Food and Nutrition Service.

[FR Doc. 2016-01402 Filed 1-25-16; 8:45 am]

BILLING CODE 3410-30-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2015-1281; Directorate Identifier 2014-NM-241-AD; Amendment 39-18346; AD 2015-25-08]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

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 The Boeing Company Model 777 airplanes. Paragraph (i)(4) of the regulatory text contains a reference to a nonexistent paragraph. This

document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective January 28, 2016.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 28, 2016 (80 FR 80234, December 24, 2015).

**ADDRESSES:** For service information identified in this final rule, 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>. You may view this referenced service information at the 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. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1281.

#### *Examining the AD Docket*

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 Docket 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:** Eric Lin, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6412; fax: 425-917-6590; email: [Eric.Lin@faa.gov](mailto:Eric.Lin@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

Airworthiness Directive 2015-25-08, Amendment 39-18346 (80 FR 80234, December 24, 2015), currently requires repetitive inspections for any crack in the aft webs of the radial lap splices of the aft pressure bulkhead, and, if necessary, corrective actions, for all The Boeing Company Model 777 airplanes.

#### **Need for the Correction**

As published, paragraph (i)(4) of the regulatory text contains a reference to a nonexistent paragraph. Paragraph (i)(4) of the AD incorrectly references

paragraph "(l)(4)(ii)"; however, the correct reference is paragraph "(i)(4)(ii)."

#### **Related Service Information Under 1 CFR Part 51**

We reviewed Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014. This service information describes procedures for inspections of the lap splices in the web of the aft pressure bulkhead for cracking, and corrective actions. 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 the **ADDRESSES** section.

#### **Correction of Publication**

This document corrects an error and correctly adds the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). Although no other part of the preamble or regulatory information has been corrected, we are publishing the entire rule in the **Federal Register**.

The effective date of this AD remains January 28, 2016.

Since this action only corrects a paragraph reference, it has no adverse economic impact and imposes no additional burden on any person. Therefore, we have determined that notice and public procedures are unnecessary.

#### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### **Adoption of the Correction**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### **PART 39—AIRWORTHINESS DIRECTIVES**

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Corrected]**

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2015-25-08 The Boeing Company:**  
Amendment 39-18346; Docket No. FAA-2015-1281; Directorate Identifier 2014-NM-241-AD.

#### **(a) Effective Date**

This AD becomes effective on January 28, 2016.

#### **(b) Affected ADs**

None.

#### **(c) Applicability**

This AD applies to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category.

#### **(d) Subject**

Air Transport Association (ATA) of America Code 53, Fuselage.

#### **(e) Unsafe Condition**

This AD was prompted by an evaluation by the design approval holder indicating that the lap splices of the aft pressure bulkhead webs are subject to widespread fatigue damage on aging Model 777 airplanes that have accumulated at least 38,000 total flight cycles. We are issuing this AD to detect and correct fatigue cracking in the aft webs of the radial lap splices of the aft pressure bulkhead; such cracking could result in reduced structural integrity of the airplane, decompression of the cabin, and collapse of the floor structure.

#### **(f) Compliance**

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

#### **(g) Inspection of Lap Splice in the Web of the Aft Pressure Bulkhead**

Except as required by paragraph (h) of this AD: At the times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014, do a medium frequency eddy current inspection for any cracking in the aft webs of the radial lap splices of the aft pressure bulkhead, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014. Repeat the inspection thereafter at intervals not to exceed 8,400 flight cycles from the previous inspection. If any crack is found during any inspection required by this AD, do the applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014. If a corrective action described in Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014, specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

#### **(h) Exception to Service Information Specifications**

Where Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

#### **(i) 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 (j) 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, modification, or alteration 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. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane and the approval must specifically refer to this AD.

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(4)(i) and (i)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (j) Related Information

For more information about this AD, contact Eric Lin, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6412; fax: 425-917-6590; email: [Eric.Lin@faa.gov](mailto:Eric.Lin@faa.gov).

#### (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 January 28, 2016 (80 FR 80234, December 24, 2015).

(i) Boeing Alert Service Bulletin 777-53A0078, dated December 5, 2014.

(ii) Reserved.

(4) 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>.

(5) 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.

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

Issued in Renton, Washington, on January 19, 2016.

**Michael Kaszycki,**

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

[FR Doc. 2016-01441 Filed 1-25-16; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2015-3585; Directorate Identifier 2015-NE-22-AD; Amendment 39-18384; AD 2015-28-01]

RIN 2120-AA64

#### Airworthiness Directives; Engine Alliance Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Engine Alliance (EA) GP7270 turbofan engines. This AD was prompted by the manufacturer informing us that the inspection criteria and repair procedures in the maintenance manual for aft bolt holes of the high-pressure compressor (HPC) cone shaft on the affected engines is incorrect. This AD requires inspection of the HPC cone shaft and repair of affected parts, if needed. We are issuing this AD to prevent failure of the HPC cone shaft, which could lead to uncontained engine failure and damage to the airplane.

**DATES:** This AD is effective March 1, 2016.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 1, 2016.

**ADDRESSES:** For service information identified in this AD, contact Engine Alliance, 400 Main St., East Hartford, CT 06108, M/S 169-10, phone: 800-565-0140; email: [help24@pw.utc.com](mailto:help24@pw.utc.com); Internet: [sp.engineallianceportal.com](http://sp.engineallianceportal.com). You may view this service information at the FAA, Engine & Propeller Directorate, 1200 District Avenue,

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

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3585; 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:** Kyle Gustafson, Aerospace Engineer, Engine & Propeller Directorate, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7183; fax: 781-238-7199; email: [kyle.gustafson@faa.gov](mailto:kyle.gustafson@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 certain EA GP7270 turbofan engines. The NPRM published in the **Federal Register** on October 1, 2015 (80 FR 59081). The NPRM was prompted by the manufacturer informing us that the inspection criteria and repair procedures in the maintenance manual for aft bolt holes of the HPC cone shaft, also referred to as the "HPC forward stubshaft," for the affected engines is incorrect. The NPRM proposed to require inspection of the HPC cone shaft and repair of affected parts, if needed. We are issuing this AD to prevent failure of the HPC cone shaft, which could lead to uncontained engine failure and damage to the airplane.

#### Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM (80 FR 59081, October 1, 2015) and the FAA's response to each comment.

#### Request To Add Engine Models

EA requested that we expand the applicability to include the GP7272 and GP7277 engine models.

We disagree. There are no GP7272 or GP7277 engines in service nor have any been delivered. New engines would be delivered with corrected service