

Requirements Bulletin 777-47A0007 RB, dated November 21, 2023.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel.

(e) Unsafe Condition

This AD was prompted by a determination that the nitrogen enriched air distribution system (NEADS) cover plate assembly attached to vent stringer No. 15 in the center wing tank was installed without a designed electrical bond. The FAA is issuing this AD to address the accumulation of electrostatic charge in the cover plate assembly and float valve assembly during airplane refueling, which could lead to electrostatic discharge to the surrounding structure. The unsafe condition, if not addressed, could result in an ignition source inside the fuel tank and subsequent fire or explosion.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 777-47A0007, dated November 21, 2023, which is referred to in Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023.

(h) Exceptions to Service Information Specifications

(1) Where the "Effectivity" paragraph and Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023, refer to the original issue date of Requirements Bulletin 777-47A0007 RB, this AD requires using the effective date of this AD.

(2) Where the compliance time for "ACTION 3: Incorporate Maintenance Planning Data (MPD)," in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023, refers to before further flight after accomplishing ACTION 1 and ACTION 2, this AD requires incorporating the MPD within 60 days after the effective date of this AD.

(i) No Alternative Actions, Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used unless the actions, intervals, and CDCCLs are approved

as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520, Continued Operational Safety Branch, 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, 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.

(k) Related Information

(1) For more information about this AD, contact Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone: 562-627-5374; email: Anthony.D.Decaro@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(3) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 777-47A0007 RB, dated November 21, 2023.

(ii) [Reserved]

(3) For this material, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on September 5, 2024.

Peter A. White,

Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2024-20390 Filed 9-9-24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 61

[Docket No. FAA-2022-1463; Amdt. Nos. 61-153A]

RIN 2120-AL74

Airman Certification Standards and Practical Test Standards for Airmen; Incorporation by Reference; Correction

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

ACTION: Correcting amendment.

SUMMARY: On April 1, 2024, the Federal Aviation Administration (FAA) published a final rule in the **Federal Register** to incorporate certain Airman Certification Standards and Practical Test Standards by reference into the certification requirements for pilots, flight instructors, flight engineers, aircraft dispatchers, and parachute riggers. That final rule incorrectly set forth certain regulatory text that includes duplicative requirements. This correction remedies the error. This correction does not make any substantive revisions to the regulations.

DATES: Effective September 10, 2024.

FOR FURTHER INFORMATION CONTACT: James Ciccone, Training and Certification Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-1100; email ACSPTSinquiries@faa.gov.

SUPPLEMENTARY INFORMATION: On April 1, 2024, the "Airman Certification Standards and Practical Test Standards for Airmen; Incorporation by Reference" final rule published in the **Federal Register**, effective on May 31, 2024.¹ That final rule adopted several amendments to parts 61, 63, and 65 of title 14 of the Code of Federal Regulations (14 CFR) by incorporating by reference (IBR) certain Airman Certification Standards (ACS) and Practical Test Standards (PTS), which serve as the testing standards for airman certificates and rating practical tests and proficiency checks. The final rule

¹ 89 FR 22482, corrected at 89 FR 29252.

inadvertently and incorrectly set forth certain regulatory text in 14 CFR part 61 that the FAA did not intend to include. Specifically, the FAA adopted the requirement for instrument proficiency checks (IPC) under § 61.57(d) to consist of the areas of operation (AOO) contained in the applicable ACS, as appropriate to the rating held, intending to remove the list of AOOs set forth in § 61.57(d)(1)(i) through (vi).² As discussed in the final rule, the applicable ACS sets forth the AOOs to be included in the IPC with an accompanying task table in the appendix.

The preamble to both the NPRM and the final rule clearly communicated that the final rule intended to remove § 61.57(d)(1)(i) through (vi) (*i.e.*, the AOOs) because the ACS incorporated by reference would set forth the AOOs in the appendix task table.³ However, the amendatory instructions to the final rule inadvertently maintained § 61.57(d)(1)(i) through (vi), which duplicates the AOO tasking table in the applicable ACS, as incorporated by reference. This correction remedies that error by removing those paragraphs.

List of Subjects in 14 CFR Part 61

Aircraft, Airmen, Aviation safety, Recreation and recreation areas, Reporting and recordkeeping requirements, Security measures, Teachers.

Accordingly, 14 CFR part 61 is corrected by making the following correcting amendment:

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

- 1. The authority citation for part 61 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44703, 44707, 44709–44711, 44729, 44903, 45102–45103, 45301–45302; Sec. 2307 Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); and sec. 318, Pub. L. 115–254, 132 Stat. 3186 (49 U.S.C. 44703 note).

§ 61.57 [Amended]

- 2. Amend § 61.57 by removing paragraphs (d)(1)(i) through (vi).

² The AOOs include: air traffic control clearances and procedures; flight by reference to instruments; navigation systems; instrument approach procedures; emergency operations; and postflight procedures.

³ See 89 FR 22496, stating that the FAA simply proposed to remove the specific AOOs from the regulation itself and, instead, provide a table within the applicable ACS in the appendix with the specific AOOs and tasks to be tested. See also 87 FR 75963.

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. 2024–20216 Filed 9–9–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–1119; Airspace Docket No. 24–ACE–2]

RIN 2120–AA66

Amendment of Class E Airspace; Beloit, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace at Beloit, KS. This action is the result of an airspace review conducted due to the decommissioning of the Mankato very high frequency omnidirectional range (VOR) as part of the VOR Minimum Operating Network (MON) Program. The geographic coordinates of the airport are also being updated to coincide with the FAA's aeronautical database. This action brings the airspace into compliance with FAA orders to support instrument flight rule (IFR) operations.

DATES: Effective 0901 UTC, December 26, 2024. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation

Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class E airspace extending upward from 700 feet above the surface at Moritz Memorial Airport, Beloit, KS, to support IFR operations at this airport.

History

The FAA published an NPRM for Docket No. FAA–2024–1119 in the **Federal Register** (89 FR 35027; May 1, 2024) proposing to amend the Class E airspace at Beloit, KS. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to 14 CFR part 71 modifies the Class E airspace extending upward from 700 feet above the surface to within a 7-mile (increased from a 6.5-mile) radius of Moritz Memorial Airport, Beloit, KS; corrects the state associated with the airport from IA to KS; and updates the geographic