

TABLE 2 TO PARAGRAPH (b)(3)—IM-
PORT ASSESSMENT TABLE—Contin-
ued

[Raw cotton fiber]

HTS No.	Conv. factor.	Cents/kg.
6302217040	1.1073	1.4668
6302217050	1.1073	1.4668
6302219010	0.7751	1.0267
6302219020	0.7751	1.0267
6302219030	0.7751	1.0267
6302219040	0.7751	1.0267
6302219050	0.7751	1.0267
6302221010	0.5537	0.7335
6302221020	0.3876	0.5134
6302221030	0.5537	0.7335
6302221040	0.3876	0.5134
6302221050	0.3876	0.5134
6302221060	0.3876	0.5134
6302222010	0.3876	0.5134
6302222020	0.3876	0.5134
6302222030	0.3876	0.5134
6302290020	0.2215	0.2934
6302313010	1.1073	1.4668
6302313020	1.1073	1.4668
6302313030	1.1073	1.4668
6302313040	1.1073	1.4668
6302313050	1.1073	1.4668
6302315010	0.7751	1.0267
6302315020	0.7751	1.0267
6302315030	0.7751	1.0267
6302315040	0.7751	1.0267
6302315050	0.7751	1.0267
6302317010	1.1073	1.4668
6302317020	1.1073	1.4668
6302317030	1.1073	1.4668
6302317040	1.1073	1.4668
6302317050	1.1073	1.4668
6302319010	0.7751	1.0267
6302319020	0.7751	1.0267
6302319030	0.7751	1.0267
6302319040	0.7751	1.0267
6302319050	0.7751	1.0267
6302321010	0.5537	0.7335
6302321020	0.3876	0.5134
6302321030	0.5537	0.7335
6302321040	0.3876	0.5134
6302321050	0.3876	0.5134
6302321060	0.3876	0.5134
6302322010	0.5537	0.7335
6302322020	0.3876	0.5134
6302322030	0.5537	0.7335
6302322040	0.3876	0.5134
6302322050	0.3876	0.5134
6302322060	0.3876	0.5134
6302390030	0.2215	0.2934
6302402010	0.9412	1.2468
6302511000	0.5537	0.7335
6302512000	0.8305	1.1001
6302513000	0.5537	0.7335
6302514000	0.7751	1.0267
6302593020	0.5537	0.7335
6302600010	1.1073	1.4668
6302600020	0.9966	1.3202
6302600030	0.9966	1.3202
6302910005	0.9966	1.3202
6302910015	1.1073	1.4668
6302910025	0.9966	1.3202
6302910035	0.9966	1.3202
6302910045	0.9966	1.3202
6302910050	0.9966	1.3202
6302910060	0.9966	1.3202
6302931000	0.4429	0.5867
6302932000	0.4429	0.5867

TABLE 2 TO PARAGRAPH (b)(3)—IM-
PORT ASSESSMENT TABLE—Contin-
ued

[Raw cotton fiber]

HTS No.	Conv. factor.	Cents/kg.
6302992000	0.2215	0.2934
6303191100	0.8859	1.1735
6303910010	0.6090	0.8067
6303910020	0.6090	0.8067
6303921000	0.2768	0.3667
6303922010	0.2768	0.3667
6303922030	0.2768	0.3667
6303922050	0.2768	0.3667
6303990010	0.2768	0.3667
6304111000	0.9966	1.3202
6304113000	0.1107	0.1466
6304190500	0.9966	1.3202
6304191000	1.1073	1.4668
6304191500	0.3876	0.5134
6304192000	0.3876	0.5134
6304193060	0.2215	0.2934
6304200020	0.8859	1.1735
6304200070	0.2215	0.2934
6304910120	0.8859	1.1735
6304910170	0.2215	0.2934
6304920000	0.8859	1.1735
6304996040	0.2215	0.2934
6505001515	1.1189	1.4822
6505001525	0.5594	0.7410
6505001540	1.1189	1.4822
6505002030	0.9412	1.2468
6505002060	0.9412	1.2468
6505002545	0.5537	0.7335
6507000000	0.3986	0.5280
9404401000	0.9966	1.3202
9404409005	0.6644	0.8801
9404409036	0.0997	0.1321
9404901030	0.2104	0.2787
9404901060	0.2104	0.2787
9404901090	0.2104	0.2787
9404908100	0.9966	1.3202
9404909605	0.6644	0.8801
9404909636	0.0997	0.1321
9619002100	0.8681	1.1499
9619002500	0.1085	0.1437
9619003100	0.9535	1.2631
9619003300	1.1545	1.5293
9619004100	0.2384	0.3158
9619004300	0.2384	0.3158
9619006100	0.8528	1.1297
9619006400	0.2437	0.3228
9619006800	0.3655	0.4842
9619007100	1.1099	1.4702
9619007400	0.2466	0.3267
9619007800	0.2466	0.3267
9619007900	0.2466	0.3267

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Melissa Bailey,
Associate Administrator, Agricultural
Marketing Service.

[FR Doc. 2024-20783 Filed 9-13-24; 8:45 am]

BILLING CODE 3410-02-P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-1296; Project
Identifier MCAI-2023-00844-R; Amendment
39-22802; AD 2024-15-10]

RIN 2120-AA64

**Airworthiness Directives; Bell Textron
Canada Limited Helicopters**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new
airworthiness directive (AD) for certain
Bell Textron Canada Limited Model 505
helicopters. This AD was prompted by
a fuel leakage discovered during fuel
system crash impact testing activity.
This AD requires installing a grommet
around the sump drain port fitting
airframe hole, as specified in a
Transport Canada AD, which is
incorporated by reference. The FAA is
issuing this AD to address the unsafe
condition on these products.

DATES: This AD is effective October 21,
2024.

The Director of the Federal Register
approved the incorporation by reference
of a certain publication listed in this AD
as of October 21, 2024.

ADDRESSES:

AD Docket: You may examine the AD
docket at *regulations.gov* under Docket
No. FAA-2024-1296; 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, any comments
received, and other information. The
address for Docket Operations is U.S.
Department of Transportation, Docket
Operations, M-30, West Building
Ground Floor, Room W12-140, 1200
New Jersey Avenue SE, Washington, DC
20590.

Material Incorporated by Reference:

- For Transport Canada material
identified in this AD, contact Transport
Canada, Transport Canada National
Aircraft Certification, 159 Cleopatra
Drive, Nepean, Ontario, K1A 0N5,
CANADA; telephone 888-663-3639;
email *TC.AirworthinessDirectives-
Consignesdenavigabilite.TC@tc.gc.ca*;
internet *tc.canada.ca/en/aviation*. You
may find the Transport Canada material
on the Transport Canada website at
*wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-
swimm/ad_qs1.aspx*.

- You may view this material at the
FAA, Office of the Regional Counsel,
Southwest Region, 10101 Hillwood

Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at *regulations.gov* under Docket No. FAA-2024-1296.

Other Related Material: For Bell material identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J 1R4, Canada; telephone 1-450-437-2862 or 1-800-363-8023; fax 1-450-433-0272; email *productsupport@bellflight.com*; or at *bellflight.com/support/contact-support*.

FOR FURTHER INFORMATION CONTACT: Michael Hughlett, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5110; email: *michael.hughlett@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF-2023-51, dated July 11, 2023 (Transport Canada AD CF-2023-51), to correct an unsafe condition on certain serial-numbered Bell Textron Canada Limited Model 505 helicopters.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain serial-numbered Bell Textron Canada Limited Model 505 helicopters as identified in Transport Canada AD CF-2023-51. The NPRM published in the **Federal Register** on May 14, 2024 (89 FR 41906). The NPRM was prompted by a fuel leakage discovered during fuel system crash impact testing activity. In a certain position, the knurls on the locking sleeve of the fuel drain quick disconnect valve contacted the airframe cutout upon impact, resisting against the fuel bladder rotational action and causing deformation of the poppet, which led to the valve remaining in the partially open position and subsequent fuel leakage.

The NPRM proposed to require accomplishing the actions specified in Transport Canada AD CF-2023-51, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this AD. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine Transport Canada AD CF-2023-51 in the AD docket at *regulations.gov* under Docket No. FAA-2024-1296.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with Canada, Transport Canada, has notified the FAA of the unsafe condition described in its AD. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. Accordingly, the FAA is issuing this AD to address the unsafe condition on these helicopters.

Material Incorporated by Reference Under 1 CFR Part 51

Transport Canada AD CF-2023-51 specifies installing a split plastic grommet around the periphery of the sump drain port fitting airframe cutout.

This material 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.

Other Related Material

The FAA reviewed Bell Alert Service Bulletin 505-21-21, dated June 8, 2021. For certain serial-numbered helicopters, this material specifies procedures for installing a split plastic grommet groove around the periphery of the sump drain port fitting airframe hole cutout with the split line at the 12 o'clock position.

Costs of Compliance

The FAA estimates that this AD affects 145 helicopters of U.S. registry. Labor rates are estimated at \$85 per work-hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Installing a grommet around the sump drain port fitting airframe hole will take approximately 1 work-hour and parts will cost a minimal amount, for an estimated cost of \$85 per helicopter and \$12,325 for the U.S. fleet.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 [Amended]

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

2024-15-10 Bell Textron Canada Limited:
Amendment 39-22802; Docket No. FAA-2024-1296; Project Identifier MCAI-2023-00844-R.

(a) Effective Date

This airworthiness directive (AD) is effective October 21, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada AD CF-2023-51, dated July 11, 2023 (Transport Canada AD CF-2023-51).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2810, Fuel Storage.

(e) Unsafe Condition

This AD was prompted by a fuel leakage discovered during fuel system crash impact testing activity. The FAA is issuing this AD to prevent the fuel drain quick disconnect valve from catching on the airframe cutout and reduce the load on the valve body by preventing metal-to-metal contact following an impact. The unsafe condition, if not addressed, could result in a fuel leakage, post impact fire, injuries to occupants, and reduction in time to evacuate the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF-2023-51.

(h) Exceptions to Transport Canada AD CF-2023-51

Where Transport Canada AD CF-2023-51 refers to its effective date, this AD requires using the effective date of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@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.

(j) Related Information

For more information about this AD, contact Michael Hughlett, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone (817) 222-5110; email michael.hughlett@faa.gov.

(k) 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) Transport Canada AD CF-2023-51, dated July 11, 2023.

(ii) [Reserved]

(3) For Transport Canada AD CF-2023-51 material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, CANADA; telephone 888-663-3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; internet tc.canada.ca/en/aviation. You may find the Transport Canada material on the Transport Canada website at wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swinn/ad_qs1.aspx.

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 July 23, 2024.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024-20843 Filed 9-13-24; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2024-1000; Project Identifier AD-2023-01051-T; Amendment 39-22809; AD 2024-16-03]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 747-400F series airplanes. This AD was prompted by a report that cap seals were not applied to certain fasteners in the fuel tanks during production. This AD requires applying cap seals to certain fastener collars inside the fuel tanks.

The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 21, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 21, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2024-1000; 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, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For Boeing material identified in this AD, 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.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at regulations.gov under Docket No. FAA-2024-1000.

FOR FURTHER INFORMATION CONTACT:

Samuel Dorsey, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; telephone 206-231-3415; email samuel.j.dorsey@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 747-400F series airplanes. The NPRM published in the **Federal Register** on April 12, 2024 (89 FR 25823). The NPRM was prompted by a report indicating that cap seals were not applied to certain fasteners in the fuel tank during production. The FAA issued AD 2022-10-11, Amendment 39-22049 (87 FR 34120, June 6, 2022) to require, among other actions, application of cap seals to certain fasteners in the fuel tank on airplanes having line numbers 645 through 1363 inclusive. Cap seals were determined to be a necessary feature by SFAR 88 reviews and were required to be