

fitting and actuator fitting on the keel beam. The FAA is issuing this AD to detect and correct cracking on the MLG door hinge fitting and actuator fitting on the keel beam. The unsafe condition, if not addressed, could lead to in-flight detachment of an MLG door, possibly resulting in injury to persons on the ground and/or damage to the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (j) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2024-0097R2.

(h) Exceptions to EASA AD 2024-0097R2

(1) Where EASA AD 2024-0097R2 refers to “16 May 2024 [the effective date of the original issue of this AD],” this AD requires using the effective date of this AD.

(2) Where EASA AD 2024-0097R2 refers to “18 July 2012 [the effective date of EASA AD 2012-0118],” this AD requires using April 6, 2015 (the effective date of AD 2015-02-14).

(3) Where EASA AD 2024-0097R2 specifies to “contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly,” replace that text with “all repairs must be done before further flight using a method approved by the Manager, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

(4) Where paragraph (6) of EASA AD 2024-0097R2 describes an airplane that has been inspected per “ALI task 533154-03-2, 533154-04-2 or 533154-10-1, or in accordance with the instructions of inspection SB 1 (at any Revision) or inspection SB 2 (at any Revision),” replace that text with “ALI task 533154-03-2, 533154-04-2 or 533154-10-1, or in accordance with the instructions of Airbus SB A320-53-1195 or SB A320-53-1325 at any Revision, as applicable, or Airbus SB A320-53-1196 or SB A320-53-1326 at any Revision, as applicable.”

(5) This AD does not adopt the “Remarks” section of EASA AD 2024-0097R2.

(i) Retained Maintenance or Inspection Program Revision, With Added Airplanes and Compliance Time

This paragraph restates the requirements of paragraph (k) of AD 2015-02-14 with added airplanes and compliance time. At the applicable time specified in paragraph (i)(1) or (2) of this AD: Revise the maintenance or inspection program, as applicable, to remove Task 533154-02-1 of the Airbus A318/A319/A320/A321 ALS Part 2-Damage Tolerant Airworthiness Limitations Items (DT ALI), Revision 01, dated April 4, 2012; Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE-M4/95A.0252/96, Issue 10, dated October 2009; or Airbus A318/A319/A320/A321

Airworthiness Limitation Items, Document AI/SE-M4/95A.0252/96, Issue 11, dated September 2010. The actions required by this AD take precedence over Task 533154-02-1 of the Airbus A318/A319/A320/A321 ALS Part 2-Damage Tolerant Airworthiness Limitation Items (DT ALI), Revision 01, dated April 4, 2012; Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE-M4/95A.0252/96, Issue 10, dated October 2009; and Airbus A318/A319/A320/A321 Airworthiness Limitation Items, Document AI/SE-M4/95A.0252/96, Issue 11, dated September 2010.

(1) For airplanes identified in paragraphs (c)(1), (2), (4), and (6) of this AD: After the effective date of AD 2015-02-14 and before further flight after doing the initial inspections required by paragraph (g) of this AD.

(2) For airplanes identified in paragraphs (c)(3), (5), and (7) of this AD: After the effective date of this AD and before further flight after doing the initial inspections required by paragraph (g) of this AD.

(j) No Reporting Requirement

Although the material referenced in EASA AD 2024-0097R2 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(k) Additional AD Provisions

(1) *Alternative Methods of Compliance (AMOCs)*: 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 responsible Flight Standards 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 (l) of this AD and email to: AMOC@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2015-02-14 are approved as AMOCs for the corresponding provisions of EASA AD 2012-0118 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (k)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(l) Additional Information

For more information about this AD, contact Tim Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3667; email: timothy.p.dowling@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2024-0097R2, dated July 12, 2024.

(ii) [Reserved]

(4) For EASA AD 2024-0097R2 identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADS@easa.europa.eu; website easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(5) 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.

(6) 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 December 11, 2024.

Suzanne Masterson,

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

[FR Doc. 2024-29620 Filed 12-16-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-2662; Project Identifier MCAI-2024-00448-T]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 767–300 series airplanes modified by a certain supplemental type certificate (STC). This proposed AD was prompted by a discovery that certain pitot-static tubing of the first officer’s pitot-static system was installed incorrectly in the main and mid equipment center during the airplane conversion from passenger to freighter. This proposed AD would require a visual inspection of certain pitot-static rigid tubes and flexible hoses to determine whether low points exist, and if necessary, related investigative and corrective actions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by January 31, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2662; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Israel Aerospace Industries, Ltd. material identified in this proposed AD, contact Israel Aerospace Industries, Ltd., Ben-Gurion International Airport, Israel 70100; telephone 972–39359826; email tmazor@iai.co.il.

- 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.

FOR FURTHER INFORMATION CONTACT: Joe Salameh, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3536; email: Joe.Salameh@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2024–2662; Project Identifier MCAI–2024–00448–T” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Joe Salameh, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3536; email: Joe.Salameh@faa.gov. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The Civil Aviation Authority of Israel (CAAI), which is the aviation authority for Israel, has issued CAAI AD ISR I–34–2024–07–1, dated August 6, 2024 (CAAI AD ISR I–34–2024–07–1) (also referred to after this as the MCAI), to correct an unsafe condition for The

Boeing Company Model 767–300 series airplanes, that have been modified to freighters, in accordance with CAAI STC SA–218 (FAA STC ST02040SE, EASA STC 10028430, CAAC VSTC0812, TCCA SA14–67, ANAC 2011S03–12). Only FAA STC ST02040SE is approved for U.S. operators. The MCAI states that due to the pitot-static tubing improper rerouting on the airplane conversion from passenger to freighter, two erroneous conditions were found in the tubing connecting the pitot and the static system tubing to the right air data computer belonging to the first officer system: The flexible hoses part number (P/N) BACH30BC06–0097 and P/N BACH30BC05–0111, creating a potential water trap; and rigid tubes P/N 233T9110–437 and P/N 233T9110–320/314 installed through a structure 9G rigid barrier opening, creating a potential water trap.

The FAA is proposing this AD to address the incorrect installation of the pitot-static tubing of the first officer’s pitot-static system. The unsafe conditions, if not addressed, may affect the capability to drain water or moisture collected in the first officer pitot-static tubing, and may cause malfunction to the system.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2662.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Israel Aerospace Industry Ltd., Service Bulletin 368–34–106, dated August 2024. This material specifies procedures for a visual inspection of the pitot-static rigid tubes, P/N 233T9110–437 and P/N 233T9110–314, and the flexible hoses, P/N BACH30BC06–0097 and P/N BACH30BC05–0111, to determine whether low points exist, and related investigative and corrective actions. The related investigative action is a visual inspection for the installation of the provisions located above the right miscellaneous electrical equipment panel (P37). The corrective actions include replacement of the pitot and the static system tubing connected to the right air data computer, including installation of standoffs, rigid tubes, union fitting, elbow fitting, flexible hoses, and performing functional tests.

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.

FAA’s Determination

This product has been approved by the aviation authority of another

country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this NPRM after determining that the unsafe

condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 88 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 2 work-hours × \$85 per hour = Up to \$170	\$0	Up to \$170	Up to \$14,960.

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on

the results of any required actions. The FAA has no way of determining the

number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
11 work-hours × \$85 per hour = \$935	\$600	\$1,535

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

The Boeing Company: Docket No. FAA–2024–2662; Project Identifier MCAI–2024–00448–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 31, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 767–300 series airplanes, certificated in any category, that have been modified to a special freighter configuration, in accordance with FAA Supplemental Type Certificate (STC) ST02040SE, and which are listed in paragraph I.A., "Effectivity," of Israel Aerospace Industry Ltd., Service Bulletin 368–34–106, dated August 2024.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a discovery that certain pitot-static tubing of the first officer's pitot-static system was installed incorrectly in the main and mid equipment center during the airplane conversion from passenger to freighter. The FAA is issuing this AD to address the incorrect installation of the pitot-static tubing of the first officer's pitot-static system. The unsafe condition, if not addressed, may affect the capability to drain water or moisture collected in the first officer pitot-static tubing, and may cause malfunction to the system.

(f) Compliance

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

(g) Required Actions

Within 36 months after the effective date of this AD, do a visual inspection of the pitot-static rigid tubes, part number (P/N) 233T9110–437 and P/N 233T9110–314, and the flexible hoses, P/N BACH30BC06–0097 and P/N BACH30BC05–0111, at the locations specified in the Accomplishment Instructions of Israel Aerospace Industries Ltd., Service Bulletin 368–34–106, dated

August 2024, to determine whether low points exist, and, before further flight, do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Israel Aerospace Industries Ltd., Service Bulletin 368–34–106, dated August 2024.

(h) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: 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 responsible Flight Standards 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 (i) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or the Civil Aviation Authority of Israel (CAAI); or the CAAI's authorized Designee. If approved by the CAAI Designee, the approval must include the Designee's authorized signature.

(i) Additional Information

For more information about this AD, contact Joe Salameh, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3536; email: Joe.Salameh@faa.gov.

(j) 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 this AD specifies otherwise.

(i) Israel Aerospace Industries Ltd. Service Bulletin 368–34–106, dated August 2024.

(ii) [Reserved]

(3) For Israel Aerospace Industry Ltd. material identified in this AD, contact Israel Aerospace Industries, Ltd., Ben-Gurion International Airport, Israel 70100; telephone 972–39359826; email tmazor@iaai.co.il.

(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 December 11, 2024.

Victor Wicklund,

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

[FR Doc. 2024–29619 Filed 12–16–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF JUSTICE

Bureau of Prisons

28 CFR Part 545

[BOP–1178]

RIN 1120–AB78

Inmate Financial Responsibility Program: Procedures

AGENCY: Bureau of Prisons, Justice.

ACTION: Supplemental notice of proposed rulemaking.

SUMMARY: This supplemental notice of proposed rulemaking would update and streamline regulations regarding the Inmate Financial Responsibility Program (IFRP).

DATES: Written comments must be postmarked and electronic comments must be submitted on or before February 18, 2025. Commenters should be aware that the electronic Federal Docket Management System will not accept comments after Midnight Eastern Time on the last day of the comment period.

ADDRESSES: If you wish to provide comment regarding this rulemaking, you must submit comments, identified by the agency name and reference Docket No. BOP 1178, by one of the two methods below.

Federal eRulemaking Portal: <https://www.regulations.gov>. Follow the website instructions for submitting comments. The electronic Federal Docket Management System at www.regulations.gov will accept electronic comments until 11:59 p.m. Eastern Time on the comment due date.

Mail: Paper comments that duplicate an electronic submission are unnecessary. If you wish to submit a paper comment in lieu of electronic submission, please direct the mail/shipment to: Rules Administrator, Legislative and Correctional Issues Branch, Office of General Counsel, Bureau of Prisons, 320 First Street NW, Washington, DC 20534. To ensure proper handling, please reference the agency name and Docket No. BOP 1178 on your correspondence. Mailed items must be postmarked or otherwise indicate a shipping date on or before the submission deadline.

FOR FURTHER INFORMATION CONTACT: Daniel J. Crooks III, Assistant General

Counsel/Rules Administrator, Federal Bureau of Prisons, at the address above or at (202) 353–4885.

SUPPLEMENTARY INFORMATION: Please note that all comments received are considered part of the public record and generally will be made available for public inspection online at www.regulations.gov. If you want to submit personal identifying information (such as your name, address, etc.) as part of your comment, but do not want it to be posted online, you must include the phrase “PERSONAL IDENTIFYING INFORMATION” in the first paragraph of your comment. You must also locate all the personal identifying information you do not want posted online in the first paragraph of your comment and identify what information you want redacted.

If you want to submit confidential business information as part of your comment but do not want it to be posted online, you must include the phrase “CONFIDENTIAL BUSINESS INFORMATION” in the first paragraph of your comment. You must also prominently identify confidential business information to be redacted within the comment. If a comment contains so much confidential business information that it cannot be effectively redacted, all or part of that comment may not be posted www.regulations.gov.

Personal identifying information identified and located as set forth above will be placed in the agency's public docket file, but not posted online. Confidential business information identified and located as set forth above will not be placed in the public docket file. If you wish to inspect the agency's public docket file in person by appointment, please see the **FOR FURTHER INFORMATION CONTACT** paragraph.

Background

The purpose of the Inmate Financial Responsibility Program (Program or IFRP), operated by the Bureau of Prisons (Bureau) since 1987, is twofold: to encourage federal inmates in Bureau facilities to pay financial obligations; and to support federal inmates in developing financial planning skills.

Inmate participation in the IFRP is non-compulsory. Subject to certain exemptions listed in 28 CFR 545.10, all sentenced federal inmates are eligible to participate. During an inmate's initial classification, current Bureau policy requires staff to review the inmate's financial obligations—by consulting the inmate's presentence investigation report, judgment and commitment order(s) and other court documents, and any other available information—and