

IMPORT ASSESSMENT TABLE—
Continued
[Raw cotton fiber]

HTS No.	Conv. factor	Cents/kg
6302317020 ..	1.1073	1.2330893
6302317030 ..	1.1073	1.2330893
6302317040 ..	1.1073	1.2330893
6302317050 ..	1.1073	1.2330893
6302319010 ..	0.7751	0.8631514
6302319020 ..	0.7751	0.8631514
6302319030 ..	0.7751	0.8631514
6302319040 ..	0.7751	0.8631514
6302319050 ..	0.7751	0.8631514
6302321010 ..	0.5537	0.6166003
6302321020 ..	0.3876	0.4316314
6302321030 ..	0.5537	0.6166003
6302321040 ..	0.3876	0.4316314
6302321050 ..	0.3876	0.4316314
6302321060 ..	0.3876	0.4316314
6302322010 ..	0.5537	0.6166003
6302322020 ..	0.3876	0.4316314
6302322030 ..	0.5537	0.6166003
6302322040 ..	0.3876	0.4316314
6302322050 ..	0.3876	0.4316314
6302322060 ..	0.3876	0.4316314
6302390030 ..	0.2215	0.2466624
6302402010 ..	0.9412	1.0481203
6302511000 ..	0.5537	0.6166003
6302512000 ..	0.8305	0.9248448
6302513000 ..	0.5537	0.6166003
6302514000 ..	0.7751	0.8631514
6302593020 ..	0.5537	0.6166003
6302600010 ..	1.1073	1.2330893
6302600020 ..	0.9966	1.1098138
6302600030 ..	0.9966	1.1098138
6302910005 ..	0.9966	1.1098138
6302910015 ..	1.1073	1.2330893
6302910025 ..	0.9966	1.1098138
6302910035 ..	0.9966	1.1098138
6302910045 ..	0.9966	1.1098138
6302910050 ..	0.9966	1.1098138
6302910060 ..	0.9966	1.1098138
6302931000 ..	0.4429	0.4932134
6302932000 ..	0.4429	0.4932134
6302992000 ..	0.2215	0.2466624
6303191100 ..	0.8859	0.9865382
6303910010 ..	0.609	0.6781824
6303910020 ..	0.609	0.6781824
6303921000 ..	0.2768	0.3082445
6303922010 ..	0.2768	0.3082445
6303922030 ..	0.2768	0.3082445
6303922050 ..	0.2768	0.3082445
6303990010 ..	0.2768	0.3082445
6304111000 ..	0.9966	1.1098138
6304113000 ..	0.1107	0.1232755
6304190500 ..	0.9966	1.1098138
6304191000 ..	1.1073	1.2330893
6304191500 ..	0.3876	0.4316314
6304192000 ..	0.3876	0.4316314
6304193060 ..	0.2215	0.2466624
6304200020 ..	0.8859	0.9865382
6304200070 ..	0.2215	0.2466624
6304910120 ..	0.8859	0.9865382
6304910170 ..	0.2215	0.2466624
6304920000 ..	0.8859	0.9865382
6304996040 ..	0.2215	0.2466624
6505001515 ..	1.1189	1.2460070
6505001525 ..	0.5594	0.6229478
6505001540 ..	1.1189	1.2460070
6505002030 ..	0.9412	1.0481203
6505002060 ..	0.9412	1.0481203
6505002545 ..	0.5537	0.6166003
6507000000 ..	0.3986	0.4438810

IMPORT ASSESSMENT TABLE—
Continued
[Raw cotton fiber]

HTS No.	Conv. factor	Cents/kg
9404901000 ..	0.2104	0.2343014
9404908020 ..	0.9966	1.1098138
9404908040 ..	0.9966	1.1098138
9404908505 ..	0.6644	0.7398758
9404908536 ..	0.0997	0.1110259
9404909505 ..	0.6644	0.7398758
9404909570 ..	0.2658	0.2959949
9619002100 ..	0.8681	0.9667162
9619002500 ..	0.1085	0.1208256
9619003100 ..	0.9535	1.0618176
9619003300 ..	1.1545	1.2856512
9619004100 ..	0.2384	0.2654822
9619004300 ..	0.2384	0.2654822
9619006100 ..	0.8528	0.9496781
9619006400 ..	0.2437	0.2713843
9619006800 ..	0.3655	0.4070208
9619007100 ..	1.1099	1.2359846
9619007400 ..	0.2466	0.2746138
9619007800 ..	0.2466	0.2746138
9619007900 ..	0.2466	0.2746138

* * * * *

Authority: 7 U.S.C. 2101–2118.

Bruce Summers,
Administrator, Agricultural Marketing Service.

[FR Doc. 2021–18322 Filed 8–25–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–0142; Project Identifier MCAI–2020–01400–T; Amendment 39–21665; AD 2021–16–03]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A350–941 and –1041 airplanes. This AD was prompted by a report of in-production findings of missing or incorrect application of the lightning strike edge glow sealant protection at specific locations in the wing tanks. This AD requires an inspection for missing or incorrect application of the lightning strike edge glow sealant protection at certain locations in the wing tanks, and corrective action, as specified in a European Union Aviation Safety Agency (EASA) 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 September 30, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 30, 2021.

ADDRESSES: For EASA material incorporated by reference (IBR) in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADS@easa.europa.eu; internet www.easa.europa.eu. You may find this IBR material on the EASA website at <https://ad.easa.europa.eu>. You may view this IBR 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. It is also available in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2021–0142.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2021–0142; 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.

FOR FURTHER INFORMATION CONTACT: Nick Wilson, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3230; email nicholas.wilson@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2020–0220, dated October 13, 2020 (EASA AD 2020–0220) (also referred to after this as the Mandatory Continuing Airworthiness Information, or the MCAI), to correct an unsafe condition for certain Airbus SAS Model A350–941 and –1041 airplanes.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR

part 39 by adding an AD that would apply to certain Airbus SAS Model A350–941 and –1041 airplanes. The NPRM published in the **Federal Register** on March 11, 2021 (86 FR 13833). The NPRM was prompted by a report of in-production findings of missing or incorrect application of the lightning strike edge glow sealant protection at specific locations in the wing tanks. The NPRM proposed to require an inspection for missing or incorrect application of the lightning strike edge glow sealant protection at certain locations in the wing tanks, and corrective action, as specified in EASA AD 2020–0220.

The FAA is issuing this AD to address missing or incorrectly applied sealant, which in combination with an undetected incorrect installation of an adjacent fastener and a lightning strike in the immediate area, could result in ignition of the fuel air mixture inside the affected fuel tanks and loss of the

airplane. See the MCAI for additional background information.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA has considered the comment received. Air Line Pilots Association, International (ALPA) stated that it supports the NPRM.

Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. The FAA has determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related Service Information Under 14 CFR Part 51

EASA AD 2020–0220 specifies procedures for an inspection for missing or incorrect application of the lightning strike edge glow sealant protection at certain locations in the wing tanks (discrepancies), and corrective action. Corrective actions include applying sealant in areas where sealant was found to be missing or incorrectly applied. 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.

Costs of Compliance

The FAA estimates that this AD affects 16 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 67 work-hours × \$85 per hour = Up to \$5,695	\$0	Up to \$5,695	Up to \$91,120.

The FAA estimates the following costs to do any necessary on-condition action 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
1 work-hours × \$85 per hour = \$85	\$0	\$85

According to the manufacturer, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators. The FAA does not control warranty coverage for affected operators. As a result, the FAA has included all known costs in the cost estimate.

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.

Adoption of 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:

2021–16–03 Airbus SAS: Amendment 39–21665; Docket No. FAA–2021–0142; Project Identifier MCAI–2020–01400–T.

(a) Effective Date

This airworthiness directive (AD) is effective September 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A350–941 and –1041 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020–0220, dated October 13, 2020 (EASA AD 2020–0220).

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by in-production findings of missing or incorrect application of the lightning strike edge glow sealant protection at specific locations in the wing tanks. The FAA is issuing this AD to address missing or incorrectly applied sealant, which in combination with an undetected incorrect installation of an adjacent fastener and a lightning strike in the immediate area, could result in ignition of the fuel-air mixture inside the affected fuel tanks and loss of the airplane.

(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, EASA AD 2020–0220.

(h) Exceptions to EASA AD 2020–0220

(1) Where EASA AD 2020–0220 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020–0220 does not apply to this AD.

(3) Where paragraph (1) of EASA AD 2020–0220 gives a compliance time of “the next scheduled maintenance tank entry, or before exceeding 6 years since Airbus date of manufacture, whichever occurs first after the effective date of this AD,” for this AD, the compliance time is the later of the times specified in paragraphs (h)(3)(i) and (ii) of this AD.

(i) The next scheduled maintenance tank entry, or before exceeding 6 years since Airbus date of manufacture, whichever occurs first after the effective date of this AD.

(ii) Within 6 months after the effective date of this AD.

(4) Where paragraph (2) of EASA AD 2020–0220 refers to “discrepancies,” for this AD, discrepancies include missing or incorrectly applied sealant.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Large Aircraft Section, 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 Large Aircraft Section, 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. 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, Large Aircraft Section, International Validation Branch, FAA; or 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 (i)(2) of this AD, if any service information 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.

(j) Related Information

For more information about this AD, contact Nick Wilson, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3230; email nicholas.wilson@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020–0220, dated October 13, 2020.

(ii) [Reserved]

(3) For EASA AD 2020–0220, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet

www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(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. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2021–0142.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 21, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–18332 Filed 8–25–21; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2021–0717; Project Identifier AD–2021–00814–R; Amendment 39–21707; AD 2021–18–06]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2021–11–03, which applied to certain Airbus Helicopters Model EC 155B, EC155B1, SA–365N, SA–365N1, AS–365N2, and AS 365 N3 helicopters. AD 2021–11–03 required inspecting the main gearbox (MGB) fixed cowl front fitting (MGB front fitting), and depending on findings, corrective action. This AD retains the requirements of AD 2021–11–03, and includes service information that was omitted for Airbus Helicopter Model EC 155B and EC155B1 helicopters, as specified in a European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD becomes effective September 10, 2021.

The Director of the Federal Register approved the incorporation by reference