

TABLE 5 TO § 201.76

| Crop                 | Foundation      |  |                       |           | Registered      |  |                       |           | Certified       |  |                     |           |
|----------------------|-----------------|--|-----------------------|-----------|-----------------|--|-----------------------|-----------|-----------------|--|---------------------|-----------|
|                      | Land            | Isolation  | Field                 | Seed      | Land            | Isolation  | Field                 | Seed      | Land            | Isolation  | Field               | Seed      |
| *<br>Camelina .....  | 8 <sup>1</sup>  | *<br>6 <sup>1</sup> 50<br>( <sup>59</sup> 15.24m)<br>23 <sup>0</sup> | *<br>5,000            | *<br>0.1  | 8 <sup>1</sup>  | *<br>6 <sup>1</sup> 50<br>( <sup>59</sup> 15.24m)<br>23 <sup>0</sup> | *<br>2,000            | *<br>0.2  | 8 <sup>1</sup>  | *<br>6 <sup>1</sup> 50<br>( <sup>59</sup> 15.24m)<br>23 <sup>0</sup> | *<br>1,000          | *<br>0.3  |
| *<br>Chickpea .....  | 7 <sup>1</sup>  | *<br>23 <sup>0</sup>   | *<br>10,000           | *<br>0.1  | 7 <sup>1</sup>  | *<br>23 <sup>0</sup>   | *<br>2,000            | *<br>0.2  | 7 <sup>1</sup>  | *<br>23 <sup>0</sup>   | *<br>1,000          | *<br>0.2  |
| *<br>Hemp .....      | 63              | *<br>63  | *<br>63               | *<br>63   | 63              | *<br>63  | *<br>63               | *<br>63   | 63              | *<br>63  | *<br>63             | *<br>63   |
| *<br>Radish .....    | 60 <sup>5</sup> | *<br>1,320<br>( <sup>59</sup> 402.34m)                               | *<br>0                | *<br>0.05 | 60 <sup>5</sup> | *<br>1,320<br>( <sup>59</sup> 402.34m)                               | *<br>1,000            | *<br>0.1  | 60 <sup>5</sup> | *<br>660<br>( <sup>59</sup> 201.17m)                                 | *<br>500            | *<br>0.25 |
| *<br>Sunn hemp ..... | 7 <sup>1</sup>  | *<br>1,320<br>( <sup>59</sup> 402.34m)                               | 62 <sup>2</sup> 5,000 | *<br>0.1  | 7 <sup>1</sup>  | *<br>660<br>( <sup>59</sup> 201.17m)                                 | 62 <sup>2</sup> 1,000 | *<br>0.25 | 7 <sup>1</sup>  | *<br>330<br>( <sup>59</sup> 100.58m)                                 | 62 <sup>2</sup> 500 | *<br>0.5  |
| *<br>                |                 | *<br>  | *<br>                 | *<br>     |                 | *<br>  | *<br>                 |           |                 | *<br>  | *<br>               |           |

<sup>60</sup> Land must not have grown or been seeded to any cruciferous crops during the previous 5 years. This interval may be reduced to 3 years, if following the same variety and the same or higher certification class.

<sup>61</sup> Field producing any class of certified seed must be at least 50 feet from any other variety or fields of the same variety that do not meet the varietal purity requirement for certification.

<sup>62</sup> No other *Crotalaria* species allowed in Foundation, Registered and/or Certified production fields.

<sup>63</sup> Refer to the certifying agency in the production State(s) for certification standards.

■ 47. Amend § 201.78 by revising paragraph (e) to read as follows:

**§ 201.78 Pollen control for hybrids.**

\* \* \* \* \*

(e) *Hybrid alfalfa*. When at least 75 percent of the plants are in bloom and there is no more than 15 percent seed set, 200 plants shall be examined to determine the pollen production index (PPI). Each plant is rated as 1, 2, 3 or 4 with “1” representing no pollen, “2” representing a trace of pollen, “3” representing substantially less than normal pollen, and “4” representing normal pollen. The rating is weighted as 0, 0.1, 0.6 or 1.0, respectively. The total number of plants of each rating is multiplied by the weighted rating and the values are totaled. The total is divided by the number of plants rated and multiplied by 100 to determine the PPI. For hybrid production using separate male and female rows, the maximum PPI allowed for 95 percent hybrid seed is 14 for the Foundation class, and 6 for the F1 hybrid. For hybrid production using comingled parent lines, the maximum PPI allowed for 75 percent hybrid Certified class seed is 25, with an allowance for blending to reach a PPI of 25 for fields with a PPI above 25, but no greater than 30.

**PART 202—FEDERAL SEED ACT  
ADMINISTRATIVE PROCEDURES**

■ 48. The authority citation for part 202 continues to read as follows:

**Authority:** 302, 305, 402, 408, 409, 413, 414, 53 Stat. 1275, as amended; 7 U.S.C. 1582, 1585, 1592, 1598, 1599, 1603, and 1604.

■ 49. In part 202, the heading is revised to read as set forth above.

**Subpart C—Provisions Applicable to  
Other Proceedings**

■ 50. In subpart C, revise the heading to read as set forth above.

**Bruce Summers,**

*Administrator, Agricultural Marketing  
Service.*

[FR Doc. 2020–12920 Filed 7–6–20; 8:45 am]

**BILLING CODE 3410–02–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2020–0171; Product Identifier 2018–SW–028–AD; Amendment 39–21155; AD 2020–14–01]

**RIN 2120–AA64**

**Airworthiness Directives; Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.) Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Bell Textron Inc. (Bell) Model 214ST helicopters. This AD was prompted by the discovery of bolts with nonconforming external thread root radii. This AD requires removing the affected bolts from service and prohibits installing an affected bolt on any helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 11, 2020.

**ADDRESSES:** For service information identified in this final rule, contact Bell Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817–280–3391; fax 817–280–6466; or at <https://www.bellcustomer.com>. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

**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–2020–0171; 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 AD, 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:** Haytham Alaidy, Aviation Safety Engineer, DSCO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5224; fax: 817-222-4960; email [haytham.alaidy@faa.gov](mailto:haytham.alaidy@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Bell Model 214ST helicopters with certain serial-numbered spindle to yoke bolts (bolts) part number (P/N) 214-010-262-103 installed. The NPRM published in the **Federal Register** on February 26, 2020 (85 FR 11003). The NPRM was prompted by the discovery of bolts with nonconforming external thread root radii. The NPRM proposed to require removing the affected bolts from service and would prohibit installing an affected bolt on any helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

Since the FAA issued the NPRM, Bell Helicopter Textron Inc., changed its name to Bell Textron Inc. This AD reflects that change and updates the contact information.

**Comments**

After the NPRM was published, the FAA received comments from the European Union Aviation Safety Agency (EASA). The following presents the comments received on the NPRM and the FAA's response to the comments.

**Request for the FAA To Change the Applicability**

*Request:* EASA requested that the FAA revise the applicability of the AD to include all helicopters for which the affected P/N and S/N bolts are eligible for installation. EASA stated this revision should be made in order to fully prohibit (re)installation of the affected bolt on any (other) helicopter. EASA further stated that the NPRM's applicability paragraph "excludes all helicopters that have another P/N [bolt] installed, or the same P/N but another S/N installed, but for which installation of that P/N (and any S/N thereof) is likely eligible. Since the AD does not apply to those helicopters, none of the requirements of the AD would apply either." According to EASA, the prohibition in paragraph (g)(2) of the NPRM, which prohibits the installation on any helicopter of a bolt with a P/N and S/N listed in the applicability of the AD, could be legally disregarded by

operators of helicopters that are outside the scope of the applicability of the AD.

*FAA Response:* The FAA disagrees. Upon installation of a bolt with a P/N and S/N listed in the applicability, the AD applies to that helicopter, and the required actions of the AD must be complied with prior to approving the helicopter for return to service. These required actions include the installation prohibition in paragraph (e)(2) of the AD. Thus, the AD prohibits the installation of an affected bolt on any Bell Model 214ST helicopters after the effective date of the AD.

**FAA's Determination**

The FAA has reviewed the relevant information, considered the comments received, and determined that an unsafe condition exists and is likely to exist or develop on other products of the same type design and that air safety and the public interest require adopting the AD requirements as proposed with the changes described previously. These changes are consistent with the intent proposed in the NPRM for correcting the unsafe condition and will neither increase the economic burden on any operator nor increase the scope of the AD.

**Related Service Information**

The FAA reviewed Bell Helicopter Textron Alert Service Bulletin 214ST-18-93 Revision A, dated April 17, 2019, for Model 214ST helicopters. This service information specifies inspecting the historical records and spare parts to determine the S/N of each bolt. If the S/N of the bolt indicates it is a non-conforming bolt, the service information specifies torque checking the bolt every 25 hours until the bolt reaches its life limit.

**Differences Between This AD and the Service Information**

The service information specifies torque checking the bolt every 25 hours until it is replaced upon reaching its life limit, while this AD requires removing each bolt from service within 25 hours time-in-service.

**Costs of Compliance**

The FAA estimates that this AD affects 16 helicopters of U.S. registry. The FAA estimates that operators may incur the following costs in order to comply with this AD. Labor costs are estimated at \$85 per work-hour.

Replacing 1 bolt takes about 8 work-hours and parts cost about \$7,073 for an estimated replacement cost of \$7,753 per helicopter.

The FAA has no way of determining the number of bolts that might need to be replaced.

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

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

**2020–14–01 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.):** Amendment 39–21155; Docket No. FAA–2020–0171; Product Identifier 2018–SW–028–AD.

#### (a) Applicability

This AD applies to Bell Textron Inc. (Bell) Model 214ST helicopters, certificated in any category, with a spindle to yoke bolt (bolt) part number (P/N) 214–010–262–103 and serial number (S/N) BH179163, BH179164, BH179169, BH179170, BH179171, BH179175, BH179176, BH179178, BH224783, BH224751, BH224756, BH224764, BH224765, BH383851, BH383853, BH383855, BH383856, BH383857, BH383858, BH383860, BH383861, BH383862, BH383864, BH383865, BH383868, BH383872, BH383873, BH383878, or BH383879 installed.

#### (b) Unsafe Condition

This AD was prompted by the discovery that bolts have nonconforming external thread root radii. The unsafe condition, if not addressed, could result in the spindle separating from the yoke and subsequent loss of control of the helicopter.

#### (c) Effective Date

This AD is effective August 11, 2020.

#### (d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

#### (e) Required Actions

(1) Within 25 hours time-in-service, remove from service each bolt listed in paragraph (a) of this AD.

(2) After the effective date of this AD, do not install on any helicopter a bolt with a P/N and S/N listed in paragraph (a) of this AD.

#### (f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, may approve AMOCs for this AD. Send your proposal to Haytham Alaidy, Aviation Safety Engineer, DSCO Branch, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; phone: 817–222–5224; fax: 817–222–4960; email: [haytham.alaidy@faa.gov](mailto:haytham.alaidy@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before

operating any aircraft complying with this AD through an AMOC.

#### (g) Related Information

Bell Helicopter Textron Alert Service Bulletin 214ST–18–93 Revision A, dated April 17, 2019, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Textron Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817–280–3391; fax 817–280–6466; or at <https://www.bellcustomer.com>. You may view a copy of information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

#### (h) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor.

Issued on June 23, 2020.

**Gaetano A. Sciortino,**

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

[FR Doc. 2020–14210 Filed 7–6–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2019–0800; Project Identifier 2005–NE–24–AD; Amendment 39–21153; AD 2020–13–08]**

**RIN 2120–AA64**

#### **Airworthiness Directives; General Electric Company Turbofan Engines**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2005–23–09 for all General Electric Company (GE) CF6–80E1A1, –80E1A2, –80E1A3, –80E1A4, and –80E1A4/B model turbofan engines. AD 2005–23–09 required initial and repetitive fluorescent-penetrant inspections (FPI) of certain areas of high-pressure compressor (HPC) cases, part number (P/N) 1509M97G07 and P/N 2083M69G03. This AD requires an update of the Airworthiness Limitations Section (ALS) of GE Engine Manual GEK99376 and the operator's existing continuous airworthiness maintenance program (CAMP). This AD was prompted by GE performed an updated lifing analysis on the HPC case. As a result, GE found additional locations on the cases requiring FPI, revised the inspection interval for performing FPI of the existing location, and added an

additional P/N HPC case that requires inspection. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 11, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 11, 2020.

**ADDRESSES:** For service information identified in this final rule, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH, 45215; phone: 513–552–3272; email: [aviation.fleetsupport@ge.com](mailto:aviation.fleetsupport@ge.com). You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781–238–7759. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2019–0800.

#### 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–2019–0800; 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, the regulatory evaluation, 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:** Scott Stevenson, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: (781) 238–7132; fax: (781) 238–7199; email: [Scott.M.Stevenson@faa.gov](mailto:Scott.M.Stevenson@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2005–23–09, Amendment 39–14367 (70 FR 67901, November 9, 2005), (“AD 2005–23–09”). AD 2005–23–09 applied to all GE CF6–80E1A1, –80E1A2, –80E1A3, –80E1A4, and –80E1A4/B model turbofan engines. The NPRM published in the **Federal Register** on January 21, 2020 (85 FR 3284). The NPRM was prompted by GE performing an updated lifing analysis on the HPC case. As a result, GE found additional locations on the cases