

(d) Subject

Joint Aircraft System Component (JASC)
Code 5412, Nacelle/Pylon, Bulkhead/
Firewall.

(e) Unsafe Condition

This AD was prompted by an engine compartment fire where the upper stiffener of the central firewall, made of aluminum, in the engine compartment was found damaged. The FAA is issuing this AD to address failure of a central firewall stiffener made of aluminum, possibly due to its inability to withstand high temperatures of an engine fire and subsequently not seal the engine compartment properly. In the event of an engine fire, the unsafe condition, if not addressed, could result in fire propagating from one engine compartment to the other and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022–0231, dated November 28, 2022 (EASA AD 2022–0231).

(h) Exceptions to EASA AD 2022–0231

(1) Where EASA AD 2022–0231 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2022–0231 refers to flight hours, this AD requires using hours time-in-service.

(3) Where the material referenced in EASA AD 2022–0231 specifies discarding certain parts, this AD requires removing those parts from service.

(4) Where the material referenced in EASA AD 2022–0231 states “If the bracket (f) is in unsatisfactory condition (DETAIL D);” for this AD, replace that text with “Inspect the bracket (f) (DETAIL D) for airworthy condition; for the purpose of this AD, an unairworthy condition may be indicated by corrosion, a crack, or wear. If the bracket (f) is in an unairworthy condition.”

(5) Where the material referenced in EASA AD 2022–0231 states to “Do a check of the cover strip (g) and the fireproof seal (h) to replace if necessary (SECTION B–B);” for this AD, replace that text with “Inspect the cover strip (g) and the fireproof seal (h) for airworthy condition. If the cover strip (g) or the fireproof seal (h) is in an unairworthy condition, remove each unairworthy part from service and replace it with a new (zero total hours time-in-service) part (SECTION B–B).”

(6) This AD does not adopt the “Remarks” section of EASA AD 2022–0231.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2022–0231 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) 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 (k) 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 local Flight Standards District Office/certificate holding district office.

(k) Related Information

For more information about this AD, contact Hye Yoon Jang, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3758; email: Hye.Yoon.Jang@faa.gov.

(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) European Union Aviation Safety Agency (EASA) AD 2022–0231, dated November 28, 2022.

(ii) [Reserved]

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

(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 September 17, 2024.

Victor Wicklund,

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

[FR Doc. 2024–22169 Filed 9–27–24; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. **FAA–2024–2321**; Project Identifier **MCAI–2024–00126–A**]

RIN 2120–AA64

Airworthiness Directives; DAHER AEROSPACE (Type Certificate Previously Held by SOCATA) 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 DAHER AEROSPACE (DAHER) (type certificate previously held by SOCATA) Model TBM 700 airplanes. This proposed AD was prompted by reports of wear of the inner flap actuator drive nut. This proposed AD would require cleaning and lubricating the internal actuator rods, measuring the play between the drive nuts and the internal actuator rods, and if any play is found, replacing the drive nuts. This proposed AD would also allow replacing the drive nuts with certain other design drive nut as terminating action for the proposed requirements. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by November 14, 2024.

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. 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 under Docket No. **FAA–2024–2321**; 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 DAHER AEROSPACE material identified in this proposed AD, contact DAHER AEROSPACE, Customer Support, Airplane Business Unit, Tarbes Cedex 9, France; phone: (833) 826-2273; email: tbmcare@daher.com; website: daher.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT: Fred Guerin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231-2346; email: fred.guerin@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 **ADDRESSES**. Include “Docket No. FAA-2024-2321; Project Identifier MCAI-2024-00126-A” 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 this 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, 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 Fred Guerin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. 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 European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2013-0104R3, dated February 20, 2024 (also referred to as the MCAI), to correct an unsafe condition on all DAHER AEROSPACE Model TBM 700 airplanes that do not have DAHER Modification (MOD) 70-0777-27 embodied in production. The MCAI states that wear of the inner flap actuator drive nut was detected, which could result in improper play between the actuator threaded rod and the drive nut with potential loss of flap control and consequent reduced or loss of control of the airplane. The MCAI requires cleaning and lubricating the internal actuator rods, measuring the play between the drive nuts and the internal actuator rods, and if any play is found, replacing the drive nuts. The MCAI also allows replacing the drive nuts with

newly designed drive nuts as terminating action for the repetitive cleaning, lubricating, and measuring for play.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2024-2321.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Daher Aerospace Service Bulletin SB 70-118 Revision 3, dated December 2023. This material specifies procedures for cleaning and lubricating the internal actuator rods, measuring the play between the drive nut and the internal actuator rods, and replacing the drive nut. 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

These products have been approved by the aviation authority of another country and are 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 807 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Clean and lubricate left-hand (LH) and right-hand (RH) internal actuator rods.	1 work-hour × \$85 per hour = \$85, per cleaning and lubricating cycle.	\$0	\$85	\$68,595 per cleaning and lubricating cycle.
Measure the play for the LH and RH drive nuts.	1 work-hour × \$85 per hour = \$85, per measurement cycle.	0	\$85 per measurement cycle.	\$68,595 per measurement cycle.

If, during any proposed measurement for play, no discrepancy is found, operators have the option to replace the LH and RH drive nuts. If, during any

proposed measuring for play, any discrepancy is found, the LH and RH drive nuts must be replaced. Replacing the LH and RH drive nuts would be

terminating action for the proposed repetitive cleaning, lubricating, and measuring play. The FAA estimates the

following costs for replacing the LH and RH drive nuts:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace drive nuts	4 work-hours × \$85 per hour = \$340	\$200	\$540

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:

DAHER AEROSPACE (Type Certificate Previously Held by SOCATA): Docket No. FAA–2024–2321; Project Identifier MCAI–2024–00126–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 14, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DAHER AEROSPACE (type certificate previously held by SOCATA) Model TBM 700 airplanes, all serial numbers, certificated in any category except those with DAHER Modification (MOD) 70–0777–27 installed during production.

(d) Subject

Joint Aircraft System Component (JASC) Code 2750, TE Flap Control System; 2752, TE Flap Actuator.

(e) Unsafe Condition

This AD was prompted by reports of wear of the inner flap actuator drive nut. The FAA is issuing this AD to prevent wear of the drive nut threading on the internal actuator flaps. The unsafe condition, if not addressed, could result in improper play between the actuator threaded rod and the drive nut, which could result in loss of flap control, resulting in reduced or loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Clean and lubricate the left-hand (LH) and right-hand (RH) inner actuator rods in accordance with Paragraph C. in the Description of Accomplishment Instructions of Daher Aerospace Service Bulletin SB 70–118 Revision 3, dated December 2023 (Daher SB 70–118) within the compliance times identified in paragraph (g)(1)(i) or (ii) of this AD, whichever occurs later.

(i) Before the accumulation of 400 hours time-in-service (TIS) or 12 months, whichever occurs first, since the first installation of a LH and RH inner flap actuator, and thereafter at intervals not to exceed 400 hours TIS or 12 months, whichever occurs first.

(ii) Within 10 hours TIS after the effective date of this AD and thereafter at intervals not to exceed 400 hours TIS or 12 months, whichever occurs first.

(2) Within the compliance time identified in paragraph (g)(2)(i) or (ii) of this AD, whichever occurs later, and thereafter, at intervals not to exceed 400 hours TIS or 12 months, whichever occurs first, for each inner flap actuator, measure the play between the drive nut and the internal actuator rod in accordance with Section A, Paragraphs (1) through (9), in the Description of Accomplishment Instructions of Daher SB 70–118. Where Section A, Paragraph (3), in the Description of Accomplishment Instructions of Daher SB 70–118 specifies "With the help of a second operator" this AD requires this action be performed by persons authorized under 14 CFR 43.3.

(i) 3,000 hours TIS since first installation of the inner flap actuator on your airplane.

(ii) 400 hours TIS or 12 months, whichever occurs first since the last play measurement accomplished for that inner flap actuator in accordance with Section A, Paragraphs (1) through (9), in the Description of Accomplishment Instructions of Daher SB 70–118.

(3) If, during any measurement required by paragraph (g)(2) of this AD, any play is found, as identified in Section A, Paragraphs (8)(b) and (9)(b), of the Description of Accomplishment Instructions, Daher SB 70–118, before further flight, accomplish the applicable corrective actions in accordance with Section A, Paragraphs (10) through (15) and (17), and Section C, Paragraph (1), in the Description of Accomplishment Instructions of Daher SB 70–118. Where Section B, Paragraph (4), in the Description of Accomplishment Instructions of Daher SB 70–118, specifies to discard an old drive nut, this AD requires removing the old drive nut from service.

(4) If, during any measurement as required by paragraph (g)(2) of this AD, no play is found, as identified in Section A, Paragraphs (8)(a) and (9)(a), in the Description of Accomplishment Instructions of Daher SB 70–118, before further flight, accomplish the actions in accordance with Section A, Paragraphs (13) through (15) and (17), and Section C, Paragraph (1), in the Description of Accomplishment Instructions of Daher SB 70–118.

(h) Terminating Action

Replacing the drive nuts in accordance with Section B, Paragraphs (1) through (10), in the Description of Accomplishment Instructions of Daher SB 70-118, constitutes terminating action for all of the actions required by paragraphs (g)(1) and (2) of this AD, provided, after that replacement, no LH flap actuator having part number (P/N) 1-5295-B or RH flap actuator having P/N 2-5295-B is installed. Where Section B, Paragraph (4) in the Description of Accomplishment Instructions of Daher SB 70-118, specifies to discard an old drive nut, this AD requires removing the old drive nut from service.

(i) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (j) of this AD or email to: AMOC@faa.gov. If mailing information, also submit information by email. 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) Additional Information

For more information about this AD, contact Fred Guerin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231-2346; email: fred.guerin@faa.gov.

(k) 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 the AD specifies otherwise.

(i) Daher Aerospace Service Bulletin SB 70-118, Revision 3, dated December 2023.

(ii) [Reserved]

(3) For DAHER AEROSPACE material identified in this AD, contact DAHER AEROSPACE, Customer Support, Airplane Business Unit, Tarbes Cedex 9, France; phone: (833) 826-2273; email: tbtmcare@daher.com; website: daher.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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 September 24, 2024.

Victor Wicklund,

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

[FR Doc. 2024-22209 Filed 9-27-24; 8:45 am]

BILLING CODE 4910-13-P

CONSUMER PRODUCT SAFETY COMMISSION**16 CFR Part 1250**

[CPSC Docket No. CPSC-2024-0023]

**Notice of Proposed Rulemaking:
Safety Standard for Toys:
Requirements for Toys Containing
Button Cell or Coin Cell Batteries;
Extension of Comment Period**

AGENCY: Consumer Product Safety Commission.

ACTION: Proposed rule; extension of comment period.

SUMMARY: On August 13, 2024, the Consumer Product Safety Commission (CPSC) published in the **Federal Register** a notice of proposed rulemaking (NPR) to address the risks of death and injury associated with children ingesting button cell or coin cell batteries obtained from toys by adding performance and labeling requirements for battery-operated toys containing such batteries. The NPR invited the public to submit written comments during a 60-day comment period ending on October 15, 2024. Due to delay in releasing incident data supporting the NPR, the Commission is extending the comment period for this NPR by 30 days.

DATES: The comment period for the proposed rule published, August 13, 2024, at 89 FR 65791, is extended. Submit comments by November 14, 2024.

ADDRESSES: Submit comments, identified by Docket No. CPSC-2024-0023, by any of the following methods:

Electronic Submissions: Submit electronic comments to the Federal eRulemaking Portal at: <https://www.regulations.gov>. Follow the instructions for submitting comments. CPSC typically does not accept comments submitted by email, except through www.regulations.gov. CPSC encourages you to submit electronic comments by using the Federal eRulemaking Portal, as described above.

Mail/Hand Delivery/Courier/Confidential Written Submissions: Submit comments by mail, hand delivery, or courier to: Office of the Secretary, Consumer Product Safety Commission, 4330 East-West Highway,

Bethesda, MD 20814; (301) 504-7479. If you wish to submit confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public, you may submit such comments by mail, hand delivery, or courier, or you may email them to: cpsc-os@cpsc.gov.

Instructions: All submissions must include the agency name and docket number. CPSC may post all comments without change, including any personal identifiers, contact information, or other personal information provided, to <https://www.regulations.gov>. Do not submit through this website: Confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If you wish to submit such information, please submit it according to the instructions for mail/hand delivery/courier/confidential written submissions.

Docket: For access to the docket to read background documents or comments received, go to: <https://www.regulations.gov>, and insert the docket number, CPSC-2024-0023, into the "Search" box, and follow the prompts.

FOR FURTHER INFORMATION CONTACT:

Benjamin Mordecai, Project Manager, Division of Mechanical Engineering, Directorate for Laboratory Sciences, Consumer Product Safety Commission, 5 Research Place, Rockville, MD 20850; Telephone 301-987-2506; email: bmordecai@cpsc.gov.

SUPPLEMENTARY INFORMATION:**A. Background**

Pursuant to section 106 of the Consumer Product Safety Improvement Act of 2008 (15 U.S.C. 2056b(a)), the Commission is required to promulgate toy safety standards that are more stringent than the applicable voluntary standard—ASTM F963, *Standard Consumer Safety Specification for Toy Safety*—if the Commission determines that more stringent requirements would further reduce the risk of injury associated with the product, as well as to periodically review and revise the rules set forth under section 106 to ensure that such rules provide the highest level of safety for such products that is feasible. 15 U.S.C. 2056b(c) and (d).

Accordingly, on August 13, 2024, the Commission published an NPR in the **Federal Register** proposing to establish a safety standard for toys containing button cell or coin cell batteries by amending the requirements in part 1250 specific to battery compartments for