

assessment rate of \$16.00 per ton. The recommended assessment rate of \$16.00 is \$14.00 lower than the 2021 rate. The quantity of assessable olives harvested in the 2021 crop year is 43,336 tons as compared to 20,020 tons in 2020. Olives are an alternate-bearing crop, with a small crop followed by a large crop. Income derived from the \$16.00 per ton assessment rate, along with interest income, Federal grants, and funds from the authorized reserve, should be adequate to meet this fiscal year's budgeted expenditures.

The Committee's financial reserve is projected to be \$1,990,000. The major expenditures recommended by the Committee for the 2022 fiscal year include \$538,700 for program administration, \$284,000 for marketing activities, \$379,485 for research, and \$42,900 for inspection. Budgeted expenses for these items during the 2021 fiscal year were \$531,300, \$238,000, \$334,531, and \$48,000, respectively. The Committee deliberated on many of the expenses, weighed the relative value of various programs or projects, and decreased their expenses for marketing and research activities while increasing program administration. Overall, the 2022 budget of \$1,245,085 is \$93,254 more than the \$1,151,831 budgeted for the 2021 fiscal year.

Prior to arriving at this budget and assessment rate, the Committee considered information from various sources including the Committee's Executive, Marketing, Inspection, and Research Subcommittees. Alternate expenditure levels were discussed by these groups, based upon the relative value of various projects to the olive industry and the increased olive production. The assessment rate of \$16.00 per ton of assessable olives was derived by considering anticipated expenses, the high volume of assessable olives, the current balance in the monetary reserve, and additional pertinent factors.

A review of NASS information indicates that the average producer price for the 2020 crop year was \$1,060 per ton and the quantity of assessable olives harvested in the 2021 crop year is 43,336 tons, which makes total producer revenue \$45,936,160 (\$1,060 multiplied by 43,336 tons). Therefore, utilizing the assessment rate of \$16.00 per ton, the assessment revenue for the 2022 fiscal year as a percentage of total producer revenue would be approximately 1.5 percent (\$16.00 multiplied by 43,336 tons divided by \$45,936,160 multiplied by 100).

This proposed action would decrease the assessment obligation imposed on

handlers. Assessments are applied uniformly on all handlers, and some of the costs may be passed on to producers. However, decreasing the assessment rate would reduce the burden on handlers and may also reduce the burden on producers.

The Committee's meetings are widely publicized throughout the production area. The olive industry and all interested persons are invited to attend the meetings and participate in Committee deliberations on all issues. Like all Committee meetings, the November 10, 2021 meeting was public meeting and all entities, both large and small, were able to express views on this issue. In addition, interested persons are invited to submit comments on this proposed rule, including the regulatory and information collection impacts of this action on small businesses.

In accordance with the Paperwork Reduction Act of 1995, (44 U.S.C. chapter 35), the Order's information collection requirements have been previously approved by OMB and assigned OMB No. 0581-0178 Vegetable and Specialty Crops. No changes in those requirements as a result of this action are necessary. Should any changes become necessary, they would be submitted to OMB for approval.

This proposed rule would not impose any additional reporting or recordkeeping requirements on either small or large California olive handlers. As with all Federal marketing order programs, reports and forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies.

AMS is committed to complying with the E-Government Act, to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

USDA has not identified any relevant Federal rules that duplicate, overlap, or conflict with this proposed rule.

A small business guide on complying with fruit, vegetable, and specialty crop marketing agreements and orders may be viewed at: <https://www.ams.usda.gov/rules-regulations/moa/small-businesses>. Any questions about the compliance guide should be sent to Richard Lower at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

After consideration of all relevant material presented, including the information and recommendations submitted by the Committee and other available information, USDA has

determined that this proposed rule is consistent with and will effectuate the purposes of the Act.

A 60-day comment period is provided to allow interested persons to respond to this proposed rule. All written comments timely received will be considered before a final determination is made on this proposed rule.

List of Subjects in 7 CFR Part 932

Marketing agreements, Olives, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, the Agricultural Marketing Service proposes to amend 7 CFR part 932 as follows:

PART 932—OLIVES GROWN IN CALIFORNIA

■ 1. The authority citation for 7 CFR part 932 continues to read as follows:

Authority: 7 U.S.C. 601–674.

■ 2. Section 932.230 is revised to read as follows:

§ 932.230 Assessment rate.

On and after January 1, 2022, an assessment rate of \$16.00 per ton is established for California olives.

Erin Morris,

Associate Administrator, Agricultural Marketing Service.

[FR Doc. 2022–07992 Filed 4–13–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–1017; Product Identifier AD–2021–00495–A]

RIN 2120–AA64

Airworthiness Directives; True Flight Holdings LLC Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to adopt a new airworthiness directive (AD) for all True Flight Holdings LLC Model AA–1, AA–1A, AA–1B, AA–1C, AA–5, AA–5A, and AA–5B airplanes. The NPRM was prompted by the report of an accident of an airplane with bondline corrosion and delamination of the horizontal stabilizers. The NPRM proposed to require inspecting the wings, fuselage,

and stabilizers for bondline separation, corrosion, and previous repair. The NPRM also proposed to require repairing or replacing parts and applying corrosion inhibitor as necessary. Since issuance of the NPRM, the FAA has determined that there is not an unsafe condition, but instead incorrectly followed maintenance procedures. Accordingly, the NPRM is withdrawn.

DATES: As of April 14, 2022, the proposed rule, which published in the **Federal Register** on December 1, 2021 (86 FR 68171), is withdrawn.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2021–1017; 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 action, any comments received, and other information. The street 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: Fred Caplan, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5507; email: frederick.n.caplan@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued AD 2021–14–12, Amendment 39–21639 (86 FR 36491, July 12, 2021) (AD 2021–14–12), for True Flight Holdings LLC Model AA–1, AA–1A, AA–1B, AA–1C, and AA–5 airplanes. AD 2021–14–12 was prompted by an accident involving a Model AA–5 airplane that occurred on January 19, 2021. During flight, the outboard elevator attach bracket on the horizontal stabilizer detached, causing loss of elevator control and significant damage to the airplane. An investigation identified corrosion and delamination of the airplane skin bondlines around the area of the horizontal stabilizer where the elevator attach bracket was attached. Multiple field reports identified additional instances of corrosion and delamination of skin bondlines around the horizontal stabilizer and other primary structures.

AD 2021–14–12 stated that Model AA–1, AA–1A, AA–1B, AA–1C, and AA–5 airplanes have horizontal stabilizers that are similar in design and use the same metal-to-metal bonding

process. While the bond adhesive remains structurally sound throughout the aging process, factors such as corrosion and freezing moisture may compromise the structural integrity of some of the bond joints. This can lead to delamination of the skin from the primary structure. The FAA determined that a more thorough inspection was necessary to reliably identify corrosion and delamination of bondlines in these critical areas, including the horizontal stabilizer. As a result, AD 2021–14–12 requires a one-time inspection of the horizontal stabilizers, paying particular attention to the bondlines, for cracks, buckles, corrosion, delamination, rust, or previous repair.

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD for all True Flight Holdings LLC Model AA–1, AA–1A, AA–1B, AA–1C, AA–5, AA–5A, and AA–5B airplanes. The NPRM published in the **Federal Register** on December 1, 2021 (86 FR 68171). In the NPRM, the FAA proposed to require a repetitive inspection of the wings, stabilizers, and aft fuselage for bondline separation, corrosion, and previous repair. While AD 2021–14–12 requires only inspecting the bondlines on the horizontal stabilizers, in the NPRM, the FAA proposed to require inspecting all of the bondlines on the airplane, including the bondlines on the wings and aft fuselage. In the NPRM, the FAA also proposed to add Model AA–5A and AA–5B airplanes to the applicability due to the similar bonded construction of all models.

The original decision to pursue corrective action was based upon multiple field reports, including direct observation of two airplanes, of issues related to inspection of bonded structure. The first was the originating accident airplane, and the second was another same model airplane located in the same hangar as the first airplane. Both of these airplanes exhibited damage (bondline delamination) in an area believed to be the source of the accident, at the attachment of the elevator bearing to the horizontal stabilizer. The construction in this area is similar among the applicable models in AD 2021–14–12. The issue specific to this area was addressed in AD 2021–14–12.

The FAA proposed the NPRM to address inspection for bondline delamination on the entire airplane based on an understanding that standard maintenance actions were insufficient to detect an issue. Because more models than those covered by AD 2021–14–12 share a similar bonded construction for the airplane as a whole,

the NPRM proposed to also apply to True Flight Holdings LLC Model AA–5A and AA–5B airplanes.

Comments

The FAA received comments from 41 commenters. The commenters were the Aircraft Owners and Pilots Association (AOPA), the Grumman Owners & Pilots Association (GOPA), Fortnight Aviation Maintenance, and many individual airplane owners and pilots.

All commenters opposed the NPRM. Most commenters stated that the actions proposed in the NPRM are already addressed by existing maintenance practices or included in maintenance documents such as the Grumman maintenance manual, the annual inspection checklist, service bulletins, and AD 2021–14–12. The commenters noted that the January 2021 accident resulted from poor maintenance practices and failure to adequately follow these existing procedures, not from any fault with the procedures themselves. For this reason, some commenters requested the FAA withdraw the NPRM due to lack of supporting data and issue a special airworthiness information bulletin (SAIB) instead.

Several commenters requested that the FAA remove Model AA–5, AA–5A, and AA–5B airplanes from the applicability because these models have a different design than the accident airplane. Many commenters noted that the proposed AD is overly broad because the delamination issue is limited to pre-1977 models manufactured with a “purple glue” for adhesive. AOPA, GOPA, and a few individuals stated the proposed requirement to tap test all bondlines on the airplane annually would damage the paint and lead to corrosion. Lastly, AOPA, GOPA, and two individuals requested the FAA increase its estimated labor rate of \$85 per hour.

The FAA agrees that the instructions in the airplane maintenance manual are sufficient to detect the type of damage that is believed to have led to the originating accident, as well as similar damage on the rest of the airplane. The FAA further agrees that the original findings were not indicative of an unsafe condition, but instead indicative of incorrectly followed maintenance procedures. Based on this assessment, the proposed inspection in the NPRM would exceed what is sufficient to detect the main issue of bondline delamination. The FAA has determined that additional AD action is not warranted and the proposal should be withdrawn.

The FAA acknowledges the comments unrelated to whether there is an unsafe condition. However, because the FAA is withdrawing the NPRM, those commenters' requests are no longer necessary.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed AD nor a final rule. This action, therefore, is not covered under Executive Order 12866 or the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. FAA-2021-1017; Project Identifier AD-2021-00495-A, published in the **Federal Register** on December 1, 2021 (86 FR 68171), is withdrawn.

Issued on April 7, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-07871 Filed 4-13-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA 2022-0460; Project Identifier AD-2021-00824-R]

RIN 2120-AA64

Airworthiness Directives; Bell Textron Inc., Helicopters and Various Restricted Category Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for Bell Textron Inc., Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters and various restricted category helicopters. This proposed AD was prompted by reports of cracks found on the main transmission support case. This proposed AD would require repetitive inspections of the main transmission housing assembly for cracks, pitting,

and corrosion and depending on the results, corrective action. 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 May 31, 2022.

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 <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.

For Bell Helicopter service information identified in this AD, contact Bell Textron, Inc., P.O. Box 482, Fort Worth, TX, 76101, United States; phone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; email productsupport@bellflight.com; or at <https://www.bellflight.com/support/contact-support>. You may purchase the ASTM International standard from ASTM International at <https://www.astm.org/>. You may view this service information 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.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA 2022-0460; 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, any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Hye Yoon Jang, Aerospace Engineer, Delegation Oversight Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5190; email hye.yoon.jang@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 2022-0460; Project Identifier AD-2021-00824-R" 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 <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 Hye Yoon Jang, Aerospace Engineer, Delegation Oversight Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5190; email hye.yoon.jang@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 FAA proposes to adopt a new AD for Bell Textron Inc., Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters and the following restricted category helicopters:

- Model HH-1K helicopters; current type certificate holders include but are not limited to Rotorcraft Development Corporation;
- Southwest Florida Aviation International, Inc., Model SW205A-1 helicopters;