and whether they are natural condition or packed;  

(ii) * * *  

(2) * * *  

(i) The total net weight of the standard raisins acquired during the reporting period; and  

A. * * * * *  

(3) Disposition report of organically-produced raisins. No later than the seventh day of each month, handlers who are not processors shall submit to the Committee, on an appropriate form provided by the Committee, a report showing the aggregate quantity of packed raisins and standard natural condition raisins which were shipped or otherwise disposed of by such handler during the preceding month (exclusive of transfer within the State of California between the plants of any such handler and from such handler to other handlers). Such information shall include:  

* * * * *  

Subpart C—Supplementary Requirements  

■ 31. Designate the subpart labeled “Supplementary Regulations” as subpart C and revise the heading as shown above.  

■ 32. In § 989.210:  

■ a. Remove paragraphs (b), (c) and (e);  

■ b. Redesignate paragraph (d) as (b), paragraph (f) as (c), and paragraph (g) as (d); and  

■ c. Revise newly redesignated paragraph (b).  

The revision to read as follows:  

§ 989.210 Handling of varietal types of raisins acquired pursuant to a weight dockage system.  

* * * * *  

(b) Assessments. Assessments on any lot of raisins of the varietal types specified in paragraph (a) of this section acquired by a handler pursuant to a weight dockage system shall be applicable to the creditable weight of such lot.  

* * * * *  

■ 33. Sections 989.221 and 989.257 are deleted and reserved.  

Subpart D—[Amended]  

■ 35. Designate the subpart labeled “Assessment Rates” as subpart D.  

■ 36. The subpart heading “Subpart-Schedule of Payments” prior to § 989.401 is removed.  

<table>
<thead>
<tr>
<th>Section</th>
<th>Remove</th>
<th>Add</th>
</tr>
</thead>
<tbody>
<tr>
<td>989.58(d)</td>
<td>Processed Products Branch</td>
<td>Specialty Crops Inspection Division.</td>
</tr>
<tr>
<td>989.59(d)</td>
<td>Processed Products Branch</td>
<td>Specialty Crops Inspection Division.</td>
</tr>
<tr>
<td>989.102</td>
<td>Processed Products Branch, Fruit and Vegetable Division.</td>
<td>Specialty Crops Inspection Division.</td>
</tr>
</tbody>
</table>


Bruce Summers,  
Acting Administrator, Agricultural Marketing Service.  

[Federal Register: Vol. 82, No. 188 / Friday, September 29, 2017 / Proposed Rules 45526 ]

DEPARTMENT OF TRANSPORTATION  

Federal Aviation Administration  

14 CFR Part 39  


RIN 2120–AA64  

Airworthiness Directives; The Boeing Company Airplanes  

AGENCY: Federal Aviation Administration (FAA), DOT.  

ACTION: Notice of proposed rulemaking (NPRM).  

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all The Boeing Company Model 757–300 series airplanes. This proposed AD was prompted by reports of scribe line damage on fuselage skin. This proposed AD would require detailed inspections of fuselage skin for the presence of scribe lines, and applicable on-condition actions. We are proposing this AD to address the unsafe condition on these products.  

DATES: We must receive comments on this proposed AD by November 13, 2017.  

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 http://www.regulations.gov. Follow the instructions for submitting comments.  

• Fax: 202–493–2251.  


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


Examining the AD Docket  

You may examine the AD docket on the Internet at http://
We are issuing this rulemaking under the authority described in Subtitle VII, section 106, describes the authority of the FAA Administrator. Subtitle VII: Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

Regulatory Findings

We 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) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska, and

(4) 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.

### Estimated Costs for Required Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspections</td>
<td>Up to 149 work-hours × $85 per hour = $12,665 per inspection cycle.</td>
<td>$0</td>
<td>Up to $12,665 per inspection cycle.</td>
<td>Up to $468,605 per inspection cycle.</td>
</tr>
</tbody>
</table>

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this proposed AD.

### 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.

We are 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.

This proposed AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

Related Service Information Under 1 CFR Part 51

We reviewed Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017. The service information describes procedures for detailed inspections of fuselage skin for the presence of scribe lines, and applicable on-condition actions. This service information is 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

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

### Proposed AD Requirements

This proposed AD would require accomplishment of the actions identified as “RC” (required for compliance) in the Accomplishment Instructions of Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017, described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

For information on the procedures and compliance times, see this service information at http://www.regulations.gov and locating Docket No. FAA–2017–0901.
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 (AD):


(a) Comments Due Date
We must receive comments by November 13, 2017.

(b) Affected ADs
None.

(c) Applicability
This AD applies to all The Boeing Company Model 757–300 series airplanes, certificated in any category.

(d) Subject
Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition
This AD was prompted by reports of scribe line damage on fuselage skin, caused by sharp tools used during fuselage maintenance. We are issuing this AD to detect and correct scribe line damage. Failure to detect and completely remove scribe lines may lead to fatigue cracking, rapid decompression, and inability of the principal structural element to sustain limit load.

(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions
Except as required by paragraph (h) of this AD: At the applicable times specified in paragraph I.E. “Compliance,” of Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017.

(h) Exceptions to Service Information

(1) For purposes of determining compliance with the requirements of this AD, the phrase “the effective date of this AD” may be substituted for “the original issue date of this service bulletin,” as specified in Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017.

(2) Where Boeing Alert Service Bulletin 757–53A0107, dated July 20, 2017, specifies contacting Boeing, and specifies that action as RC: This AD requires repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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 certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@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/ certification holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, to make those findings. To be approved, the repair method, modification, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD, contact David Truong, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5224; fax: 562–627–5210; email: david.truong@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&D), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; Internet https://www.myboeingfleet.com. You may view this referenced service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on September 20, 2017.

Dionne Palermo,
Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2017–20830 Filed 9–28–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE
Bureau of the Census

15 CFR Part 30

[Docket Number: 140905758–7736–01]

RIN 0607–AA54

Foreign Trade Regulations (FTR): Clarification on the Collection and Confidentiality of Kimberley Process Certificates

AGENCY: Bureau of the Census, Commerce.

ACTION: Notice of proposed rulemaking.

SUMMARY: The U.S. Census Bureau (Bureau of the Census) proposes to amend its regulations in order to clarify that the data collected from the Kimberley Process Certificates (KPCs) are in compliance with the Clean Diamond Trade Act and not under the Census Bureau’s laws and regulations. In addition, this rule clarifies the submission requirements and permissible uses of the KPCs.

DATES: Written comments must be received on or before November 28, 2017.

ADDRESSES: Please direct all written comments on this proposed rule to the Chief, International Trade Management Division, U.S. Census Bureau, Room 5K158, Washington, DC 20233–6010.

You may also submit comments, identified by RIN number 0607–AA54 or by the e-Rulemaking Docket ID USBC–2017–0003, to the Federal e-Rulemaking Portal: http://www.regulations.gov. All comments received are part of the public record. No comments will be posted to http://www.regulations.gov for public viewing until after the comment period has closed. Comments will generally be posted without change. All Personally Identifiable Information (for example,