TABLE 2 TO PARAGRAPH (b)(3)—IMPORT ASSESSMENT TABLE—Continued

[Raw cotton fiber]

HTS No.	Conv. factor	Cents/kg.
6304191000	1.1073	1.2790
6304191500	0.3876	0.4477
6304192000	0.3876	0.4477
6304193060	0.2215	0.2559
6304200020	0.8859	1.0233
6304200070	0.2215	0.2559
6304910120	0.8859	1.0233
6304910170	0.2215	0.2559
6304920000	0.8859	1.0233
6304996040	0.2215	0.2559
6505001515	1.1189	1.2924
6505001525	0.5594	0.6462
6505001540	1.1189	1.2924
6505002030	0.9412	1.0872
6505002060	0.9412	1.0872
6505002545	0.5537	0.6396
6507000000	0.3986	0.4604
9404401000	0.9966	1.1512
9404409005	0.6644	0.7674
9404409036	0.0997	0.1152
9404901030	0.2104	0.2430
9404901060	0.2104	0.2430
9404901090	0.2104	0.2430
9404908100	0.9966	1.1512
9404909605	0.6644	0.7674
9404909636	0.0997	0.1152
9619002100	0.8681	1.0027
9619002500	0.1085	0.1253
9619003100	0.9535	1.1014
9619003300	1.1545	1.3336
9619004100	0.2384	0.2754
9619004300	0.2384	0.2754
9619006100	0.8528	0.9851
9619006400	0.2437	0.2815
9619006800	0.3655	0.4222
9619007100	1.1099	1.2820
9619007400	0.2466	0.2848
9619007800	0.2466	0.2848
9619007900	0.2466	0.2848

* * * * *

Melissa Bailey,

Associate Administrator, Agricultural Marketing Service.

[FR Doc. 2026–23689 Filed 11–19–26; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13812; Project Identifier AD–2026–01169–T; Amendment 39–23521; AD 2026–23–04]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737–600, –700, –700C, –800, and –900 series airplanes. This AD was prompted by a review of the autothrottle (A/T) cruise thrust split monitor (MONFD) and the determination that there is a potential for latent loss of spoiler sensor position data or erroneous spoiler sensor position data. This AD requires repetitive aileron built-in test equipment (BITE) tests of the digital flight control system and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 7, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 7, 2026.

The FAA must receive comments on this AD by January 4, 2027.

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–2026–13812; 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 street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com.*
- 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. It is also available at *regulations.gov* under Docket No. FAA–2026–13812.

FOR FURTHER INFORMATION CONTACT: Prapon De Leon, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 682–263–9638; email: *Prapon.De.Leon@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include Docket No. FAA–2026–13812 and Project Identifier AD–2026–01169–T at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Prapon De Leon, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 682–263–9638; email: *Prapon.De.Leon@faa.gov.* Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA has received a report on a review of the A/T MONFD on certain The Boeing Company Model 737–600, –700, –700C, –800, and –900 series airplanes. The FAA has determined that

there is a potential for latent loss of spoiler sensor position data or erroneous spoiler sensor position data. This condition, if not addressed, could lead to failure of the A/T MONFD to activate, which could result in a significant throttle split leading to asymmetric thrust and the subsequent lack of autothrottle disengagement that could lead to an uncommanded roll. An uncommanded roll that is not detected and corrected by the flight crew in a timely manner could result in potential loss of control of the airplane and loss of continued safe flight and landing. The FAA is issuing this AD to address the unsafe condition on these products.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026. This material specifies procedures for repetitive aileron BITE tests of the digital flight control system and applicable on-condition actions. On-condition actions include addressing the test failure and repeating the test until the test passes. 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.

AD Requirements

This AD requires accomplishing the actions identified as ''RC'' (required for compliance) in the Accomplishment Instructions of Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026, already described, except for any differences identified as exceptions in the regulatory text of this AD.

For information on the procedures and compliance times, see this material at *regulations.gov* under Docket No. FAA–2026–13812.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for ''good cause,'' finds that those procedures are ''impracticable, unnecessary, or contrary to the public interest.'' Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because latent loss of spoiler sensor position data or erroneous spoiler sensor position data could lead to failure of the A/T MONFD to activate, which could result in a significant throttle split leading to asymmetric thrust and the subsequent lack of autothrottle disengagement that could lead to an uncommanded roll. An uncommanded roll that is not detected and corrected by the flight crew in a timely manner could result in potential loss of control of the airplane and loss of continued safe flight and landing. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 300 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
BITE test	2 work-hours × $85 per hour = $170 per test cycle.	$0	$170 per test cycle	$51,000 per test cycle.

The FAA has received no definitive data on which to base the cost estimates for the on-condition actions specified in this 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.

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, and

(2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

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:

2026–23–04 The Boeing Company: Amendment 39–23521; Docket No. FAA–2026–13812; Project Identifier AD–2026–01169–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 7, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737–600, –700, –700C, –800, and 900 series airplanes, certificated in any category, as identified in Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto Flight.

(e) Unsafe Condition

This AD was prompted by a review of the autothrottle (A/T) cruise thrust split monitor (MONFD) and the determination that there is a potential for latent loss of spoiler sensor position data or erroneous spoiler sensor position data. The FAA is issuing this AD to address latent loss of spoiler sensor position data or erroneous spoiler sensor position data. The unsafe condition, if not addressed, could lead to failure of the A/T MONFD to activate, which could result in a significant throttle split leading to asymmetric thrust and the subsequent lack of autothrottle disengagement that could lead to an uncommanded roll. An uncommanded roll that is not detected and corrected by the flight crew in a timely manner could result in potential loss of control of the airplane and loss of continued safe flight and landing.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the ''Compliance'' paragraph of Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026, do all applicable actions identified as ''RC'' (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026.

(h) Exceptions to Safety Advisory Specifications

Where the Compliance Time column of the table in the ''Compliance'' paragraph of Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026, refers to the original issue date of the safety advisory, this AD requires using the effective date of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520, Continued Operational Safety 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 manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: *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) 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(3) For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled ''RC Exempt,'' then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Additional Information

For more information about this AD, contact Prapon De Leon, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 682–263–9638; email: *Prapon.De.Leon@faa.gov*.

(k) 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) Boeing Alert Safety Advisory 737–BSA–22–001, dated October 30, 2026.

(ii) [Reserved]

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com*.

(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.

(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 November 10, 2026.

Brian Knaup,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026–23697 Filed 11–18–26; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–4656; Project Identifier MCAI–2026–00214–R; Amendment 39–23520; AD 2026–23–03]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters. This AD was prompted by a report of a separated tail rotor blade (TRB) assembly due to a crack caused by intergranular corrosion. This AD requires repetitively inspecting a certain TRB assembly for cracks and, depending on the results, removing any