(i) Austro Engine GMBH Mandatory Service Bulletin No. MSB–E4–042, Revision 0, dated January 31, 2024.

(ii) Austro Engine GmbH Work Instruction WI–MSB–E4–042, Revision 0, dated February 2, 2024.

(3) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A–2700 Weiner Neustadt, Austria; phone: +43 2622 23000; website: *austroengine.at.*

(4) 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 (817) 222–5110.

(5) You may view this service information 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 February 27, 2024.

Victor Wicklund,

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

[FR Doc. 2024–04579 Filed 2–29–24; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1704; Project Identifier MCAI–2022–00866–T; Amendment 39–22671; AD 2024–03–02]

RIN 2120–AA64

Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2C11 (Regional Jet Series 550), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. This AD requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 9, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 9, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–1704; 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 mandatory continuing airworthiness information (MCAI), 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.

Material Incorporated by Reference:

- For service information identified in this final rule, contact MHI RJ Aviation Group, Customer Response Center, 3655 Ave. des Grandes-Tourelles, Suite 110, Boisbriand, Québec J7H 0E2 Canada; North America toll-free telephone 833–990–7272 or direct-dial telephone 450–990–7272; fax 514–855–8501; email *thd.crj@mhirj.com;* website *mhirj.com.*
- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, 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–2023–1704.

FOR FURTHER INFORMATION CONTACT: Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2C11 (Regional Jet Series 550), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes. The NPRM published in the **Federal Register** on August 8, 2023 (88 FR 53402). The NPRM was prompted by AD CF–2022–35, dated June 29, 2022, issued by Transport Canada, which is the aviation authority for Canada (referred to after this as the MCAI). The MCAI states that new or more restrictive airworthiness limitations have been developed.

In the NPRM, the FAA proposed to require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address cracks in the principal structural elements of the fuselage and wings. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2023–1704.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from MHI RJ Aviation ULC. The following presents the comment received on the NPRM and the FAA's response to the comment.

Request for Credit for Actions Using Previous Revisions of the Service Information

MHI RJ Aviation ULC requested that the FAA provide credit for accomplishing the actions specified in paragraph (g) of the proposed AD prior to the effective date of this AD in accordance with MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 24, dated February 25, 2021; or MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 25, dated June 25, 2021. MHI RJ Aviation ULC pointed out that some of the tasks were initially introduced or revised in these revisions and that allowing credit would allow operators that have already accomplished the actions to avoid the need to request an alternative method of compliance with paragraph (g) of the proposed AD.

The FAA agrees to allow credit for the specified revisions for the reasons provided. Therefore, a new paragraph (i) has been added to this AD to provide credit for operators that have incorporated the new/revised tasks into their maintenance program using the specified revisions. Subsequent paragraphs have been redesignated accordingly.

Conclusion

This product has been approved by the aviation authority of another country and is 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 referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Related Service Information Under 1 CFR Part 51

The FAA reviewed MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 26, dated March 25, 2022. This service information specifies new or revised tasks to detect cracks in the principal structural elements of the fuselage and wings. This service information 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.

Costs of Compliance

The FAA estimates that this AD affects 601 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

The FAA has determined that revising the maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate. Therefore, the agency estimates the average total cost per operator to be $7,650 (90 work-hours × $85 per work-hour).

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,

(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.

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:

2024–03–02 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39–22671; Docket No. FAA–2023–1704; Project Identifier MCAI–2022–00866–T.

(a) Effective Date

This airworthiness directive (AD) is effective April 9, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2C11 (Regional Jet Series 550), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code: 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address cracks in the principal structural elements of the fuselage and wings. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the tasks identified in figure 1 to paragraph (g) of this AD as specified in MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 26, dated March 25, 2022. The initial compliance time for doing the tasks is at the applicable times specified in MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 26, dated March 25, 2022, or within 60 days after the effective date of this AD, whichever occurs later.

Figure 1 to paragraph (g) - MRM Tasks

Task Number	Configuration Letter (LTR)	Title
53-11-103	G	Pressure Bulkhead - FS202.75
53-41-115	C	Overwing Longerons, Bottom Flanges - FS693.00 to FS847.00 +16.60, WL73.00
53-41-120	B	Emergency Exit Door Cut-Out Corner
53-41-121	A	Pressure Sill Deck FS693 - FS847
53-51-110	C	Skin Penetrations FS847.00 +8.40 to FS977.00, Below WL72.00
53-61-101	A, B	Skin Lap Splice - FS977.00 to FS1162.00, STGR7L, STGR20L, STGR7R, and STGR20R
53-61-114	C	Aft Pressure Bulkhead FS1098.2
57-42-109	A	Slat #3 Attachment
57-53-101	A, B, C	Outboard Flap Hinge Arms
57-53-102	A, B, C	Outboard Flap Vane Structure
57-53-103	A, B, C	Outboard Flap Vane Mounting Structure
57-53-104	A, B, C	Outboard Flap Box Structure
57-53-105	A, B, C	Outboard Flap Hinge Arm Support Fittings and Surround Structure
57-53-108	A, B, D	Outboard Flap Hinge Support Fittings

(h) No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections) or intervals, may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (i)(1) or (2) of this AD, as applicable.

(1) For the tasks specified in figure 2 to paragraph (i)(1) of this AD: MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 24, dated February 25, 2021.

Figure 2 to Paragraph (i)(1) – Credit for Tasks Using MRM Revision 24

Task Number	Configuration Letter (LTR)	Title
53-11-103	G	Pressure Bulkhead - FS202.75
53-61-101	A, B	Skin Lap Splice - FS977.00 to FS1162.00, STGR7L, STGR20L, STGR7R, and STGR20R
53-61-114	C	Aft Pressure Bulkhead FS1098.2
57-42-109	A	Slat #3 Attachment
57-53-101	A, B, C	Outboard Flap Hinge Arms
57-53-102	A, B, C	Outboard Flap Vane Structure
57-53-103	A, B, C	Outboard Flap Vane Mounting Structure
57-53-104	A, B, C	Outboard Flap Box Structure
57-53-105	A, B, C	Outboard Flap Hinge Arm Support Fittings and Surround Structure
57-53-108	A, B, D	Outboard Flap Hinge Support Fittings

(2) For the tasks specified in figure 3 to paragraph (i)(2) of this AD: MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 25, dated June 25, 2021.

Figure 3 to Paragraph (i)(2) – Credit for Tasks Using MRM Revision 25

Task Number	Configuration Letter (LTR)	Title
53-11-103	G	Pressure Bulkhead - FS202.75
53-41-115	C	Overwing Longerons, Bottom Flanges - FS693.00 to FS847.00 +16.60, WL73.00
53-41-120	B	Emergency Exit Door Cut-Out Corner
53-51-110	C	Skin Penetrations FS847.00 +8.40 to FS977.00, Below WL72.00
53-61-101	A, B	Skin Lap Splice - FS977.00 to FS1162.00, STGR7L, STGR20L, STGR7R, and STGR20R
53-61-114	C	Aft Pressure Bulkhead FS1098.2
57-42-109	A	Slat #3 Attachment
57-53-101	A, B, C	Outboard Flap Hinge Arms
57-53-102	A, B, C	Outboard Flap Vane Structure
57-53-103	A, B, C	Outboard Flap Vane Mounting Structure
57-53-104	A, B, C	Outboard Flap Box Structure
57-53-105	A, B, C	Outboard Flap Hinge Arm Support Fittings and Surround Structure
57-53-108	A, B, D	Outboard Flap Hinge Support Fittings

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail to the address identified in paragraph (k)(2) of this AD. Information may be emailed to: *9-avs-nyaco-cos@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) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or MHI RJ Aviation ULC's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Additional Information

(1) Refer to Transport Canada AD CF–2022–35, dated June 29, 2022, for related information. This Transport Canada AD may be found in the AD docket at *regulations.gov* under Docket No. FAA–2023–1704.

(2) For more information about this AD, contact Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov.*

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(4) and (5) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) MHI RJ Aviation CRJ550/700/705/900/1000 Maintenance Requirements Manual (MRM) Part 2, CSP B–053, Revision 26, dated March 25, 2022.

(ii) [Reserved]

(3) For service information identified in this AD, contact MHI RJ Aviation Group, Customer Response Center, 3655 Ave. des Grandes-Tourelles, Suite 110, Boisbriand, Québec J7H 0E2 Canada; North America toll-free telephone 833–990–7272 or direct-dial telephone 450–990–7272; fax 514–855–8501; email *thd.crj@mhirj.com;* website *mhirj.com.*

(4) You may view this service information at the FAA, Airworthiness Products Section,

Operational Safety Branch, 2200 South 216th Street, 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 February 1, 2024.

Victor Wicklund,

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

[FR Doc. 2024–04557 Filed 3–4–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1223; Project Identifier MCAI–2022–00982–T; Amendment 39–22669; AD 2024–02–05]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. This AD was prompted by a determination that a certain nondestructive test (NDT) procedure associated with a certain airworthiness limitation for inspecting the inboard, mid, and outboard flap metallic end ribs does not contain all of the necessary instructions. This AD requires a revision to the existing maintenance or inspection program to require using a revised NDT procedure when performing an airworthiness limitation task. This AD also prohibits the use of earlier revisions of that NDT procedure. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 9, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 9, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–1223; 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 mandatory continuing airworthiness information (MCAI), 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.

Material Incorporated by Reference:

- For service information identified in this final rule, contact Bombardier, Inc., Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email *ac.yul@aero.bombardier.com;* internet bombardier.com.
- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, 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–2023–1223.

FOR FURTHER INFORMATION CONTACT: Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. The NPRM published in the **Federal Register** on July 5, 2023 (88 FR 42884). The NPRM was prompted by AD CF–2022–40, dated July 21, 2022, issued by Transport Canada, which is the aviation authority for Canada (referred to after this as the MCAI). The MCAI states that Bombardier determined that non-destructive testing manual (NDTM) procedure ET–57–51–009, dated May 6, 2019, or earlier, did not contain all of the necessary instructions to perform the inspections of the inboard, mid, and outboard flap metallic end ribs in associated airworthiness limitation task number 57–51–00–109. If those inspections are not fully completed, there is a potential for undetected cracks in the inspection area; which can result in structural failure of the flap.

In the NPRM, the FAA proposed to require a revision to the existing maintenance or inspection program to require using a revised NDT procedure when performing a certain airworthiness limitation task. The FAA also proposed to prohibit the use of earlier revisions of that NDT procedure when performing that airworthiness limitation task. The FAA is issuing this AD to address undetected cracking. The unsafe condition, if not addressed, could result in structural failure of the flap, which could result in possible reduced structural integrity of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2023–1223.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from NetJets. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Clarify Affected Airplanes and Appropriate NDT Manuals

NetJets requested that the proposed applicability be clarified if aircraft types G5500 and G6000 are affected, considering that the required actions in paragraphs (g) and (h) of the proposed AD reference a G5000 NDT manual only, but the serial numbers specified in paragraph (c) of the proposed AD include the G5500 and G6000 airplanes.

Additionally, NetJets requested that paragraph (g) of the proposed AD be revised to remove reference to ''Revision 46'' because the G5500 NDT manual is not at that revision level. NetJets noted that Transport Canada did not refer to a revision level to avoid alternative method of compliance (AMOC) requests.

The FAA contacted Bombardier and confirmed the G5500 and G6000 airplanes are included in the applicability as well as the G6000, G5000 GVFD, Global Express, and Global XRS airplanes. Paragraph (c) of this AD specifies that the AD applies to Model BD–700–1A10 and BD–700–1A11 airplanes, having serial numbers 9002 through 9879 inclusive, 9998, and 60001 and subsequent; these serial numbers include airplanes with the marketing designations Global 5000, Global 5000 GVFD, Global 5500, Global 6000, Global 6500, Global Express, and Global Express XRS. The FAA also confirmed that operators cannot use the G5000 NDT manual for all airplanes as it is only applicable to the G5000 and would need to get an AMOC to comply with this AD as proposed. The FAA has revised paragraph (g) of this AD to reference the appropriate NDT manuals for all of the airplanes identified in the applicability, including the appropriate revision level of each manual. The FAA must include revision levels due to