Table 1 to Paragraph (g)(3) – HPP Driving Gear Replacement

Engine Group	Flight Hours (FHs) accumulated on the HPP since new	Compliance Time
1	40 FHs or more	Before next flight after the effective date of this AD
	Less than 40 FHs	Before exceeding 40 FHs since new
2	80 FHs or more	Before next flight after the effective date of this AD
	Less than 80 FHs	Before exceeding 80 FHs since new

(h) Definitions

(1) For the purpose of this AD, a part eligible for installation is an HPP driving gear that is not an affected HPP driving gear.

(2) For the purpose of this AD, engines in Engine Group 1 are Model E4 engines in configuration ''-A'' installed on single engine airplanes.

(3) For the purpose of this AD, engines in Engine Group 2 are Model E4 engines in configuration ''-B'' or ''-C'' and Model E4P engines installed on twin-engine airplanes.

(i) Special Flight Permit

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to permit a single ferry flight to a location where the actions required by this AD can be accomplished on a twin-engine airplane that has one or two Model E4 engines in configuration ''-B'' or ''-C'', or Model E4P engines, installed.

(j) Non-Required Actions

The requirements to fill out and send the execution report to Austro Engine, as well as the requirement to contact Austro Engine and provide pictures of the driving gear, as set forth in the Accomplishment/Instructions, paragraph 2.1., of MSB–E4–035/1, are not required by this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (l)(1) of this AD. You may email your request to: *ANE-AD-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.

(l) Related Information

(1) For more information about this AD, contact Wego Wang, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7134; fax: (781) 238–7199; email: *wego.wang@faa.gov.*

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021–0203R1, dated September 24, 2021, for more information. You may examine the EASA AD in the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0946.

(m) 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 the AD specifies otherwise.

(i) Austro Engine Mandatory Service Bulletin (MSB) No. MSB–E4–035/1, Revision No. 1, dated September 30, 2021.

(ii) Austro Engine MSB No. MSB–E4–034/3, Revision No. 3, dated September 30, 2021.

(3) For Austro Engine service information identified in this AD, you may contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, 2700 Weiner Neustadt, Austria; phone: +43 2622 23000; website: *www.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 (781) 238–7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: *fr.inspection@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on October 27, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–23842 Filed 10–28–21; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–0613; Project Identifier MCAI–2020–01431–T; Amendment 39–21801; AD 2021–23–03]

RIN 2120–AA64

Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain De Havilland Aircraft of Canada Limited Model DHC–8–400, –401, and –402 airplanes. This AD was prompted by a report of cracking found on a main landing gear (MLG) drag strut assembly. This AD requires a records review to determine if an affected MLG drag strut assembly is installed, repetitive detailed inspections for cracking of affected strut assemblies, a one-time magnetic particle inspection for cracking, and on-condition actions if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 6, 2021.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0613; 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 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: Aziz Ahmed, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7329; fax 516–794–5531; email *9-avs-nyaco-cos@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued TCCA AD CF–2020–43, dated October 21, 2020 (referred to after this as the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for certain De Havilland Aircraft of Canada Limited Model DHC–8–400, –401, and –402 airplanes. You may examine the MCAI in the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0613.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain De Havilland Aircraft of Canada Limited Model DHC–8–400, –401, and –402 airplanes. The NPRM published in the **Federal Register** on August 3, 2021 (86 FR 41794). The NPRM was prompted by a report of cracking found on an MLG drag strut assembly. The NPRM proposed to require a records review to determine if an affected MLG drag strut assembly is installed, repetitive detailed inspections for cracking of affected strut assemblies, a one-time magnetic particle inspection for cracking, and on-condition actions if necessary. The FAA is issuing this AD to address cracking of the MLG drag strut assembly and possible failure under compression loads during landing or ground operations, which could result in asymmetric MLG configuration and potential runway excursion. See the MCAI for additional background information.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA has considered the comment received. The Air Line Pilots Association, International (ALPA) indicated its support for the NPRM.

Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. The FAA has determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Costs of Compliance

The FAA estimates that this AD will affect 34 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 11 work-hours × $85 per hour = Up to $935	$0	Up to $935	Up to $31,790.

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need these on-condition actions:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 10 work-hours × $85 per hour = Up to $850	* $	Up to $850	Up to $850.

* The FAA has received no definitive data that would enable the agency to provide parts cost estimates for the actions specified in this AD.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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.

Adoption of 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:

2021–23–03 De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39–21801; Docket No. FAA–2021–0613; Project Identifier MCAI–2020–01431–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 6, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to De Havilland Aircraft of Canada Limited Model DHC–8–400, –401, and –402 airplanes, certificated in any category, serial numbers 4001, 4003, and subsequent.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by a report of cracking found on a main landing gear (MLG) drag strut assembly. The FAA is issuing this AD to address cracking of the MLG drag strut assembly and possible failure under compression loads during landing or ground operations, which could result in asymmetric MLG configuration and potential runway excursion.

(f) Compliance

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

(g) Records Review, Repetitive Inspections, and On-Condition Actions

Within 30 days after the effective date of this AD: Review the applicable airplane maintenance records to determine if any affected MLG drag strut assembly identified in figure 1 to the introductory text of paragraph (g) of this AD is installed. If any affected MLG drag strut assembly is installed, do the actions specified in paragraphs (g)(1) and (2) of this AD.

FIGURE 1 TO THE INTRODUCTORY TEXT OF PARAGRAPH (g)—AFFECTED MLG DRAG STRUT ASSEMBLY

Part No.	Serial No.
46301–13	MBM0056 MBM0073 MBM0076 MBM0130 MBM0136 MBM0145 MBM0179 MBM0204 MBM0208 MBM0302 MBM0303 MBM0324 MBM0405 MBM0408 MBM0412 MBM0417 MBM0423

(1) Within 80 flight hours after accomplishing the records review required by paragraph (g) of this AD, do a detailed inspection for cracking of the affected MLG drag strut assembly, and do all applicable on-condition actions before further flight, in accordance with a method approved by the Manager, New York ACO Branch, FAA. Repeat the inspection thereafter at intervals not to exceed 80 flight hours until the magnetic particle inspection required by paragraph (g)(2) of this AD is done.

Note 1 to paragraph (g)(1): Guidance on the inspections and on-condition actions required by this AD can be found in Transport Canada Civil Aviation (TCCA) AD CF–2020–43, dated October 21, 2020.

(2) Within 1,600 flight hours or 12 months after the effective date of this AD, whichever occurs first, perform a magnetic particle inspection for cracks of the entire tubular section of the affected MLG drag strut assembly, and do all on-condition actions before further flight, in accordance with a method approved by the Manager, New York ACO Branch, FAA. Performing the magnetic particle inspection required by this paragraph terminates the repetitive detailed inspections required by paragraph (g)(1) of this AD.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install an affected MLG drag strut assembly identified in figure 1 to the introductory text of paragraph (g) of this AD on any airplane unless the inspections and applicable on-conditions specified in paragraphs (g)(1) and (2) of this AD are done before further flight.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; fax 516–794–5531. 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, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or De Havilland Aircraft of Canada Limited's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) TCCA AD CF–2020–43, dated October 21, 2020, for related information. This MCAI may be found in the AD docket on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0613.

(2) For more information about this AD, contact Aziz Ahmed, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7329; fax 516–794–5531; email *9-avs-nyaco-cos@faa.gov.*

(3) For information about TCCA AD CF–2020–43, dated October 21, 2020, contact TCCA, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *AD-CN@tc.gc.ca;* internet *https://tc.canada.ca/en/aviation.* You may view this service information 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.

(k) Material Incorporated by Reference

None.

Issued on October 26, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–23656 Filed 10–29–21; 8:45 am]

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