

(516) 228-7330; email: [andrea.jimenez@faa.gov](mailto:andrea.jimenez@faa.gov).

#### (I) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) European Union Aviation Safety Agency (EASA) AD 2021-0225, dated October 8, 2021.

(ii) [Reserved]

(3) For the EASA AD 2021-0225, contact Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); internet: [www.easa.europa.eu](http://www.easa.europa.eu). You may find the EASA material on the EASA website at <https://ad.easa.europa.eu>.

(4) 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. This material may be found in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0097.

(5) You may view this material 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](mailto:fr.inspection@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on April 4, 2022.

**Lance T. Gant,**

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

[FR Doc. 2022-07709 Filed 4-11-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2022-0096; Project Identifier MCAI-2021-01092-R; Amendment 39-22004; AD 2022-08-01]

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus Helicopters

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2020-22-01 which applied to all Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters. AD 2020-22-01 required inspecting the affected parts and associated frame

bores for discrepancies, applicable corrective actions, and reporting certain information if necessary. This AD was prompted by reports of corrosion on attachment screws and fittings fastening the main gearbox (MGB) suspension bars to the fuselage. This AD retains the requirements of AD 2020-22-01, adds recurring inspections, and updates the applicable service information. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective May 17, 2022.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 17, 2022.

**ADDRESSES:** For service information identified in this final rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX, 75052, telephone: (972) 641-0000; or (800) 232-0323; fax (972) 641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>. 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. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0096.

#### Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0096; 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 European Union Aviation Safety Agency (EASA) AD, 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:** Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228-7330; email [andrea.jimenez@faa.gov](mailto:andrea.jimenez@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2020-22-01,

Amendment 39-21297 (85 FR 69126, November 2, 2020) (AD 2020-22-01). AD 2020-22-01 applied to all Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters. The NPRM published in the **Federal Register** on February 10, 2022 (87 FR 7770). In the NPRM, the FAA proposed to retain all the requirements of AD 2020-22-01, and proposed to require adding repetitive inspections and updating the applicable service information.

The NPRM was prompted by EASA AD 2021-0222, dated October 6, 2021 (EASA AD 2021-0222), issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct an unsafe condition for Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, Model AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, all serial numbers. EASA advises a significant number of reports were received about corrosion being detected on the attachment screws and fittings fastening the rear MGB suspension bars, right-hand and left-hand side, to the fuselage, and the attachment screws and fitting fastening the front MGB suspension bar to the fuselage. EASA also advises Airbus Helicopters issued updated service information, which includes instructions for repetitive inspections.

Accordingly, EASA AD 2021-0222 retains the requirements of EASA AD 2019-0295, dated December 5, 2019, which prompted AD 2020-22-01, and adds repetitive inspections and updated service information. Additionally, Airbus Helicopters advised of a typo in the applicable service information in the reference to G.2 of one of the work cards. Accordingly, the FAA has identified this typo in the exceptions in the regulatory text of this AD.

#### Discussion of Final Airworthiness Directive

##### Comments

The FAA received no comments on the NPRM or on the determination of the costs.

##### Conclusion

These helicopters have been approved by EASA and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with the European Union, EASA has notified the FAA about the unsafe condition described in its AD. The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe

condition on these helicopters. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

#### **Related Service Information Under 1 CFR Part 51**

The FAA reviewed Airbus Helicopters Alert Service Bulletin (ASB) No. AS332–53.02.05, Revision 2, and ASB No. AS332–53.02.07, Revision 1, both dated August 19, 2021, which specify procedures for inspecting the attachment fittings and attachment screws of the MGB suspension bars and their frame bores for discrepancies and corrective actions. This inspection includes inspecting the attachment fittings for corrosion and inspecting the attachment screws for corrosion and evidence of sealing compound. The corrective actions include replacing or repairing corroded parts and replacing screws that have sealing compound on them. These documents are distinct since they apply to different helicopter models in different configurations.

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.

#### **Other Related Service Information**

The FAA also reviewed Airbus Helicopters ASB No. AS332–53.02.05, Revision 0, dated April 18, 2019; Airbus Helicopters ASB No. AS332–53.02.05, Revision 1, dated March 2, 2020; and Airbus Helicopters ASB No. AS332–53.02.07, Revision 0, dated October 21, 2019, which also specify procedures for inspecting the attachment fittings and attachment screws of the MGB suspension bars and their frame bores for discrepancies and corrective actions.

#### **Costs of Compliance**

The FAA estimates that this AD affects 10 helicopters of U.S. Registry. Labor rates are estimated at \$85 per work-hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Inspecting each attachment screw and fitting of the rear MGB suspension bars; each attachment screw and fitting of the front MGB suspension bar; and the frame bores takes about 16 work-hours, for an estimated cost of \$1,360 per helicopter and \$13,600 for the U.S. fleet per inspection cycle.

The FAA estimates the following costs to do any necessary on-condition corrective actions that are required based on the results of the inspection. The agency has no way of determining the number of helicopters that might need these on-condition replacements:

If required, replacing an affected screw, nut, split pin, concave washer, convex washer, or peel shim takes a minimal amount of time with a minimal cost.

If required, replacing an affected MGB attachment fitting takes about 8 work-hours and parts cost about \$7,000 for an estimated cost of \$7,680 per replacement.

If required, reporting any discrepancies to Airbus Helicopters takes about 1 work-hour for an estimated cost of \$85 per helicopter.

#### **Paperwork Reduction Act**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

#### **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:

■ a. Removing Airworthiness Directive 2020–22–01, Amendment 39–21297 (85 FR 69126, November 2, 2020); and

■ b. Adding the following new airworthiness directive:

#### **2022–08–01 Airbus Helicopters:**

Amendment 39–22004; Docket No. FAA–2022–0096; Project Identifier MCAI–2021–01092–R.

#### **(a) Effective Date**

This airworthiness directive (AD) is effective May 17, 2022.

#### **(b) Affected ADs**

This AD replaces AD 2020–22–01, Amendment 39–21297 (85 FR 69126, November 2, 2020) (AD 2020–22–01).

#### **(c) Applicability**

This AD applies to all Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft Service Component (JASC)  
Code: 5340, Fuselage main, attach fittings.

**(e) Reason**

This AD was prompted by reports of corrosion on attachment screws and fittings fastening the main gearbox (MGB) suspension bars to the fuselage. The FAA is issuing this AD to address corrosion on attachment fittings and attachment screws for the MGB suspension bars. The unsafe condition, if not addressed, could lead to structural failure of the MGB attachment screws, resulting in detachment of MGB suspension bars from the fuselage and subsequent loss of control of the helicopter.

**(f) Compliance**

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

**(g) Definitions**

Affected parts are attachment screws and fitting(s) fastening the parts identified in paragraphs (g)(1) and (2) of this AD.

(1) Rear MGB suspension bars, right and left sides, to the fuselage.

(2) Front MGB suspension bar to the fuselage.

**(h) Repetitive Inspections**

Except as specified in paragraphs (j)(1) through (10) of this AD: Within the applicable compliance times identified in paragraphs (h)(1) or (2) of this AD, inspect each affected part and its frame bores for discrepancies, in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.b.3 of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332–53.02.05, Revision 2, dated August 19, 2021 (ASB AS332–53.02.05 Rev 2); or in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.d. of Airbus Helicopters ASB No. AS332–53.02.07, Revision 1, dated August 19, 2021 (ASB AS332–53.02.07 Rev 1), as applicable to your model helicopter. For the purposes of this inspection, a discrepancy may be indicated by corrosion on the MGB attachment fitting or by sealing compound on the attachment screws.

(1) Perform the initial inspection within the applicable compliance times identified in the “Deadlines” column of Tables 1 through 4, as applicable, of paragraph 1.E.2, “Compliance in service,” of ASB AS332–53.02.05 Rev 2, and thereafter, at intervals not to exceed the compliance time identified in the “Periodicity” column of Table 1 through 4, as applicable.

(2) Perform the initial inspection within the applicable compliance times identified in the “Deadlines” column of Tables 1 and 2, as applicable, of paragraph 1.E.2, “Compliance in service,” of ASB AS332–53.02.07 Rev 1, and thereafter, at intervals not to exceed the compliance time identified in the “Periodicity” column of Table 1 and 2, as applicable.

**(i) Corrective Action**

Except as required by paragraphs (j)(7) through (10) of this AD: If, during any

inspection required by paragraph (h) of this AD, there is any discrepancy, before further flight, perform the applicable corrective action (including replacing or repairing corroded parts and replacing screws that have sealing compound on them), in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.b.3 of ASB AS332–53.02.05 Rev 2 or in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.d. of ASB AS332–53.02.07 Rev 1, as applicable.

**(j) Exceptions to Service Information Specifications**

(1) Where Tables 1 and 3 of ASB AS332–53.02.05 Rev 2 use the phrase “receipt of Revision 0 of this Alert Service Bulletin issued April 18, 2019,” this AD requires using December 7, 2020 (the effective date of AD 2020–22–01).

(2) Where Table 1 of ASB AS332–53.02.07 Rev 1 uses the phrase “receipt of Revision 0 of this Alert Service Bulletin,” this AD requires using December 7, 2020 (the effective date of AD 2020–22–01).

(3) Where Tables 2 and 4 of ASB AS332–53.02.05 Rev 2 use the phrase “receipt of Revision 2 of this Alert Service Bulletin,” this AD requires using the effective date of this AD.

(4) Where Table 2 of ASB AS332–53.02.07 Rev 1, uses the phrase “that follow receipt of Revision 1 of this Alert Service Bulletin,” this AD requires using the effective date of this AD.

(5) Where Tables 2 and 4 of ASB AS332–53.02.05 Rev 2, and Table 2 of ASB AS332–53.02.07 Rev 1, specify certain configurations in the “Configuration” column, this AD requires compliance for those configurations as of the effective date of this AD.

**Note 1 to paragraph (j)(5):** An example for the exception specified in paragraph (j)(5) of this AD is where a service bulletin specifies, “3700 flight hours or more since compliance with this Alert Service Bulletin,” use “3700 flight hours or more since compliance with this Alert Service Bulletin as of the effective date of this AD.”

(6) Where Tables 1 and 3 of ASB AS332–53.02.05 Rev 2, and Table 1 of ASB AS332–53.02.07 Rev 1, specify certain configurations in the “Configuration” column, this AD requires compliance for those configurations as of December 7, 2020 (the effective date of AD 2020–22–01).

(7) Where the Accomplishment Instructions, paragraph 3.B.2.b.3 of ASB AS332–53.02.05 Rev 2, and the Accomplishment Instructions, paragraph 3.B.2.b.2 of ASB AS332–53.02.07 Rev 1 specify performing a check of the condition of the bores and frames, for this AD for ASB AS332–53.02.05 Rev 2 replace the text, “Perform a check of the state of the frame bores as per paragraph G.2. of the Work Card 53–10–00–402 (MET),” with “Perform a check of the state of the frame bores as per paragraph F.2.b.(2) of the Work Card 53–10–00–402 (MET);” and for ASB AS332–53.02.07 Rev 1 replace the text, “Check the condition of the bores and the frames using the endoscope (yy) as per paragraph G.2. of Work Card 53–10–00–402 (MET),” with “Check the

condition of the bores and the frames using the endoscope (yy) as per paragraph F.2.b.(2) of Work Card 53–10–00–402 (MET).”

(8) Where ASB AS332–53.02.05 Rev 2 and ASB AS332–53.02.07 Rev 1 specify discarding parts, you are not required to discard parts.

(9) Where ASB AS332–53.02.05 Rev 2 and ASB AS332–53.02.07 Rev 1 specify contacting Airbus Helicopters for repair instructions, this AD requires repair done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters’ EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(10) Where ASB AS332–53.02.05 Rev 2, and ASB AS332–53.02.07 Rev 1, specify if sealing compound is present, or if no sealing compound is present but there is corrosion, take a photo, place the part in quarantine, and contact Airbus Helicopters for repair instructions, this AD requires repair done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters’ EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature. This AD does not require taking a photo or placing the part in quarantine.

**(k) Reporting**

If, during any inspection required by paragraph (h) of this AD, there is any discrepancy, report the inspection results to Airbus Helicopters at the applicable time specified in paragraph (k)(1) or (2) of this AD. The report should include the information specified in Appendix 4.A. of Airbus Helicopters ASB AS332–53.02.05 Rev 2; or ASB AS332–53.02.07 Rev 1, as applicable.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

**(l) Credit for Previous Actions**

(1) For helicopters identified in ASB AS332–53.02.05 Rev 2: This paragraph provides credit for initial inspections required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters ASB AS332–53.02.05, Revision 1, dated March 2, 2020, or Airbus Helicopters ASB AS332–53.02.05, Revision 0, dated April 18, 2019.

(2) For helicopters identified in ASB AS332–53.02.07 Rev 1: This paragraph provides credit for initial inspections required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters ASB AS332–53.02.07 Revision 0, dated October 21, 2019.

**(m) Special Flight Permits**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided no passengers are onboard.

**(n) Alternative Methods of Compliance (AMOCs)**

(1) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (o)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-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.

**(o) Related Information**

(1) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228-7330; email [andrea.jimenez@faa.gov](mailto:andrea.jimenez@faa.gov).

(2) Service information identified in this AD is available at the contact information specified in paragraphs (p)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0222, dated October 6, 2021. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2022-0096.

**(p) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference 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) Airbus Helicopters Alert Service Bulletin No. AS332-53.02.05, Revision 2, dated August 19, 2021.

(ii) Airbus Helicopters Alert Service Bulletin No. AS332-53.02.07, Revision 1, dated August 19, 2021.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX, 75052, telephone: (972) 641-0000; or (800) 232-0323; fax (972) 641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>.

(4) 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.

(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](mailto:fr.inspection@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on April 5, 2022.

**Lance T. Gant,**

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

[FR Doc. 2022-07705 Filed 4-11-22; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF COMMERCE****Bureau of Industry and Security****15 CFR Part 746**

[Docket No. 220406-0085]

**RIN 0694-A181**

**Additions to the List of Countries Excluded From Certain License Requirements Under the Export Administration Regulations (EAR)**

**AGENCY:** Bureau of Industry and Security, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** In response to the Russian Federation's (Russia's) further invasion of Ukraine and to protect U.S. national security and foreign policy interests, the Department of Commerce established highly restrictive license requirements and policies for certain transactions involving Russia and Belarus under the Export Administration Regulations (EAR). To recognize partner countries implementing substantially similar export controls on Russia and Belarus, the Department of Commerce published a list of countries excluded from certain U.S. export controls related to foreign-produced items. In this rule, the Department of Commerce adds Iceland, Liechtenstein, Norway, and Switzerland to the list of excluded countries.

**DATES:** This rule is effective April 8, 2022.

**FOR FURTHER INFORMATION CONTACT:** For questions on this final rule, contact Eileen Albanese, Director, Office of National Security and Technology Transfer Controls, Bureau of Industry and Security, Department of Commerce, Phone: (202) 482-0092, Fax: (202) 482-482-3355, Email: [rpd2@bis.doc.gov](mailto:rpd2@bis.doc.gov). For emails, include "Russia" in the subject line.

**SUPPLEMENTARY INFORMATION:****Background**

In response to Russia's February 2022 invasion of Ukraine and Belarus's substantial enabling of Russia's invasion, the Bureau of Industry and Security (BIS) imposed extensive export controls on Russia and Belarus under the Export Administration Regulations (15 CFR parts 730-774) (EAR) by

implementing the final rule, *Implementation of Sanctions Against Russia Under the Export Administration Regulations (EAR)*, effective February 24, 2022 ("Russia rule"),<sup>1</sup> and four subsequent final rules published in March 2022: *Imposition of Sanctions Against Belarus Under the Export Administration Regulations (EAR)*, effective March 2, 2022 ("Belarus rule");<sup>2</sup> *Expansion of Sanctions Against the Russian Industry Sector Under the Export Administration Regulations (EAR)* ("Industry Sector rule");<sup>3</sup> *Further Imposition of Sanctions Against Russia with the Addition of Certain Entities to the Entity List* ("Russia Entity List rule");<sup>4</sup> and *Imposition of Sanctions on 'Luxury Goods' Destined for Russia and Belarus and for Russian and Belarusian Oligarchs and Malign Actors Under the Export Administration Regulations* ("Luxury Goods rule").<sup>5</sup> As described in the Russia rule's preamble, as well as in the other March 2022 rules, Russia's invasion of Ukraine and Belarus's enabling of such invasion flagrantly violate international law, are contrary to U.S. national security and foreign policy interests, and undermine global order, peace, and security. Accordingly, BIS has imposed stringent export controls on Russia and Belarus.

Also in March 2022, BIS published *Addition to the List of Countries Excluded from Certain License Requirements under the Export Administration Regulations* ("South Korea exclusion rule"),<sup>6</sup> which added South Korea to the list of countries in supplement no. 3 to part 746 of the EAR that are excluded from certain § 746.8 license requirements that pertain to items destined for Russia or Belarus. The countries listed in supplement no. 3 to part 746 have committed to implementing substantially similar export controls on Belarus and Russia under their domestic laws. Pursuant to § 746.8(a)(5) of the EAR, countries that have made such a commitment receive full or partial exclusions, as appropriate, from the FDP rules' license requirements set forth under § 746.8(a)(2) and (3). Similarly, the license requirements in § 746.8(a)(1) are not used to determine controlled U.S.-content under the EAR's *de minimis* rules, as set forth in supplement no. 2 to part 734 of the EAR, provided the

<sup>1</sup> 87 FR 12226 (March 3, 2022).

<sup>2</sup> 87 FR 13048 (March 8, 2022).

<sup>3</sup> 87 FR 12856 (March 8, 2022).

<sup>4</sup> 87 FR 13141 (March 9, 2022).

<sup>5</sup> 87 FR 14785 (March 16, 2022).

<sup>6</sup> 87 FR 13627 (March 10, 2022).