

516–228–7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@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) MHI RJ Aviation Service Bulletin 670BA–57–029, dated February 2, 2021.

(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](mailto:thd.crj@mhirj.com); website [mhirj.com](http://mhirj.com).

(4) 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.

(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: [www.archives.gov/federal-register/cfr/ibr-locations.html](http://www.archives.gov/federal-register/cfr/ibr-locations.html).

Issued on August 29, 2022.

**Christina Underwood,**

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

[FR Doc. 2022–19117 Filed 9–2–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2022–0601; Project Identifier MCAI–2021–01286–T; Amendment 39–22152; AD 2022–18–01]

**RIN 2120–AA64**

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2017–10–24, which applied to certain Airbus SAS Model A330–200 series airplanes, Model A330–200 Freighter series airplanes, and Model A330–300 series airplanes; AD 2018–23–14, which applied to certain Airbus SAS Model A330–200 series airplanes, Model

A330–200 Freighter series airplanes, and Model A330–300 series airplanes; and AD 2021–05–12, which applied to certain Airbus SAS Model A330–200 Freighter series airplanes. AD 2017–10–24, AD 2018–23–14, and AD 2021–05–12 require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. This AD revises the applicability by adding airplanes. This AD continues to require the actions in AD 2018–23–14 and AD 2021–05–12, and requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective October 11, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 11, 2022.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of January 2, 2019 (83 FR 60754, November 27, 2018).

The Director of the Federal Register also approved the incorporation by reference of a certain other publication listed in this AD as of April 26, 2021 (86 FR 15092, March 22, 2021).

**ADDRESSES:** For EASA material incorporated by reference (IBR) in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +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 this IBR material on the EASA website at <https://ad.easa.europa.eu>. For Airbus service information identified in this final rule, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); internet <https://www.airbus.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 in the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA–2022–0601.

#### Examining the AD Docket

You may examine the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA–2022–0601; 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.

#### FOR FURTHER INFORMATION CONTACT:

Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax: 206–231–3229; email [vladimir.ulyanov@faa.gov](mailto:vladimir.ulyanov@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2021–0246, dated November 17, 2021 (EASA AD 2021–0246) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model A330–201, –202, –203, –223, and –243 airplanes; Model A330–223F and –243F airplanes; Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes; Model A330–841 airplanes; and Model A330–941 airplanes.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2017–10–24, Amendment 39–18898 (82 FR 24035, May 25, 2017) (AD 2017–10–24); AD 2018–23–14, Amendment 39–19501 (83 FR 60754, November 27, 2018) (AD 2018–23–14); and AD 2021–05–12, Amendment 39–21455 (86 FR 15092, March 22, 2021) (AD 2021–05–12). AD 2017–10–24 applied to certain Airbus SAS Model A330–200 series airplanes, Model A330–200 Freighter series airplanes, and Model A330–300 series airplanes; AD 2018–23–14 applied to certain Airbus SAS Model A330–200 series airplanes, Model A330–200 Freighter series airplanes, and Model A330–300 series airplanes; and AD 2021–05–12 applied to certain Airbus SAS Model A330–200 Freighter series airplanes. The NPRM published in the **Federal Register** on June 9, 2022 (87 FR 35118). The NPRM was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The NPRM proposed to revise the applicability by adding

airplanes. The NPRM also proposed to continue to require the actions in AD 2018–23–14 and AD 2021–05–12, and proposed to require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, as specified in EASA AD 2021–0246.

The FAA is issuing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life limited parts, which could result in reduced structural integrity of the airplane. See the MCAI for additional background information.

#### Discussion of Final Airworthiness Directive

The FAA received comments from the Air Line Pilots Association, International (ALPA) who supported the NPRM without change.

#### Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products.

#### Related Service Information Under 14 CFR Part 51

EASA AD 2021–0246 specifies procedures for new or more restrictive airworthiness limitations for airplane structures and safe life limits.

This AD also requires the following service information.

- Airbus A330 Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL–ALI), Revision 09, dated September 18, 2017, which the Director of the Federal Register approved for incorporation by reference as of January 2, 2019 (83 FR 60754, November 27, 2018).
- Airbus A330 ALS Part 1, SL–ALI, Variation 9.2, dated November 28, 2017, which the Director of the Federal Register approved for incorporation by reference as of January 2, 2019 (83 FR 60754, November 27, 2018).
- Airbus A330 ALS Part 1, SL–ALI, Variation 9.3, dated November 29, 2017, which the Director of the Federal Register approved for incorporation by reference as of January 2, 2019 (83 FR 60754, November 27, 2018).
- EASA AD 2020–0190, dated August 27, 2020, which the Director of the Federal Register approved for

incorporation by reference as of April 26, 2021 (86 FR 15092, March 22, 2021).

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.

#### Costs of Compliance

The FAA estimates that this AD affects 138 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

The FAA estimates the total cost per operator for the retained actions from AD 2018–23–14 and AD 2021–05–12 to be \$7,650 (90 work-hours × \$85 per work-hour) per AD.

The FAA has determined that revising the existing 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.

The FAA estimates the total cost per operator for the new actions 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:
- a. Removing Airworthiness Directive (AD) 2017–10–24, Amendment 39–18898 (82 FR 24035, May 25, 2017); AD 2018–23–14, Amendment 39–19501 (83 FR 60754, November 27, 2018); and AD 2021–05–12, Amendment 39–21455 (86 FR 15092, March 22, 2021); and
  - b. Adding the following new AD:

**2022–18–01 Airbus SAS:** Amendment 39–22152; Docket No. FAA–2022–0601; Project Identifier MCAI–2021–01286–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective October 11, 2022.

#### (b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (3) of this AD.

- (1) AD 2017–10–24, Amendment 39–18898 (82 FR 24035, May 25, 2017) (AD 2017–10–24).
- (2) AD 2018–23–14, Amendment 39–19501 (83 FR 60754, November 27, 2018) (AD 2018–23–14).
- (3) AD 2021–05–12, Amendment 39–21455 (86 FR 15092, March 22, 2021) (AD 2021–05–12).

#### (c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1) through (5) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before July 1, 2021.

- (1) Model A330–201, –202, –203, –223, and –243 airplanes.

- (2) Model A330–223F and –243F airplanes.
- (3) Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.
- (4) Model A330–841 airplanes.
- (5) Model A330–941 airplanes.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life limited parts, which could result in reduced structural integrity of the airplane.

**(f) Compliance**

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

**(g) Retained Revision of the Existing Maintenance or Inspection Program for AD 2018–23–14, With a New Terminating Action**

This paragraph restates the requirements of paragraph (g) of AD 2018–23–14, with a new terminating action. For Airbus SAS Model A330–200 series airplanes, Model A330–200 Freighter series airplanes, and Model A330–300 series airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before November 29, 2017: Within 90 days after January 2, 2019 (the effective date of AD 2018–23–14), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the service information identified in paragraphs (g)(1) through (3) of this AD. The initial compliance times for accomplishing the tasks are at the applicable times specified in the service information identified in paragraphs (g)(1) through (3) of this AD, or within 90 days after January 2, 2019, whichever occurs later. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (l) of this AD terminates the requirements of this paragraph.

(1) Airbus A330 Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL–ALI), Revision 09, dated September 18, 2017.

(2) Airbus A330 ALS Part 1, SL–ALI, Variation 9.2, dated November 28, 2017.

(3) Airbus A330 ALS Part 1, SL–ALI, Variation 9.3, dated November 29, 2017.

**(h) Retained Restrictions on Alternative Actions and Intervals for AD 2018–23–14, With a New Exception**

This paragraph restates the requirements of paragraph (i) of AD 2018–23–14, with a new exception. Except as required by paragraphs (i) and (l) of this AD, after the existing maintenance or inspection program, as applicable, 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 or intervals are approved as an alternative method of

compliance (AMOC) in accordance with the procedures specified in paragraph (p)(1) of this AD.

**(i) Retained Revision of the Existing Maintenance or Inspection Program for AD 2021–05–12, With a New Terminating Action**

This paragraph restates the requirements of paragraph (g) of AD 2021–05–12, with a new terminating action. For Airbus SAS Model A330–223F and –243F airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before June 29, 2020, except as specified in paragraph (j) of this AD, comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020–0190, dated August 27, 2020 (EASA AD 2020–0190). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (l) of this AD terminates the requirements of this paragraph.

**(j) For AD 2021–05–12: Retained Exceptions to EASA AD 2020–0190 With No Changes**

This paragraph restates the exceptions specified in paragraph (h) of AD 2021–05–12, with no changes.

(1) The requirements specified in paragraph (1) of EASA AD 2020–0190 do not apply to this AD.

(2) Paragraph (2) of EASA AD 2020–0190 specifies revising “the approved AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, to incorporate the “limitations” specified in paragraph (2) of EASA AD 2020–0190 within 90 days after April 26, 2021 (the effective date of AD 2021–05–12).

(3) The initial compliance time for doing the tasks specified in paragraph (2) of EASA AD 2020–0190 is on or before the applicable “limitations” specified in paragraph (2) of EASA AD 2020–0190, or within 90 days after April 26, 2021 (the effective date of AD 2021–05–12), whichever occurs later.

(4) The provision specified in paragraph (3) of EASA AD 2020–0190 does not apply to this AD.

(5) The “Remarks” section of EASA AD 2020–0190 does not apply to this AD.

**(k) Retained Restrictions on Alternative Actions and Intervals for AD 2021–05–12, With a New Exception**

This paragraph restates the requirements of paragraph (i) of AD 2021–05–12, with a new exception. Except as required by paragraph (l) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (*e.g.*, inspections) or intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2020–0190.

**(l) New Revision of the Existing Maintenance or Inspection Program**

*Except as specified in paragraph (m) of this AD:* Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021–0246, dated November 17, 2021 (EASA AD 2021–0246).

Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraphs (g) and (i) of this AD.

**(m) Exceptions to EASA AD 2021–0246**

(1) Where EASA AD 2021–0246 refers to its effective date, this AD requires using the effective date of this AD.

(2) The requirements specified in paragraph (1) of EASA AD 2021–0246 do not apply to this AD.

(3) Paragraph (2) of EASA AD 2021–0246 specifies revising “the AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(4) The initial compliance time for doing the tasks specified in paragraph (2) of EASA AD 2021–0246 is at the applicable “limitations” as incorporated by the requirements of paragraph (2) of EASA AD 2021–0246, or within 90 days after the effective date of this AD, whichever occurs later.

(5) The provisions specified in paragraphs (3) and (4) of EASA AD 2021–0246 do not apply to this AD.

(6) The “Remarks” section of EASA AD 2021–0246 does not apply to this AD.

**(n) New Provisions for Alternative Actions and Intervals**

After the existing maintenance or inspection program has been revised as required by paragraph (l) of this AD, no alternative actions (*e.g.*, inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2021–0246.

**(o) Terminating Action for Certain Requirements of Paragraph (g) of This AD**

Accomplishing the actions required by paragraph (i) of this AD terminates the limitation for the nose landing gear lower torque link having part number D64001, as required by paragraph (g) of AD 2018–23–14, for Model A330–223F and –243F airplanes only.

**(p) Additional FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Large Aircraft Section, 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 Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (q) of this AD. Information may be emailed to: 9-AVS-AIR-730-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) *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, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### (g) Related Information

For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax: 206-231-3229; email [vladimir.ulyanov@faa.gov](mailto:vladimir.ulyanov@faa.gov).

#### (r) 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.

(3) The following service information was approved for IBR on October 11, 2022.

(i) European Union Aviation Safety Agency (EASA) AD 2021-0246, dated November 17, 2021.

(ii) [Reserved]

(4) The following service information was approved for IBR on January 2, 2019 (83 FR 60754, November 27, 2018).

(i) Airbus A330 Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL-ALI), Revision 09, dated September 18, 2017.

(ii) Airbus A330 ALS Part 1, SL-ALI, Variation 9.2, dated November 28, 2017.

(iii) Airbus A330 ALS Part 1, SL-ALI, Variation 9.3, dated November 29, 2017.

(5) The following service information was approved for IBR on April 26, 2021 (86 FR 15092, March 22, 2021).

(i) European Union Aviation Safety Agency (EASA) AD 2020-0190, dated August 27, 2020.

(ii) [Reserved]

(6) For EASA AD 2020-0190 and EASA AD 2021-0246, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +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 this EASA AD on the EASA website at <https://ad.easa.europa.eu>. For Airbus service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); internet <https://www.airbus.com>.

(7) 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.

(8) 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 August 16, 2022.

**Christina Underwood,**

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

[FR Doc. 2022-19098 Filed 9-2-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2022-0397; Project Identifier MCAI-2021-01354-A; Amendment 39-22151; AD 2022-17-13]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Piaggio Aero Industries S.p.A Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Piaggio Aero Industries S.p.A. (Piaggio) Model P-180 airplanes. This AD is prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as altimetry system errors in the air data computers (ADCs) and stand-by instrument systems. This AD requires amending the existing airplane flight manual (AFM), installing improved ADCs and a detachable configuration module (DCM), and revising the existing instructions for continued airworthiness. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective October 11, 2022.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of October 11, 2022.

**ADDRESSES:** For service information identified in this final rule, contact Piaggio Aero Industries S.p.A., P180 Customer Support, via Pionieri e Aviatori d'Italia, snc—16154 Genoa, Italy; phone: (+39) 331 679 74 93; email: [technicalsupport@piaggioaerospace.it](mailto:technicalsupport@piaggioaerospace.it). You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this

material at the FAA, call (817) 222-5110. It is also available at [www.regulations.gov](http://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0397.

#### **Examining the AD Docket**

You may examine the AD docket at [www.regulations.gov](http://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0397; 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 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.

#### **FOR FURTHER INFORMATION CONTACT:**

Mike Kiesov, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4144; email: [mike.kiesov@faa.gov](mailto:mike.kiesov@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 serial-numbered Piaggio Model P-180 airplanes. The NPRM published in the **Federal Register** on April 8, 2022 (87 FR 20790). The NPRM was prompted by MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2019-0269, dated October 29, 2019 (referred to after this as “the MCAI”), to address the unsafe condition on Piaggio Model P.180 Avanti II airplanes. The MCAI states:

During monitoring of P.180 Avanti II fleet by EUROCONTROL (checks performed by Air Traffic Control stations) a mean altimetry system error and some singular measurement exceedances were reported being outside of limits defined by rules applicable to Reduced Vertical Separation Minimum (RVSM) airworthiness standards. Subsequent investigation determined that the static source error correction curves embedded in the ADC of pilot and co-pilot, as well as in the stand-by instrument system, did not ensure the required RVSM performance of the aeroplane.

This condition, if not corrected, could lead to delivery [of] erroneous air data information and consequent impairment of aeroplane altitude-keeping capability, possibly resulting in a mid-air collision within RVSM airspace.

To address this potential unsafe condition, Piaggio issued the AFM TC [Temporary