

(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 Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### (k) Related Information

(1) For EASA AD 2021-0272, 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>. 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. This material may be found in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0604.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226; email [tom.rodriguez@faa.gov](mailto:tom.rodriguez@faa.gov).

Issued on June 2, 2022.

#### Gaetano A. Sciortino,

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022-12268 Filed 6-8-22; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2022-0603; Project Identifier MCAI-2021-01093-T]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier, Inc., Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes. This proposed AD was prompted by a report that some rudder power control unit (PCU) load limiters were found in service with the crimping missing from the end cap; therefore, the pilot command from the load limiter might not transmit correctly. This proposed

AD would require a one-time inspection of the rudder PCU load limiters for correct crimping of the end cap, and replacing any defective rudder PCU load limiter. For certain airplanes, this proposed AD would also require repetitive testing of the rudder PCU load limiter for correct functioning, and applicable corrective actions. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by July 25, 2022.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Bombardier 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](mailto:ac.yul@aero.bombardier.com); internet <https://www.bombardier.com>. 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.

#### Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0603; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

**FOR FURTHER INFORMATION CONTACT:** Elizabeth Dowling, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2022-0603; Project Identifier MCAI-2021-01093-T" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

#### Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Elizabeth Dowling, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov). Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

#### Background

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued TCCA AD CF-2021-33, dated October 6, 2021 (also referred to after this as the MCAI), to correct an unsafe condition for certain

Bombardier, Inc., Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes. You may examine the MCAI in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0603.

This proposed AD was prompted by a report that some rudder PCU load limiters were found in service with the crimping missing from the end cap; therefore, the pilot command from the load limiter might not transmit correctly. The FAA is proposing this AD to address defective rudder PCU load limiters, which could result in incorrect transmission of the pilot command, and loss of control of the rudder. See the MCAI for additional background information.

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

Bombardier has issued the following service information.

- Bombardier Service Bulletin 604-27-039, Revision 01, dated April 6, 2021.
- Bombardier Service Bulletin 600-0776, dated December 7, 2020.
- Bombardier Service Bulletin 601-0648, dated December 7, 2020.

This service information describes procedures for a one-time inspection of the rudder PCU load limiters for correct crimping of the end cap, and replacing any defective PCU load limiter. These documents are distinct because they apply to different airplane configurations.

Bombardier has also released the following service information.

- Bombardier Service Bulletin 605-27-003, dated December 7, 2020.
- Bombardier Service Bulletin 650-27-010, dated December 7, 2020.

This service information describes procedures for repetitive testing of certain PCU load limiters for proper functioning and applicable corrective actions (performing the one-time inspection of the rudder PCU load limiters for correct crimping of the end cap, and replacing any defective PCU load limiter). This service information also describes procedures for a one-time inspection of the rudder PCU load limiters for correct crimping of the end cap, and replacing any defective PCU load limiter, which terminates the repetitive tests. These documents are distinct because they apply to different airplane 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.

**FAA’s Determination**

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 the State of Design Authority, the FAA has been notified of the unsafe condition described in the MCAI and service information referenced above. The FAA is proposing this AD because the FAA evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**Proposed AD Requirements in This NPRM**

This proposed AD would require accomplishing the actions specified in the service information already described.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 379 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

**ESTIMATED COSTS FOR REQUIRED ACTIONS**

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 2 work-hours × \$85 per hour = Up to \$170 .....	\$0	Up to \$170 .....	Up to \$64,430.

The FAA estimates the following costs to do any necessary on-condition replacement that would be required

based on the results of any required inspection. The FAA has no way of

determining the number of aircraft that might need this on-condition action:

**ESTIMATED COSTS OF ON-CONDITION ACTIONS**

Labor cost	Parts cost	Cost per product
10 work-hours × \$85 per hour = \$850 (per rudder PCU load limiter) .....	\$50	\$900

**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**

The FAA determined that this proposed AD would not have federalism implications under Executive Order

13132. This proposed AD would 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 this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

**Bombardier, Inc.:** Docket No. FAA–2022–0603; Project Identifier MCAI–2021–01093–T.

#### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by July 25, 2022.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Bombardier, Inc. airplanes certificated in any category, identified in paragraphs (c)(1) through (3) of this AD.

(1) Model CL–600–1A11 (600) airplanes having serial numbers (S/Ns) 1004 through 1085 inclusive.

(2) Model CL–600–2A12 (601) airplanes having S/Ns 3001 through 3066 inclusive.

(3) Model CL–600–2B16 (601–3A, 601–3R, and 604 Variants) airplanes having S/Ns 5001 through 5194 inclusive, 5301 through 5665 inclusive, 5701 through 5988 inclusive, 6050 through 6158 inclusive, and 6160 through 6162 inclusive.

#### (d) Subject

Air Transport Association (ATA) of America Code 27, Flight Controls.

#### (e) Unsafe Condition

This AD was prompted by a report that some rudder power control unit (PCU) load limiters were found in service with the crimping missing from the end cap; therefore, the pilot command from the load limiter might not transmit correctly. The FAA is proposing this AD to address defective rudder PCU load limiters, which could result in incorrect transmission of the pilot command, and loss of control of the rudder.

#### (f) Compliance

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

#### (g) Inspection and Replacement for Certain Airplanes

At the applicable time specified in paragraph (g)(1) or (2) of this AD, inspect each rudder PCU load limiter having part number (P/N) 600–91302–43 or P/N 600–91302–53 for correct crimping of the end cap, in accordance with paragraph 2.B., Part A, of the Accomplishment Instructions of the applicable service information specified in figure 1 to paragraph (g) of this AD. If the crimping is missing from any end cap, before further flight, replace the defective rudder PCU load limiter, in accordance with paragraph 2.C., Part B, of the Accomplishment Instructions of the applicable service information specified in figure 1 to paragraph (g) of this AD.

(1) For Model CL–600–1A11 airplanes having S/Ns 1004 through 1085 inclusive; Model CL–600–2A12 airplanes having S/Ns 3001 through 3066 inclusive; and Model CL–600–2B16 airplanes having S/Ns 5001 through 5194 inclusive: Inspect within 800 flight hours after the effective date of this AD.

(2) For Model CL–600–2B16 airplanes having S/Ns 5301 through 5665 inclusive: Inspect within 2,200 flight hours after the effective date of this AD.

Figure 1 to paragraph (g) – *Service Information References*

Airplane Model	Serial Number	Service Information
CL-600-1A11	1004 through 1085 inclusive	Bombardier Service Bulletin 600-0776, dated December 7, 2020
CL-600-2A12	3001 through 3066 inclusive	Bombardier Service Bulletin 601-0648, dated December 7, 2020
CL-600-2B16	5001 through 5194 inclusive	Bombardier Service Bulletin 601-0648, dated December 7, 2020
CL-600-2B16	5301 through 5665 inclusive	Bombardier Service Bulletin 604-27-039, Revision 01, dated April 6, 2021
CL-600-2B16	5701 through 5988 inclusive	Bombardier Service Bulletin 650-27-010, dated December 7, 2020
CL-600-2B16	6050 through 6158 inclusive, and 6160 through 6162 inclusive	Bombardier Service Bulletin 605-27-003, dated December 7, 2020

**(h) Repetitive Testing, Inspection, and Replacement for Certain Airplanes**

For Model CL-600-2B16 airplanes having S/Ns 5701 through 5988 inclusive, 6050 through 6158 inclusive, and 6160 through 6162 inclusive, do the actions specified in paragraphs (h)(1) and (2) of this AD.

(1) Within 1,000 flight hours after the effective date of this AD, test each rudder PCU load limiter for correct functioning, in accordance with paragraph 2.B., Part A, of the Accomplishment Instructions of the applicable service information specified in figure 1 to paragraph (g) of this AD. Repeat the test thereafter at intervals not to exceed 800 flight hours until the inspection required by paragraph (h)(2) of this AD has been accomplished. If any rudder PCU load limiter fails any test, before further flight, do the inspection specified in paragraph (h)(2) of this AD.

(2) Within 3,400 flight hours after the effective date of this AD, inspect each rudder PCU load limiter having P/N 600-91302-43 or P/N 600-91302-53 for correct crimping of the end cap, in accordance with paragraph 2.C., Part B, of the Accomplishment Instructions of the applicable service information specified in figure 1 to paragraph (g) of this AD. If the crimping is missing from any end cap, before further flight, replace the defective rudder PCU load limiter, in accordance with paragraph 2.D., Part C, of the Accomplishment Instructions of the applicable service information specified in figure 1 to paragraph (g) of this AD. Accomplishment of this inspection terminates the repetitive testing required by paragraph (h)(1) of this AD.

**(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. 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 Bombardier, Inc.'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-2021-33, dated October 6, 2021, 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-2022-0603.

(2) For more information about this AD, contact Elizabeth Dowling, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

(3) For service information identified in this AD, contact Bombardier 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](mailto:ac.yul@aero.bombardier.com); internet <https://www.bombardier.com>. 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.

Issued on May 31, 2022.

**Gaetano A. Sciortino,**

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022-12256 Filed 6-8-22; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2022-0672; Project Identifier MCAI-2020-01606-T]

**RIN 2120-AA64**

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

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2020-04-20, which applies to certain De Havilland Aircraft of Canada Limited Model DHC-8-400 series airplanes. AD 2020-04-20 requires repetitive inspections of certain parts for discrepancies that meet specified criteria, and replacement as necessary; repetitive inspections of certain parts for damage and wear, and rework of parts; and electrical bonding checks of certain couplings. AD 2020-04-20 also requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. For certain

airplanes, AD 2020-04-20 allows a modification that would terminate the repetitive inspections. Since the FAA issued AD 2020-04-20, the FAA has determined that a more robust lightning ignition protection design is necessary and that additional airplanes are affected by the unsafe condition. This proposed AD would continue to require the actions in AD 2020-04-20, revise the applicability by adding airplanes, and require, for certain airplanes, the previously optional rework and retrofit of certain parts of the fuel system. Doing the rework and retrofit would terminate the retained initial and repetitive inspections in this AD. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by July 25, 2022.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal*: Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax*: 202-493-2251.

- *Mail*: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery*: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact De Havilland Aircraft of Canada Limited, Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email [thd@dehavilland.com](mailto:thd@dehavilland.com); internet <https://dehavilland.com>. 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.

**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-2022-0672; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

**FOR FURTHER INFORMATION CONTACT:** Joseph Catanzaro, Aerospace Engineer,