(c) Applicability
This AD applies to Bombardier, Inc., Model BD–100–1A10 airplanes, certificated in any category, serial numbers 200003 through 20406 inclusive.

(d) Subject
Air Transport Association (ATA) of America Code 29, Hydraulic power.

(e) Reason
This AD was prompted by reports of DC motor pump (DCMP) failures during production flight tests. These failures caused the electrical system generators to disconnect due to excessive induced voltage in the bus, caused by the DCMP overheating at high altitudes. The FAA is issuing this AD to address failures of the DCMP and electrical system generators, which could lead to the loss of normal electrical power on the airplane.

(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions
Within 6 months after the effective date of this AD: Install the redesigned DCMP electric motor assembly, having part number (P/N) 945202–3, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 100–29–18, Revision 03, dated December 18, 2014.

(h) Parts Installation Prohibition
After accomplishing the installation required by paragraph (g) of this AD, no person may install a DCMP having P/N MB74F–9/–7 on any airplane.

(i) Credit for Previous Actions
This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 100–29–18, Revision 03, dated July 2, 2013; Bombardier Service Bulletin 100–29–18, Revision 01, dated January 21, 2014; or Bombardier Service Bulletin 100–29–18, Revision 02, dated July 18, 2014.

(j) Other FAA AD Provisions
The following provisions also apply to this AD:
(1) Alternative Methods of Compliance (AMOs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOs 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 applicable. 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 Bombardier, Inc.’s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Related Information
(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) TCCA AD CF–2020–31, dated September 23, 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–2021–0097.
(2) For more information about this AD, contact Steven Dzierzynski, Aerospace Engineer, Avionics and Electrical Systems Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7367; fax: 516–794–5531; email: 9-avs-nyacco-cos@faa.gov.
(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (j)(3) and (4) of this AD.

(l) Material Incorporated by Reference
(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.
(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.
(i) Bombardier Service Bulletin 100–29–18, Revision 03, dated December 18, 2014.
(ii) [Reserved]
(3) For service information identified in this AD, contact Bombardier, Inc., 200 Cô-te-Vertu Road West, Dorval, Québec H4S 2A3, Canada; North America toll-free telephone 1–866–338–1247 or direct-dial telephone 1–514–655–2999; email ac.yui@aero.bombardier.com; internet https://www.bombardier.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 817–222–3195.
(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 fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on May 7, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–11426 Filed 5–28–21; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Deutschland GmbH Model MBB–BK117 D–2 helicopters. This AD was prompted by reports that collective lever switch units having certain part numbers did not have retaining rings installed in the cable cut switch guard. This AD requires inspecting certain collective lever switch units for discrepancies (missing retaining rings, incorrectly installed retaining rings, and a missing axis in the cable cut switch guard), doing all applicable corrective actions, and marking affected parts, 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 July 6, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 6, 2021.

ADDRESSES: For material incorporated by reference (IBR) in this AD, contact the FAA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this material on the EASA website at https://ad.easa.europa.eu. You may view this material 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 in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2021–0104.

Examiner the AD Docket
You may examine the AD docket on the internet at https://www.regulations.gov by searching for...
The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Model MBB–BK117 D–2 helicopters. Although EASA AD 2020–0084 specifies the FAA’s authority to issue this AD to address this condition, which could cause inadvertent activation of the rescue hoist cable cut function, resulting in personal injury. The FAA reviewed the relevant data and determined that air safety and the public interest require adopting this final rule. The FAA received no comments on the NPRM or on the determination of the cost to the public.

**Conclusion**

The FAA gave the public the opportunity to participate in developing this final rule. The FAA received no comments on the NPRM or on the determination of the cost to the public.

**Costs of Compliance**

The FAA estimates that this AD affects 30 helicopters of U.S. registry. The FAA estimates the following costs to comply with this AD:

### ESTIMATED COSTS FOR REQUIRED ACTIONS

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.50 work-hour × $85 per hour = $42.50</td>
<td>$0</td>
<td>$42.50</td>
<td>$1,275</td>
</tr>
</tbody>
</table>

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 helicopters that might need these on-condition actions:

### ESTIMATED COSTS OF ON-CONDITION ACTIONS

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 work-hours × $85 per hour = $170</td>
<td>$56</td>
<td>$226</td>
</tr>
</tbody>
</table>

According to the manufacturer, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators. The FAA does not control warranty coverage for affected operators.

As a result, the FAA has included all known costs in the cost estimate.

**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...
Subtopic VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,
(2) Will not affect intrastate aviation in Alaska, and
(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**The Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

   Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive:


   (a) Effective Date

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

   (b) Affected ADs

   None.

   (c) Applicability

   This AD applies to Airbus Helicopters Deutschland GmbH Model MBB–BK117 D–2 helicopters, certificated in any category, all serial numbers, having an affected part defined in European Union Aviation Safety Agency (EASA) AD 2020–0084, dated April 3, 2020 (EASA AD 2020–0084).

   (d) Subject


   (e) Reason

   This AD was prompted by reports that collective lever switch units having certain part numbers did not have retaining rings installed in the cable cut switch guard. The cable cut switch guard has an axis that holds, and allows the guard to turn over, the cable cut switch. This axis is secured with two retaining rings and if both retaining rings are missing, the axis can move out. The FAA is issuing this AD to address this condition, which could cause inadvertent activation of the rescue hoist cable cut function, resulting in personal injury.

   (f) Compliance

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

   (g) Requirements

   Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020–0084.

   (h) Exceptions to EASA AD 2020–0084

   (1) Where EASA AD 2020–0084 refers to its effective date, this AD requires using the effective date of this AD.

   (2) The “Remarks” section of EASA AD 2020–0084 does not apply to this AD.

   (i) Special Flight Permit

   Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided the helicopter is not used for hoist operations.

   (j) 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 (k) 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.

   (k) Related Information

   For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 950 L’Enfant Plaza SW, Washington, DC 20024; telephone 202–267–9167; email hal.jensen@faa.gov.

   (l) Material Incorporated by Reference

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

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


   (3) For EASA AD 2020–0084, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD 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 on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2021–0104.

   (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 fedreg@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html. Issued on May 5, 2021.

   Lance T. Gant,
   Director, Compliance & Airworthiness Division, Aircraft Certification Service.

   [FR Doc. 2021–11391 Filed 5–28–21; 8:45 am]

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 732 and 734

[Docket No. 210527–0116]

RIN 0994–AF47

Control of Firearms, Guns, Ammunition and Related Articles the President Determines No Longer Warrant Control Under the United States Munitions List (USML): Notifying the Public of the Transfer of Jurisdiction of Certain Technology and Software as a Result of a Vacated March 6, 2020 Injunction

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

ACTION: Notification of vacated court order.