

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, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on December 9, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-00049 Filed 1-10-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2021-0784; Project Identifier MCAI-2020-01455-T; Amendment 39-21857; AD 2021-25-13]

RIN 2120-AA64

Airworthiness Directives; Bombardier, Inc. Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes. This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. This AD requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products. **DATES:** This AD is effective February 15, 2022.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 15, 2022.

ADDRESSES: For service information identified in this final rule, contact Bombardier Business Aircraft Customer Response Center, 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; 514-855-2999; email 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. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0784.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0784; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

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; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued TCCA AD CF-2020-44, dated October 23, 2020 (referred to after this as the Mandatory Continuing Airworthiness Information, or 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 on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0784.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Bombardier, Inc., Model CL-600-1A11 (600), CL-600-2A12 (601), and CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes. The NPRM published in the **Federal Register** on September 14, 2021 (86 FR 51029). The NPRM was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The NPRM proposed to require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address

fatigue cracking and loss of structural integrity of the circumferential splice joint, which could result in reduced structural integrity of the airplane. See the MCAI for additional background information.

Comments

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.

Conclusion

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

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

Related Service Information Under 14 CFR Part 51

The FAA reviewed the following Bombardier service information, which describes new or more restrictive airworthiness limitations (a special detailed inspection for cracking of the skin circumferential splice at fuselage station (FS) 559.00, between stringer (STR) 10L and STR10R). Note: The asterisk (or “one star”) with the last three digits of the task number indicates that the task is an airworthiness limitation task.

- Bombardier Challenger 600 Time Limits/Maintenance Checks (TLMC), Product Support Publication (PSP) 605, Temporary Revision (TR) 5-163, dated April 30, 2020, which includes Task 53-30-00-165*, “Skin Circumferential Splice at FS559.00, between STR10L and STR10R.”
- Bombardier Challenger 601 TLMC, PSP 601-5, TR 5-267, dated April 30, 2020, which includes Task 53-30-00-188*, “Skin Circumferential Splice at FS559.00, between STR10L and STR10R.”
- Bombardier Challenger 601 TLMC, PSP 601A-5, TR 5-281, dated April 30, 2020, which includes Task 53-30-00-191*, “Skin Circumferential Splice at FS559.00, between STR10L and STR10R.”

- Section 5-10-30, Airworthiness Limitation Items, Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Part 2, Revision 32, dated December 18, 2019, which includes Task 53-20-00-192*, “Special Detailed Inspection of the Skin

Circumferential Splice at FS559.00, between Stringers10L and 10R.”

- Section 5–10–30, Airworthiness Limitation Items, Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Part 2, Revision 21, dated December 18, 2019, which includes Task 53–20–00–192*, “Special Detailed Inspection of the Skin Circumferential Splice at FS559.00, between Stringers10L and 10R.”

- Section 5–10–30, Airworthiness Limitation Items, Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Part 2, Revision 8, dated December 18, 2019, which includes Task 53–20–00–192*, “Special Detailed Inspection of the Skin Circumferential Splice at FS559.00, between Stringers10L and 10R.”

These documents are distinct since 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.

Costs of Compliance

The FAA estimates that this AD affects 463 airplanes of U.S. registry. The FAA estimates the following costs to comply with this 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. Therefore, the agency estimates the average total cost per operator 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.

Adoption of the Amendment

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

PART 39—AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

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

2021–25–13 Bombardier, Inc.: Amendment 39–21857; Docket No. FAA–2021–0784; Project Identifier MCAI–2020–01455–T.

(a) Effective Date

This airworthiness directive (AD) is effective February 15, 2022.

(b) Affected ADs

None.

(c) Applicability

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

- (1) Model CL–600–1A11 (600) airplanes, serial numbers 1004 through 1085 inclusive.
- (2) Model CL–600–2A12 (601) airplanes, serial numbers 3001 through 3066 inclusive.
- (3) Model CL–600–2B16 (601–3A, 601–3R, and 604 Variants) airplanes, serial numbers 5001 through 5194 inclusive, 5301 through 5665 inclusive, 5701 through 6049 inclusive, and 6050 through 6999 inclusive.

(d) Subject

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

(e) Reason

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 and loss of structural integrity of the circumferential splice joint, 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) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Figure 1 to paragraph (g) of this AD. The initial compliance time for doing the tasks is at the time specified in the applicable document specified in Figure 1 to paragraph (g) of this AD, or within 60 days after the effective date of this AD, whichever occurs later.

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Figure 1 to paragraph (g) –
Time Limits/Maintenance Checks (TLMC) Documents and Task Numbers

For Model–	Having Serial Numbers–	TLMC Document–	Task Numbers and Title–
CL-600-1A11 (600 variant) airplanes	1004 through 1085 inclusive	Bombardier Challenger 600 TLMC, PSP 605, Temporary Revision (TR) 5-163, dated April 30, 2020	53-30-00-165*, Skin Circumferential Splice at FS559.00, between STR10L and STR10R
CL-600-2A12 (601 variant) airplanes	3001 through 3066 inclusive	Bombardier Challenger 601 TLMC, PSP 601-5, TR 5- 267, dated April 30, 2020	53-30-00-188*, Skin Circumferential Splice at FS559.00, between STR10L and STR10R
CL-600-2B16 (601-3A/3R variant) airplanes	5001 through 5194 inclusive	Bombardier Challenger 601 TLMC, PSP 601A-5, TR 5-281, dated April 30, 2020	53-30-00-191*, Skin Circumferential Splice at FS559.00, between STR10L and STR10R
CL-600-2B16 (604 variant) airplanes	5301 through 5665 inclusive	Section 5-10-30, Airworthiness Limitation Items, of the Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Part 2, Revision 32, dated December 18, 2019	53-20-00-192*, Special Detailed Inspection of the Skin Circumferential Splice at FS559.00, between Stringers 10L and 10R
CL-600-2B16 (604 variant) airplanes	5701 through 6049 inclusive	Section 5-10-30, Airworthiness Limitation Items, of the Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Part 2, Revision 21, dated December 18, 2019	53-20-00-192*, Special Detailed Inspection of the Skin Circumferential Splice at FS559.00, between Stringers 10L and 10R
CL-600-2B16 (604 variant) airplanes	6050 through 6999 inclusive	Section 5-10-30, Airworthiness Limitation Items, Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Part 2, Revision 8, dated December 18, 2019	53-20-00-192*, Special Detailed Inspection of the Skin Circumferential Splice at FS559.00, between Stringers 10L and 10R

Note: The asterisk (or “one star”) with the last three digits of the task number indicates that the task is an airworthiness limitation task.

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(h) No Alternative Actions or Intervals

After the existing maintenance or inspection program 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 and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(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; 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.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) TCCA AD CF-2020-44, dated October 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-2021-0784.

(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; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(k) 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 Challenger 600 Time Limits/Maintenance Checks (TLMC), Product Support Publication (PSP) 605, Temporary Revision (TR) 5-163, dated April 30, 2020.

(ii) Bombardier Challenger 601 TLMC, PSP 601-5, TR 5-267, dated April 30, 2020.

(iii) Bombardier Challenger 601 TLMC, PSP 601A-5, TR 5-281, dated April 30, 2020.

(iv) Section 5-10-30, Airworthiness Limitation Items, of the Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Part 2, Revision 32, dated December 18, 2019.

(v) Section 5-10-30, Airworthiness Limitation Items, of the Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Part 2, Revision 21, dated December 18, 2019.

(vi) Section 5-10-30, Airworthiness Limitation Items, of the Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Part 2, Revision 8, dated December 18, 2019.

(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; 514-855-2999; email ac.yul@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 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, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on December 3, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-28567 Filed 1-10-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2021-0571; Project Identifier AD-2021-00101-T; Amendment 39-21835; AD 2021-24-14]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. This AD was prompted by reports of damage to the thrust reverser (TR) translating sleeve secondary sliders due to contact between the slider and the slider track liner. This damage could reduce the fatigue life of the slider below its full design life for the TRs installed on certain engines. This AD requires determining the serial number of the TR and performing applicable on-condition actions; or replacing the TR with a serviceable TR. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 15, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 15, 2022.

ADDRESSES: For service information identified in this final rule, contact

Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet <https://www.myboeingfleet.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. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0571.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0571; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Tak Kobayashi, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3553; email: takahisa.kobayashi@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 The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. The NPRM published in the **Federal Register** on August 9, 2021 (86 FR 43443). The NPRM was prompted by reports of damage to the TR translating sleeve secondary sliders due to contact between the slider and the slider track liner. This damage was found on TR sleeves installed only on certain engines. In the NPRM, the FAA proposed to require determining the serial number of the TR and performing applicable on-condition actions; or replacing the TR with a serviceable TR. The FAA is issuing this AD to address this damage, which could result in failure of the TR translating sleeve secondary slider and possible detachment of the outer cowl, which could strike the fuselage, causing damage to the airplane, and could result