

appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD and email to: [9-AVS-AIR-730-AMOC@faa.gov](mailto: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.

#### (j) Related Information

(1) For more information about this AD, 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).

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0144, dated June 19, 2019, for more information. You may examine the EASA AD in the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0452.

#### (k) Material Incorporated by Reference

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

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

(i) Piaggio Aviation S.p.A. Service Bulletin No. 80-0430, Revision 1, dated April 30, 2019.

(ii) Piaggio Aero Industries S.p.A. in A.S. Service Bulletin No. 80-0430, Revision 2, dated July 20, 2021.

(iii) Piaggio Aero Industries Service Bulletin S.p.A. A.S. No. 80-0457, Revision 1, dated February 12, 2020.

(iv) Piaggio Aviation P.180 AVANTI II/EVO Temporary Change No. 79, dated September 17, 2018.

(v) Piaggio Aviation P.180 AVANTI Temporary Change No. 36, dated April 11, 2019.

(3) For service information identified in this AD, 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).

(4) 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.

(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 September 6, 2022.

#### Christina Underwood,

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

[FR Doc. 2022-20957 Filed 9-28-22; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2022-0155; Project Identifier MCAI-2021-00585-T; Amendment 39-22075; AD 2022-12-03]

RIN 2120-AA64

#### Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by 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 MHI RJ Aviation ULC Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes; Model CL-600-2C11 (Regional Jet Series 550) airplanes; Model CL-600-2D15 (Regional Jet Series 705) airplanes; Model CL-600-2D24 (Regional Jet Series 900) airplanes; and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by reports of displayed headings changing from MAG to TRU with no pilot action, which may result in misleading heading information on both primary function displays (PFDs) and multi-function displays (MFDs), and misleading course information on flight management systems (FMSs). This AD requires amending the existing airplane flight manual (AFM) to provide the flightcrew with updated procedures for accurate heading and course information. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective November 3, 2022.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of November 3, 2022.

**ADDRESSES:** For service information identified in this final rule, contact MHI RJ Aviation Group, Customer Response Center, 3655 Ave. des Grandes-Tourrelles, 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.crij@mhij.com](mailto:thd.crij@mhij.com); internet [mhij.com](http://mhij.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 [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0155.

#### Examining the AD Docket

You may examine the AD docket on the internet at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0155; 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:** Thomas Niczky, Aerospace Engineer, Avionics and Electrical Systems 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:

##### Background

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued TCCA AD CF-2021-19, issued May 13, 2021 (TCCA AD CF-2021-19) (also referred to after this as the Mandatory Continuing Airworthiness Information, or the MCAI), to correct an unsafe condition for certain MHI RJ Aviation ULC Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes; Model CL-600-2C11 (Regional Jet Series 550) airplanes; Model CL-600-2D15 (Regional Jet Series 705) airplanes; Model CL-600-2D24 (Regional Jet Series 900) airplanes; and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA-2022-0155.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain MHI RJ Aviation ULC Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes; Model CL-600-2C11 (Regional Jet Series 550) airplanes; Model CL-600-2D15 (Regional Jet Series 705) airplanes; Model CL-600-2D24 (Regional Jet Series 900) airplanes; and Model CL-600-2E25 (Regional Jet Series 1000) airplanes. The NPRM

published in the **Federal Register** on April 1, 2022 (87 FR 19026). The NPRM was prompted by reports of displayed headings changing from MAG to TRU with no pilot action, which may result in misleading heading information on both PFDs and MFDs, and misleading course information on FMSs. The NPRM proposed to require amending the existing AFM to provide the flightcrew with updated procedures for accurate heading and course information. The FAA is issuing this AD to prevent operation outside the terrain and obstacle protection provided in instrument procedure and route designs, which could result in reduced operational safety margins. See the MCAI for additional background information.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received a comment 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 1 CFR part 51**

MHI RJ Aviation ULC has issued the following service information, which provides a procedure for revising, among other procedures, the “Uncommanded True Heading Indication.”

- Section 05–15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, MHI RJ Model CL–600–2B19 AFM, CSP A–012, Volume 1, Revision 74, dated July 3, 2020.

Bombardier has issued the following service information, which provides a procedure for revising, among other procedures, the “Uncommanded True Heading Indication.” These documents are distinct since they apply to different airplane models.

- Section 05–15—Instrument Systems, Chapter 5, ABNORMAL

PROCEDURES, Bombardier CRJ Series Regional Jet Model CL–600–2C10 (Series 700, 701, 702) and CL–600–2C11 (Series 550) AFM, CSP B–012, Revision 30, dated February 28, 2020.

- Section 05–15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, Bombardier CRJ Series Regional Jet Model CL–600–2D24 (Series 900) and Model CL–600–2D15 (Series 705) AFM, CSP C–012, Volume 1, Revision 24, dated March 27, 2020.

- Section 05–15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, Bombardier CRJ Series Regional Jet Model CL–600–2E25 (Series 1000) AFM, CSP D–012, Revision 23, dated February 14, 2020.

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 1,113 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS FOR REQUIRED ACTIONS**

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$94,605

**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 adding the following new airworthiness directive:

**2022–12–03 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.):** Amendment 39–22075; Docket No. FAA–2022–0155; Project Identifier MCAI–2021–00585–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective November 3, 2022.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to MHI RJ Aviation ULC (type certificate previously held by Bombardier, Inc.) airplanes, certificated in any category, as identified in paragraphs (c)(1) through (3) of this AD.

(1) Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes equipped with inertial reference system (IRS) part number (P/N) 465020-0400-0400, 465020-0400-0401, 465020-0400-0402, or 465020-0400-0403.

(2) Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, Model CL-600-2C11 (Regional Jet Series 550) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Model CL-600-2D24 (Regional Jet Series 900) airplanes, equipped

with IRS P/N 465020-0400-0401, 465020-0400-0402 or 465020-0400-0403.

(3) Model CL-600-2E25 (Regional Jet Series 1000) airplanes, equipped with IRS P/N 465020-0400-0402 or 465020-0400-0403.

**(d) Subject**

Air Transport Association (ATA) of America Code 34; Navigation System.

**(e) Unsafe Condition**

This AD was prompted by reports of displayed headings changing from MAG to TRU with no pilot action, which may result in misleading heading information on both primary function displays (PFDs) and multi-function displays (MFDs), and misleading course information on flight management systems (FMSs). The FAA is issuing this AD

to prevent operation outside the terrain and obstacle protection provided in instrument procedure and route designs, which could result in reduced operational safety margins.

**(f) Compliance**

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

**(g) Amend Existing Airplane Flight Manual (AFM)**

Within 30 days after the effective date of this AD: Revise the existing AFM to incorporate the information specified in Section 05-15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, of the applicable AFM identified in figure 1 to paragraph (g) of this AD.

**Figure 1 to paragraph (g) – AFM Revision**

Airplane Model	AFM Title	AFM Revision/Date
CL-600-2B19	MHI RJ Model CL-600-2B19 AFM, CSP A-012, Volume 1	Revision 74, dated July 3, 2020
CL-600-2C10 and -2C11	Bombardier CRJ Series Regional Jet Model CL-600-2C10 (Series 700, 701, 702) and CL-600-2C11 (Series 550) AFM, CSP B-012	Revision 30, dated February 28, 2020
CL-600-2D15 and -2D24	Bombardier CRJ Series Regional Jet Model CL-600-2D24 (Series 900) and Model CL-600-2D15 (Series 705) AFM, CSP C-012, Volume 1	Revision 24, dated March 27, 2020
CL-600-2E25	Bombardier CRJ Series Regional Jet Model CL-600-2E25 (Series 1000) AFM, CSP D-012	Revision 23, dated February 14, 2020

**(h) 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 local Flight Standards District 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 local flight standards district office/certificate holding district 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 MHI RJ Aviation ULC's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

**(i) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) TCCA AD CF-2021-19, issued May 13, 2021, for related information. This MCAI may be found in the AD docket on the internet at *regulations.gov* by searching for and locating Docket No. FAA-2022-0155.

(2) For more information about this AD, contact Thomas Niczky, Aerospace Engineer, Avionics and Electrical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590;

telephone 516-228-7347; email *9-avs-nyacos@faa.gov*.

**(j) 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) Section 05-15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, Bombardier CRJ Series Regional Jet Model CL-600-2C10 (Series 700, 701, 702) and CL-600-2C11 (Series 550) Airplane Flight Manual (AFM), CSP B-012, Revision 30, dated February 28, 2020.

(ii) Section 05-15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, Bombardier CRJ Series Regional Jet Model CL-600-2D24 (Series 900) and Model CL-600-2D15 (Series 705) AFM, CSP C-012,

Volume 1, Revision 24, dated March 27, 2020.

(iii) Section 05–15—Instrument Systems, Chapter 5, ABNORMAL PROCEDURES, Bombardier CRJ Series Regional Jet Model CL–600–2E25 (Series 1000) AFM, CSP D–012, Revision 23, dated February 14, 2020.

(iv) Section 05–15—Instrument Systems, of Chapter 5, ABNORMAL PROCEDURES, of MHI RJ Model CL–600–2B19 AFM, CSP A–012, Volume 1, Revision 74, dated July 3, 2020.

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

Issued on June 2, 2022.

**Christina Underwood,**

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

**Editorial note:** This document was received for publication by the Office of the Federal Register on September 23, 2022. [FR Doc. 2022–21014 Filed 9–28–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF COMMERCE

### Bureau of Economic Analysis

#### 15 CFR Part 801

[Docket No. 220922–0196]

RIN 0691–AA93

#### Direct Investment Surveys: BE–12, Benchmark Survey of Foreign Direct Investment in the United States

**AGENCY:** Bureau of Economic Analysis, Commerce.

**ACTION:** Final rule.

**SUMMARY:** The final rule amends regulations of the Department of Commerce’s Bureau of Economic Analysis (BEA) to set forth the reporting requirements for the 2022 BE–12, Benchmark Survey of Foreign Direct Investment in the United States. The BE–12 survey is conducted every five years; the prior survey covered 2017. The benchmark survey covers the

universe of foreign direct investment in the United States and is BEA’s most detailed survey of such investment. For the 2022 BE–12 survey, BEA will make changes in data items collected, the design of the survey forms, and the reporting requirements for the survey to satisfy changing data needs and to improve data quality and the effectiveness and efficiency of data collection.

**DATES:** This final rule is effective October 31, 2022.

**FOR FURTHER INFORMATION CONTACT:**

Kirsten Brew, Chief, Multinational Operations Branch, Direct Investment Division (BE–49), Bureau of Economic Analysis, U.S. Department of Commerce, 4600 Silver Hill Road, Washington, DC 20233; phone (301) 278–9152; or via email at [Kirsten.Brew@bea.gov](mailto:Kirsten.Brew@bea.gov).

**SUPPLEMENTARY INFORMATION:** This final rule amends 15 CFR part 801 to set forth the reporting requirements for the BE–12, Benchmark Survey of Foreign Direct Investment in the United States. Under this final rule 15 CFR 801.10 is modified to clarify the timing of this benchmark survey. The next BE–12 survey will apply to the 2022 fiscal reporting year, and will be conducted once every five years thereafter, for reporting years ending in 2 and 7.

BEA conducts the BE–12 survey under the authority of the International Investment and Trade in Services Survey Act (22 U.S.C. 3101–3108).

The BE–12 survey covers the universe of foreign direct investment in the United States in terms of value and is BEA’s most detailed survey of such investment. Foreign direct investment in the United States is defined as the ownership or control, directly or indirectly, by one foreign person (foreign parent) of 10 percent or more of the voting securities of an incorporated U.S. business enterprise or an equivalent interest in an unincorporated U.S. business enterprise, including a branch.

The purpose of the BE–12 survey is to obtain universe data on the financial and operating characteristics of U.S. affiliates and on positions and transactions between U.S. affiliates and their foreign parent groups (which are defined to include all foreign parents and foreign affiliates of foreign parents). These data are needed to measure the size and economic significance of foreign direct investment in the United States, measure changes in such investment, and assess its impact on the U.S. economy. Such data are generally found in enterprise-level accounting records of respondent companies. These

data are used to derive current universe estimates of direct investment from sample data collected in other BEA surveys in non-benchmark years. In particular, they serve as benchmarks for the quarterly direct investment estimates included in the U.S. international transactions, international investment position, and national income and product accounts, and for annual estimates of the foreign direct investment position in the United States and of the activities of the U.S. affiliates of foreign companies.

#### Description of Changes

The final rule amends the regulations (15 CFR part 801) and the survey forms for the BE–12 survey. These amendments include changes in data items collected, the design of the survey forms, and the reporting requirements for the survey.

BEA adds, deletes, and modifies some items on the BE–12 survey forms. The following items will be added to the BE–12 survey:

- (1) A question to collect the city of each foreign parent and ultimate beneficial owner (UBO) on all forms.
- (2) The balance sheet and income statement sections on the BE–12A form will be modified to separately collect the investment in, and income from, (a) “unconsolidated U.S. affiliates” and (b) “foreign entities,” which were previously collected as a combined total.

(3) Supplemental sections A and B, which collect identification information on business enterprises owned by the U.S. affiliate, will be modified on all BE–12 forms to request more information on the reasons the U.S. business enterprises changed since the last report. This will include options for “newly acquired” or “newly established” if an enterprise is being reported on a supplement for the first time, and options to report U.S. business enterprises that had a name change, were sold, merged or liquidated. A follow-up question will be added requesting the date of the corporate change for new enterprises.

(4) Questions will be added on the BE–12A form to collect sales data for certain service types where there is no clear link between the industry of sales and the type of services supplied. These service types are (1) intellectual property (IP) rights and (2) advertising.

(5) Questions will be added to collect sales data on the BE–12A form related to the provision of selected services generally recognized as prevalent in the digital economy. These selected services are (1) cloud computing and data storage and (2) digital intermediation