

**Note 1 to paragraph (j)(2)(i):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1, use Document Identification No. GL 700 AFM–1.

(ii) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F. Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global Express XRS AFM, Publication No. CSP 700–1A, Revision 112, dated May 19, 2022.

**Note 2 to paragraph (j)(2)(ii):** For obtaining the procedures for Bombardier Global Express XRS AFM, Publication No. CSP 700–1A, use Document Identification No. GL 700 AFM–1A.

(iii) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F. Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1, Revision 73, dated May 19, 2022.

**Note 3 to paragraph (j)(2)(iii):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–5000–1, use Document Identification No. GL 5000 AFM.

(iv) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F. Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1V, Revision 42, dated May 19, 2022.

**Note 4 to paragraph (j)(2)(iv):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 5000 GVFD AFM.

(v) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F. Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, Revision 14, dated May 19, 2022.

**Note 5 to paragraph (j)(2)(v):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 5500 AFM.

(vi) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F. Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global 6000 AFM, Publication No. CSP 700–1V, Revision 42, dated May 19, 2022.

**Note 6 to paragraph (j)(2)(vi):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1V, use Document Identification No. GL 6000 AFM.

(vii) C. Flap Fail (Caution), D. Slat Fail (Caution), E. Slat-Flap Fail (Caution), and F.

Slat Fault (Caution) or Flap Fault (Caution) or Slat-Flap Fault (Caution) procedures of the Slat and Flap Control System, Section 05–10, Flight Controls, Chapter 5—Non Normal Procedures, of the Bombardier Global 6500 AFM, Publication No. CSP 700–6500–1, Revision 14, dated May 19, 2022.

**Note 7 to paragraph (j)(2)(vii):** For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 6500 AFM.

(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); website [bombardier.com](http://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](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 January 2, 2023.

**Christina Underwood,**

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

[FR Doc. 2023–00077 Filed 1–12–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2023–0013; Project Identifier MCAI–2022–01085–T]

RIN 2120–AA64

#### Airworthiness Directives; Dassault Aviation Airplanes

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

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

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2017–09–03 and AD 2018–20–07, which apply to all Dassault Aviation Model MYSTERE–FALCON 50 airplanes. AD 2017–09–03 and AD 2018–20–07 require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2017–09–03 and AD 2018–20–07, the FAA has determined that new or more restrictive

airworthiness limitations are necessary. This proposed AD would continue to require the actions in AD 2018–20–07 and would require 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 proposed for incorporation by reference (IBR). 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 February 27, 2023.

**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 [regulations.gov](http://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.

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2023–0013; 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.

**Material Incorporated by Reference:**

- For material that is proposed for IBR in this NPRM, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu). It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA–2023–0013.

- For service information identified in this NPRM, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; website [dassaultfalcon.com](http://dassaultfalcon.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.

**FOR FURTHER INFORMATION CONTACT:** Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3226; email [tom.rodriguez@faa.gov](mailto:tom.rodriguez@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-2023-0013; Project Identifier MCAI-2022-01085-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 this 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 [regulations.gov](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 Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-231-3226; email [tom.rodriguez@faa.gov](mailto:tom.rodriguez@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

The FAA issued AD 2018-20-07, Amendment 39-19441 (83 FR 49789, October 3, 2018) (AD 2018-20-07), for all Dassault Aviation Model MYSTERE-FALCON 50 airplanes. AD 2018-20-07 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2018-0026, dated January 30, 2018 (EASA 2018-0026) (which corresponds to FAA AD 2018-20-07), to correct an unsafe condition.

AD 2018-20-07 requires revising the existing maintenance or inspection program, as applicable, to incorporate new and more restrictive maintenance requirements and airworthiness limitations. The FAA issued AD 2018-20-07 to address reduced structural integrity of the airplane. AD 2018-20-07 specifies that accomplishing the revision required by that AD terminates all requirements of AD 2017-09-03, Amendment 39-18865 (82 FR 21467, May 9, 2017) (AD 2017-09-03). AD 2018-20-07 also specifies that it terminates the requirements of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010) (AD 2010-26-05) and AD 2012-02-18, Amendment 39-16941 (77 FR 12175, February 29, 2012) (AD 2012-02-18) for certain Dassault Aviation Model MYSTERE-FALCON 50 airplanes. AD 2012-02-18 has since been removed (84 FR 11640, March 28, 2019). This proposed AD would therefore supersede AD 2017-09-03 and terminate the requirements of AD 2010-26-05 for Dassault Aviation Model MYSTERE-FALCON 50 airplanes only.

**Actions Since AD 2018-20-07 Was Issued**

Since the FAA issued AD 2018-20-07, EASA superseded AD 2018-0026 and issued EASA AD 2022-0166, dated August 11, 2022 (EASA AD 2022-0166) (referred to after this as the MCAI), for all Dassault Aviation Model MYSTERE-FALCON 50 airplanes. The MCAI states that new or more restrictive airworthiness limitations have been developed.

The FAA is proposing this AD to address reduced structural integrity of the airplane. You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-0013.

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

The FAA reviewed EASA AD 2022-0166. This service information specifies new or more restrictive airworthiness

limitations for airplane structures and safe life limits.

This proposed AD would also require Chapter 5-40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual, which the Director of the Federal Register approved for incorporation by reference as of November 7, 2018 (83 FR 49789, October 3, 2018).

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 **ADDRESSES**.

**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, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Proposed AD Requirements in This NPRM**

This proposed AD would retain all requirements of AD 2018-20-07. This proposed AD would also require revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations, which are specified in EASA AD 2022-0166 already described, as proposed for incorporation by reference. Any differences with EASA AD 2022-0166 are identified as exceptions in the regulatory text of this AD.

This proposed AD would require revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (m)(1) of this proposed AD.

**Explanation of Required Compliance Information**

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to

use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2022–0166 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2022–0166 through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2022–0166 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2022–0166. Service information required by EASA AD 2022–0166 for compliance will be available at regulations.gov by searching for and locating Docket No. FAA–2023–0013 after the FAA final rule is published.

#### Airworthiness Limitation ADs Using the New Process

The FAA’s process of incorporating by reference MCAI ADs as the primary source of information for compliance with corresponding FAA ADs has been limited to certain MCAI ADs (primarily those with service bulletins as the primary source of information for accomplishing the actions required by the FAA AD). However, the FAA is now expanding the process to include MCAI ADs that require a change to airworthiness limitation documents, such as airworthiness limitation sections.

For these ADs that incorporate by reference an MCAI AD that changes airworthiness limitations, the FAA requirements are unchanged. Operators must revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the new airworthiness limitation document. The airworthiness limitations must be followed according to 14 CFR 91.403(c) and 91.409(e).

The previous format of the airworthiness limitation ADs included a paragraph that specified that no alternative actions (*e.g.*, inspections) or intervals may be used unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in the AMOCs paragraph under “Additional AD Provisions.” This new format includes a “New Provisions

for Alternative Actions and Intervals” paragraph that does not specifically refer to AMOCs, but operators may still request an AMOC to use an alternative action or interval.

#### Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 239 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

The FAA estimates the total cost per operator for the retained actions from AD 2018–20–07 to be \$7,650 (90 work-hours × \$85 per work-hour).

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 proposed 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

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:
  - a. Removing Airworthiness Directive (AD) AD 2017–09–03, Amendment 39–18865 (82 FR 21467, May 9, 2017) and AD 2018–20–07, Amendment 39–19441 (83 FR 49789, October 3, 2018); and
  - b. Adding the following new AD:

**Dassault Aviation:** Docket No. FAA–2023–0013; Project Identifier MCAI–2022–01085–T.

#### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by February 27, 2023.

#### (b) Affected ADs

(1) This AD replaces AD 2017–09–03, Amendment 39–18865 (82 FR 21467, May 9, 2017) (AD 2017–09–03) and AD 2018–20–07, Amendment 39–19441 (83 FR 49789, October 3, 2018) (AD 2018–20–07).

(2) This AD affects AD 2010–26–05, Amendment 39–16544 (75 FR 79952, December 21, 2010) (AD 2010–26–05);

#### (c) Applicability

This AD applies to all Dassault Aviation Model MYSTERE–FALCON 50 airplanes, certificated in any category.

#### (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 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, With No Changes**

This paragraph restates the requirements of paragraph (g) of AD 2018–20–07, with no changes. Within 90 days after November 7, 2018 (the effective date of AD 2018–20–07), revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5–40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5–40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual, or within 90 days after November 7, 2018, whichever occurs later. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (i) of this AD terminates the requirements of this paragraph.

**(h) Retained Restrictions on Alternative Actions and Intervals With No Changes**

This paragraph restates the requirements of paragraph (h) of AD 2018–20–07, with no changes. After the 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 or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (m)(1) of this AD.

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

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 2022–0166, dated August 11, 2022 (EASA AD 2022–0166). Accomplishing the maintenance or inspection program revision required by this paragraph terminates the requirements of paragraph (g) of this AD.

**(j) Exceptions to EASA AD 2022–0166**

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2022–0166 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2022–0166 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 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2022–0166 is at the applicable “limitations” and “associated thresholds” as incorporated by the requirements of paragraph (3) of EASA AD 2022–0166, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The provisions specified in paragraphs (4) and (5) of EASA AD 2022–0166 do not apply to this AD.

(5) The “Remarks” section of EASA AD 2022–0166 does not apply to this AD.

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

After the maintenance or inspection program has been revised as required by paragraph (g) 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 2022–0166.

**(l) Terminating Actions for AD 2010–26–05**

Accomplishing the actions required by paragraph (g) or (i) of this AD terminates the requirements of AD 2010–26–05 for Dassault Aviation Model MYSTERE-FALCON 50 airplanes only.

**(m) Additional AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: 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 responsible Flight Standards Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (n) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto: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, 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.

**(n) Additional Information**

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

**(o) 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 [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2022–0166, dated August 11, 2022.

(ii) [Reserved]

(4) The following service information was approved for IBR on November 7, 2018 (83 FR 49789, October 3, 2018).

(i) Chapter 5–40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual.

(ii) [Reserved]

(5) For EASA AD 2022–0166, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(6) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; website [dassaultfalcon.com](http://dassaultfalcon.com).

(7) 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.

(8) 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 January 6, 2023.

**Gaetano A. Sciortino,**

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

[FR Doc. 2023–00372 Filed 1–12–23; 8:45 am]

**BILLING CODE 4910–13–P**

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

**[Docket No. FAA–2023–0012; Project Identifier MCAI–2022–01317–T]**

**RIN 2120–AA64**

**Airworthiness Directives; ATR—GIE Avions de Transport Régional 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 ATR—GIE Avions de Transport Régional Model ATR42–500 and 72–212A airplanes. This proposed AD was prompted by in-service experience that has shown that the lateral flight guidance of the flight director/auto pilot