in an affected airplane and the discovery that a quality escape condition could exist on other airplanes. The FAA is issuing this AD to address a missing retaining ring in a control column mount. A missing retaining ring in a control column mount, if not addressed, could lead to a major failure in the aileron quadrant assembly and result in loss of pitch and roll control during flight with consequent loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Before further flight after the effective date of this AD, do all applicable actions identified as ''RC'' (required for compliance) in, and in accordance with Part III. of the Instructions in Piper Service Bulletin No. 1409A, dated November 21, 2023 (Piper SB 1409A).

(h) Special Flight Permit

For airplanes with greater than 25 flight hours time since new, a one-time flight is allowed to reach the nearest facility that is capable of doing the inspection and repair described in Part III. of the Instructions in Piper SB 1409A, provided the flight is with minimum required crew and after verification of the integrity of the left and right control columns (the control columns do not feel or visually appear to be loose, do not have a substantial increase in control force requirements, or do not have a reduction in control authority).

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification 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 East Certification Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: *9-ASO-ATLACO-ADs@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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by the Piper Organization Designation Authorization (ODA) that has been authorized by the Manager, East Certification Branch to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) Except as required by paragraph (g) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) The steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Additional Information

For more information about this AD, contact Tuan Tran, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5522; email: *9-ASO-ATLACO-ADs@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 the AD specifies otherwise.

(i) Piper Service Bulletin No. 1409A, dated November 21, 2023.

(ii) [Reserved]

(3) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 291–2141; website: *www.piper.com*.

(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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on December 8, 2023.

Victor Wicklund,

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

[FR Doc. 2023–27494 Filed 12–11–23; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1639; Project Identifier MCAI–2023–00109–T; Amendment 39–22604; AD 2023–23–02]

RIN 2120–AA64

Airworthiness Directives; MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all MHI RJ Aviation ULC Model CL–600–2B19 (Regional Jet Series 100 & 440), CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2C11 (Regional Jet Series 550), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes. This AD was prompted by reports of power control unit (PCU) rod end fractures due to pitting corrosion, and a determination that new or more restrictive airworthiness limitations are necessary. This AD requires, for certain airplanes, revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. This AD also requires accomplishing certain aircraft maintenance manual (AMM) tasks and corrective actions following short-term or long-term storage. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 18, 2024.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 18, 2024.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–1639; 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, the mandatory continuing airworthiness information (MCAI), 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.

Material Incorporated by Reference:

• For service information identified in this final rule, 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;* website *mhirj.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 *regulations.gov* under Docket No. FAA–2023–1639.

FOR FURTHER INFORMATION CONTACT: Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@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 all MHI RJ Aviation ULC Model CL–600–2B19 (Regional Jet Series 100 & 440), CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2C11 (Regional Jet Series 550), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes. The NPRM published in the **Federal Register** on July 28, 2023 (88 FR 48767). The NPRM was prompted by AD CF–2023–03, dated January 20, 2023, issued by Transport Canada, which is the aviation authority for Canada (referred to after this as the MCAI). The MCAI states that in-service reports of PCU rod end fractures due to pitting corrosion led to the issuance of Transport Canada AD CF–2018–29, dated November 2, 2018 (which corresponds to FAA AD 2019–19–08, Amendment 39–19744 (84 FR 60902, November 12, 2019) (AD 2019–19–08). AD 2019–19–08 requires detailed inspections of the elevator PCU rod ends and applicable corrective actions, and prohibits using certain aircraft maintenance manual tasks. Pitting corrosion can cause the PCU end rod spherical bearing to seize, potentially inducing a bending moment on the PCU output rod. The bending moment will eventually fracture the rod end. This condition, if not corrected, could lead to a disconnect between the PCU and the elevator or rudder control surface, resulting in potential loss of the control surface function or inadequate flutter suppression. Since Transport Canada AD CF–2018–29 was issued, MHI RJ conducted further safety analyses and determined that new or more restrictive airworthiness limitations are necessary for the operational check of each individual rudder PCU and elevator PCU. Additionally, Transport Canada determined that certain return-to-service AMM tasks are needed following short-term or long-term airplane storage.

In the NPRM, the FAA proposed to require, for certain airplanes, revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The NPRM also proposed to require accomplishing certain aircraft maintenance manual (AMM) tasks and corrective actions following short-term or long-term storage. The FAA is issuing this AD to address fractured PCU rod ends. This condition, if not addressed, could lead to a disconnect between the PCU and the elevator or rudder control surface, resulting in potential loss of the control surface function or inadequate flutter suppression.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2023–1639.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from Air Line Pilots Association, International, who supported the NPRM without change.

The FAA received additional comments from two commenters, including Air Wisconsin Airlines and MHI RJ Aviation ULC. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Match MCAI Language

Air Wisconsin Airlines requested that the phrase ''or later revisions of these tasks,'' as found in the Canadian AD, be added to any AMM revisions in the NPRM. Air Wisconsin stated that this phrase could help avoid the need for an AMOC at every AMM revision.

The FAA does not agree to the requested change. Specifying in an AD the use of ''later revisions'' of required service information, which do not exist at the time a final rule is published, violates the policies of the Office of the Federal Register (OFR) for material that is incorporated by reference. This AD has not been changed regarding this request.

Request To Correct Error in Required Actions

MHI RJ requested that the reference to MRM TR ALI–0759 be deleted from paragraph (i)(1) of the proposed AD, ''Required Actions for Model CL–600–2E25 Airplanes,'' because that TR is not applicable to those airplanes. The commenter noted that this would agree with the MCAI.

The FAA agrees to the requested change. The reference to TR ALI–0759 has been deleted from paragraph (i)(1) of this AD.

Conclusion

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 this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Related Service Information Under 1 CFR Part 51

The FAA reviewed MHI RJ Temporary Revisions ALI–0757 and ALI–0759, both dated September 24, 2021. This service information specifies new or more restrictive airworthiness limitations for the elevator and rudder PCUs.

The FAA also reviewed the following service information. This service information specifies, among other tasks, operational tests of the rudder control and elevator control systems, and detailed inspections of the rudder PCU rod end spherical ball and elevator PCU rod end spherical ball, and corrective actions. Corrective actions include making sure that the applicable parts are moving or rotating correctly. These documents are distinct since they apply to different airplane models in different configurations.

• Task 27–21–00–710–805, Operational Test of the Rudder Control System, Subject 27–21–00, Rudder Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

• Task 27–23–01–220–801, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power

Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

- Task 27–31–00–710–803, Operational Test of the Elevator Control System, Subject 27–31–00, Elevator Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.
- Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.
- Task 27–23–01–220–802, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.
- Task 27–23–01–710–801, Operational Test of the Rudder PCU, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.
- Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.
- Task 27–33–01–710–802, Operational Test of the Elevator Power-Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

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 1,125 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
Up to 8 work-hours × $85 per hour = $680	$0	Up to $680	Up to $765,000.

The FAA has determined that revising the 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.

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:

2023–23–02 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39–22604; Docket No. FAA–2023–1639; Project Identifier MCAI–2023–00109–T.

(a) Effective Date

This airworthiness directive (AD) is effective January 18, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all MHI RJ Aviation ULC (Type Certificate previously held by Bombardier, Inc.) airplanes identified in paragraphs (c)(1) through (6) of this AD, certificated in any category.

(1) Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes.

(2) Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes.

(3) Model CL–600–2C11 (Regional Jet Series 550) airplanes.

(4) Model CL–600–2D15 (Regional Jet Series 705) airplanes.

(5) Model CL–600–2D24 (Regional Jet Series 900) airplanes.

(6) Model CL–600–2E25 (Regional Jet Series 1000) airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of power control unit (PCU) rod end fractures due to pitting corrosion and a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fractured PCU rod ends. This condition, if not addressed, could lead to a disconnect between the PCU and the elevator or rudder control surface, resulting in potential loss of the control surface function or inadequate flutter suppression.

(f) Compliance

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

(g) Required Actions for Model CL–600–2B19 Airplanes

For Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes: Within 60 days after the effective date of this AD, when returning an airplane from long-term storage (storage lasting more than 28 days), do the actions specified in paragraphs (g)(1) through (4) of this AD. Do all applicable corrective actions before further flight.

(1) Accomplish an operational test and applicable corrective actions, in accordance with Task 27–21–00–710–805, Operational Test of the Rudder Control System, Subject 27–21–00, Rudder Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(2) Accomplish an operational test and applicable corrective actions, in accordance with Task 27–31–00–710–803, Operational Test of the Elevator Control System, Subject 27–31–00, Elevator Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(3) Accomplish a detailed inspection and applicable corrective actions, in accordance with Task 27–23–01–220–801, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(4) Accomplish a detailed inspection and applicable corrective actions in accordance with Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(h) Required Actions for Model CL–600–2C10, CL–600–2C11, CL–600–2D15 and CL–600–2D24 Airplanes

For Model CL–600–2C10 (Regional Jet Series 700, 701, & 702); CL–600–2C11 (Regional Jet Series 550); CL–600–2D15 (Regional Jet Series 705); and CL–600–2D24 (Regional Jet Series 900) airplanes: Accomplish the actions required by paragraphs (h)(1) through (3) of this AD, as applicable.

(1) 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 MHI RJ Temporary Revisions ALI–0757 and ALI–0759, both dated September 24, 2021. The initial compliance time for doing the tasks is within 400 flight hours or 6 months, whichever occurs first after the effective date of this AD; or within 60 days after the effective date of this AD; whichever occurs latest.

(2) Within 60 days after the effective date of this AD, when returning an airplane from short-term storage (storage lasting 28 days or less), do the actions specified in paragraphs (h)(2)(i) and (ii) of this AD. Do all applicable corrective actions before further flight.

(i) Accomplish an operational test and applicable corrective actions, in accordance with Task 27–23–01–710–801, Operational Test of the Rudder PCU, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(ii) Accomplish an operational test and applicable corrective actions in accordance with Task 27–33–01–710–802, Operational Test of the Elevator Power-Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(3) Within 60 days after the effective date of this AD, when returning an airplane from long-term storage (storage lasting more than 28 days), do the actions specified in paragraphs (h)(3)(i) through (iv) of this AD. Do all applicable corrective actions before further flight.

(i) Accomplish an operational test and applicable corrective actions, in accordance with Task 27–23–01–710–801, Operational Test of the Rudder PCU, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(ii) Accomplish an operational test and applicable corrective actions in accordance with Task 27–33–01–710–802, Operational Test of the Elevator Power-Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(iii) Accomplish a detailed inspection and applicable corrective actions in accordance with Task 27–23–01–220–802, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(iv) Accomplish a detailed inspection and applicable corrective actions, in accordance with Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(i) Required Actions for Model CL–600–2E25 Airplanes

For Model CL–600–2E25 (Regional Jet Series 1000) airplanes: Accomplish the actions specified in paragraphs (i)(1) through (3) of this AD, as applicable.

(1) 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 MHI RJ Temporary Revision ALI–0757, dated September 24, 2021. The initial compliance time for doing the tasks is within 400 flight hours or 6 months, whichever occurs first after the effective date of this AD; or within 60 days after the effective date of this AD; whichever occurs latest.

(2) Within 60 days after the effective date of this AD, when returning an airplane from short-term storage (storage lasting 28 days or less): Accomplish an operational test and applicable corrective actions in accordance with Task 27–33–01–710–802, Operational Test of the Elevator Power-Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022. Do all applicable corrective actions before further flight.

(3) Within 60 days after the effective date of this AD, when returning an airplane from long-term storage (storage lasting more than 28 days), do the actions specified in paragraphs (i)(3)(i) and (ii) of this AD. Do all applicable corrective actions before further flight.

(i) Accomplish an operational test and applicable corrective actions, in accordance with Task 27–33–01–710–802, Operational Test of the Elevator Power−Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(ii) Accomplish a detailed inspection and applicable corrective actions, in accordance with Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(j) No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraphs (h)(1) and (i)(1) 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 (k)(1) of this AD.

(k) Other FAA 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 manager, International Validation Branch, mail it to the address identified in paragraph (k)(2) of this AD or email to: *9-AVS-AIR-730-AMOC@faa.gov.* If mailing information, also submit information by email. 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 Transport Canada; or MHI RJ Aviation ULC's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(l) Additional Information

(1) Refer to Transport Canada AD CF–2023–03, dated January 20, 2023, for related information. This Transport Canada AD may be found in the AD docket at *regulations.gov* under Docket No. FAA–2023–1639.

(2) For more information about this AD, contact Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov.*

(m) 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) MHI RJ Temporary Revision ALI–0757, dated September 24, 2021.

(ii) MHI RJ Temporary Revision ALI–0759, dated September 24, 2021.

(iii) Task 27–21–00–710–805, Operational Test of the Rudder Control System, Subject 27–21–00, Rudder Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(iv) Task 27–23–01–220–801, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(v) Task 27–31–00–710–803, Operational Test of the Elevator Control System, Subject 27–31–00, Elevator Control System, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(vi) Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ200 Aircraft Maintenance Manual, CSP A–001, Revision 66, dated October 10, 2022.

(vii) Task 27–23–01–220–802, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(viii) Task 27–23–01–710–801, Operational Test of the Rudder PCU, Subject 27–23–01, Power Control Unit (PCU), Rudder, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(ix) Task 27–33–01–220–801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(x) Task 27–33–01–710–802, Operational Test of the Elevator Power-Control Units (PCUs), Subject 27–33–01, Power Control Unit (PCU), Elevator, Chapter 27, Flight Controls, of MHI RJ CRJ700/900/1000 Aircraft Maintenance Manual, Part 2, CSP B–001, Revision 71, dated December 16, 2022.

(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;* website *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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations,* or email *fr.inspection@nara.gov.*

Issued on December 5, 2023.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–2256; Airspace Docket No. 23–AEA–21]

RIN 2120–AA66

Amendment of Class D and Class E Airspace; Latrobe, PA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D airspace, Class E airspace designated as an extension to a Class D surface area, and Class E airspace extending upward from 700 feet above the surface for Arnold Palmer Regional Airport, Latrobe, Pennsylvania, by making editorial changes to the airspace legal descriptions. This action does not change the airspace boundaries or operating requirements.

DATES: Effective 0901 UTC, March 21, 2024. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11H, Airspace Designations, Reporting Points, and subsequent amendments online at *www.faa.gov/air_traffic/publications/.* For further information, contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone: (404) 305–5966.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the