paragraph (a) of this section, the code of record interval is two consecutive inservice inspection or inservice examination and test intervals.

Inservice examination and test (IST) code of record means the specific edition(s) and addenda of the ASME OM Code required by (f)(4)(i) or (ii) of this section, subject to the conditions listed in paragraph (b) of this section, and applicable NRC endorsed code cases, for inservice test to verify operational readiness of pumps, valves, and dynamic restraints, whose function is required for safety.

Inservice examination and test (IST) interval means the inservice examination and test interval described by the licensee's code of record (paragraph ISTA–3120 of the ASME OM Code, 2001 Edition through 2009 Edition, or paragraph ISTA–3120 of the ASME OM Code, 2012 Edition and later).

Inservice examination and testing (IST) program means the requirements for preservice and inservice examination and testing of pumps, valves, and dynamic restraints within the scope of this section to assess their operational readiness in nuclear power plants, including but not limited to:

(1) The requirements specified in the ASME OM Code, as incorporated by reference in this section, such as for test or examination, responsibilities, methods, intervals, parameters to be measured and evaluated, criteria for evaluating the results, corrective action, personnel qualification, and recordkeeping.

(2) Relief requested under paragraph (f)(5)(iii) of this section and granted under paragraph (f)(6)(i) of this section.

(3) Augmented IST requirements as applied by the Commission under paragraph (f)(6)(ii) of this section.

(4) Alternatives authorized under paragraph (z) of this section.

Inservice inspection (ISI) code of record means the specific edition(s) and addenda of the ASME BPV Code, Section XI, required by paragraphs (g)(4)(i) or (ii) of this section, subject to the conditions listed in paragraph (b) of this section, and applicable NRC endorsed code cases, for the inservice examination of components and system pressure tests.

Inservice inspection (ISI) interval means the inservice inspection interval described in Article IWA–2432 of ASME BPV Code, Section XI, 1989 Edition with 1991 Addenda through the 2008 Addenda, or Article IWA–2431 of ASME BPV Code, Section XI, 2009 Addenda and later.

Inservice inspection (ISI) program means the set of all administrative and technical requirements pertaining to periodic examination of nuclear components, as specified in ASME BPV Code, Section XI, and this section, including but not limited to:

(1) The requirements of IWA–2400 of ASME BPV Code, Section XI, 1991 Addenda and later.

(2) Relief requested under paragraph (g)(5)(iii) of this section and granted under paragraph (g)(6)(i) of this section.

(3) The augmented inspection program described in paragraph (g)(6)(ii) of this section.

(4) Alternatives authorized under paragraph (z) of this section.

* * * * *

■ 3. In appendix J to part 50, in section III of option A:

■ a. Remove footnote 2;

■ b. Redesignate footnote 3 as new footnote 2; and

■ c. Revise paragraph D.1.(a).

The revision reads as follows:

Appendix J to Part 50—Primary Reactor Containment Leakage Testing for Water-Cooled Power Reactors

* * * * *

Option A—Prescriptive Requirements

* * * * *

III. * * *

D. * * * 1. * * *

(a) After the preoperational leakage rate tests, a set of three Type A tests shall be performed, at approximately equal intervals during each inservice inspection interval, as defined in § 50.55a(y). The third test of each set shall be conducted when the plant is shut down for the final plant inservice inspections of the inservice inspection interval.

* * * * *

Dated: July 5, 2024.

Nuclear Regulatory Commission.

Andrea Veil,

Director, Office of Nuclear Reactor Regulation.

[FR Doc. 2024–15288 Filed 7–16–24; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–0756; Project Identifier MCAI–2023–00549–T; Amendment 39–22769; AD 2024–12–05]

RIN 2120–AA64

Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2021–25–12 and AD 2022–11–11, which applied to certain De Havilland Aircraft of Canada Limited Model DHC–8–401 and –402 airplanes. AD 2021–25–12 required repetitive lubrications of the trailing arm of the nose landing gear (NLG). AD 2021–25–12 also required revising the existing maintenance or inspection program to include new and revised airworthiness limitations. AD 2022–11–11 required a modification to the NLG shock strut assembly. This AD continues to require the actions specified in AD 2021–25–12 and AD 2022–11–11 and requires replacement of the pivot pin and tow fitting assembly with a new, improved pivot pin and tow fitting assembly and prohibits the installation of affected parts. This AD was prompted by a determination that the pivot pin and tow fitting assembly of the NLG must be replaced. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 21, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 21, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of July 8, 2022 (87 FR 33627, June 3, 2022).

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of January 5, 2022 (86 FR 72174, December 21, 2021).

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–0756; 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 De Havilland material identified in this AD, contact De Havilland Aircraft of Canada Limited, Dash 8 Series Customer Response Centre, 5800 Explorer Drive, Mississauga, Ontario, L4W 5K9, Canada; telephone North America (toll-free): 855–310–1013, Direct: 647–277–5820;

email *thd@dehavilland.com;* website *dehavilland.com.*

• You may view this material 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–2024–0756.

FOR FURTHER INFORMATION CONTACT: Deep Gaurav, 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 to supersede AD 2021–25–12, Amendment 39–21856 (86 FR 72174, December 21, 2021) (AD 2021–25–12); and AD 2022–11–11, Amendment 39–22061 (87 FR 33627, June 3, 2022) (AD 2022–11–11). AD 2021–25–12 and AD 2022–11–11 applied to certain DeHavilland Aircraft of Canada Limited Model DHC–8–401 and –402 airplanes. AD 2021–25–12 required repetitive lubrications of the trailing arm of the NLG. AD 2021–25–12 also required revising the existing maintenance or inspection program to include new and revised airworthiness limitations (life limits for certain bolts). AD 2022–11–11 required modification to the NLG shock strut assembly. The FAA issued AD 2021–25–12 and AD 2022–11–11 to address failure of the pivot pin retention bolt, which could result in a loss of directional control or loss of an NLG tire during takeoff or landing, which could lead to runway excursions.

The NPRM published in the **Federal Register** on March 22, 2024 (89 FR 20367). The NPRM was prompted by AD CF–2023–22, dated March 30, 2023 (Transport Canada AD CF–2023–22) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. Transport Canada AD CF–2023–22 superseded Transport Canada AD CF–2009–29R4, October 1, 2021 (Transport Canada AD CF–2009–29R4). The MCAI states that it requires the removal of pivot pin part number (P/N) 47127–1 or P/N 47127–3 and tow fitting assembly P/N 47160–1, and their replacement with pivot pin P/N 47127–5 and tow fitting assembly P/N 47160–3, as terminating action to the requirements of Transport Canada AD CF–2009–29R4. The pivot pin P/N 47127–5 is now attached directly to the new tow fitting lug and no longer requires the use of a retention bolt. Transport Canada AD CF–2023–22 also prohibits the installation of certain parts.

In the NPRM, the FAA proposed to continue to require the actions specified in AD 2021–25–12 and AD 2022–11–11 and to require replacement of the pivot pin and tow fitting assembly with a new, improved pivot pin and tow fitting assembly and prohibit the installation of affected parts. In the NPRM, the FAA also proposed to remove airplanes from the applicability of AD 2021–25–12 and AD 2022–11–11. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–0756.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the cost to the public.

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 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, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed De Havilland Aircraft of Canada Limited Service Bulletin 84–32–173, dated November 15, 2022, including Collins Aerospace Service Bulletin 47100–32–153, dated November 10, 2022. This material specifies procedures for replacing the pivot pin retention mechanism and tow fitting assembly with a new, improved pivot pin and tow fitting assembly, which consists of removing pivot pin linkage components and replacing pivot pin P/N 47127–1 or P/N 47127–3 and tow fitting assembly P/N 47160–1 with pivot pin P/N 47127–5 and tow fitting assembly P/N 47160–3.

This AD also requires De Havilland Aircraft of Canada Limited Service Bulletin 84–32–161, Revision B, dated March 31, 2021, including UTC Aerospace Systems Service Bulletin 47100–32–145, Revision 3, dated March 26, 2021, which the Director of the Federal Register approved for incorporation by reference as of July 8, 2022 (87 FR 33627, June 3, 2022).

This AD also requires De Havilland Aircraft of Canada Limited Service Bulletin 84–32–167, dated August 12, 2021; and De Havilland Aircraft of Canada Limited Temporary Revision ALI–0223, dated October 15, 2020, which the Director of the Federal Register approved for incorporation by reference as of January 5, 2022 (86 FR 72174, December 21, 2021).

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 the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD will affect 41 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2021–25–12 *	1 work-hour × $85 per hour = $85	Negligible	$85	$3,485
Retained actions from AD 2022–11–11	4 work-hours × $85 per hour = $340	$8	348	14,268
New actions	4 work-hours × $85 per hour = $340	25,804	26,144	1,071,904

* Table does not include estimated costs for revising the maintenance or inspection program.

The FAA has determined that revising the maintenance or inspection program takes an average of 90 work-hours per operator, although the FAA recognizes that this number may vary from operator to operator. In the past, the FAA has

estimated that this action takes 1 work-hour per airplane. 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 FAA estimates the total cost per operator to be $7,650 (90 work-hours × $85 per work-hour).

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need these on-condition actions:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
2 work-hours × $85 per hour = $170	$8	$178

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 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:

■ a. Removing Airworthiness Directive (AD) 2021–25–12, Amendment 39–21856 (86 FR 72174, December 21, 2021); and AD 2022–11–11, Amendment 39–22061 (87 FR 33627, June 3, 2022); and

■ b. Adding the following new AD:

2024–12–05 De Havilland Aircraft of Canada (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39–22769; Docket No. FAA–2024–0756; Project Identifier MCAI–2023–00549–T.

(a) Effective Date

This airworthiness directive (AD) is effective August 21, 2024.

(b) Affected ADs

This AD replaces AD 2021–25–12, Amendment 39–21856 (86 FR 72174, December 21, 2021) (AD 2021–25–12); and AD 2022–11–11, Amendment 39–22061 (87 FR 33627, June 3, 2022) (AD 2022–11–11).

(c) Applicability

This AD applies to De Havilland Aircraft of Canada Limited (Type Certificate previously held by Bombardier, Inc.) Model DHC–8–401 and –402 airplanes, certificated in any category, having serial numbers 4001, and 4003 through 4633 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Reason

This AD was prompted by reports of a certain bolt at the pivot pin link being found missing or having stress corrosion cracking and a determination that the pivot pin and tow fitting assembly of the nose landing gear (NLG) must be replaced. The FAA is issuing this AD to address failure of the pivot pin retention bolt. The unsafe condition, if not addressed, could result in a loss of directional control or loss of an NLG tire during takeoff or landing, which could lead to runway excursions.

(f) Compliance

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

(g) Retained Maintenance or Inspection Program Revision, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2021–25–12, with no changes. For airplanes with pivot pin retention bolt part number (P/N) NAS6204–14D installed on the NLG assembly: Within 30 days after January 5, 2022 (the effective date of AD 2021–25–12), or within 30 days after installation of pivot pin retention bolt part number P/N NAS6204–14D, whichever occurs later, revise the existing maintenance or inspection program, as applicable, to incorporate the information for Structures Safe Life Task 32–21–01–701 and Task 32–21–01–702, as specified in De Havilland Aircraft of Canada Limited Temporary Revision ALI–0223, dated October 15, 2020. The initial compliance time for doing the tasks is at the applicable time specified in De Havilland Aircraft of Canada Limited Temporary Revision ALI–0223, dated October 15, 2020, or within 30 days after January 5, 2022, whichever occurs later; except, if replacement of bolt P/N NAS6204–14D was performed before January 5, 2022, as specified in De Havilland Aircraft of Canada Service Bulletin 84–32–161, the initial compliance time for Task 32–21–01–702 (bolt P/N NAS6204–14D replacement) is within 3 months after January 5, 2022, or within 800 flight cycles after performing the replacement, whichever occurs later.

(h) Retained No Alternative Actions or Intervals, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2021–25–12, with no changes. After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* replacements) 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 (n)(1) of this AD.

(i) Retained Repetitive Lubrications, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2021–25–12, with no changes. For airplanes with pivot pin retention bolt P/N NAS6204–14D installed on the NLG assembly: Within 30 days or 400 flight cycles, whichever occurs first after January 5, 2022 (the effective date of AD 2021–25–12), and thereafter at intervals not exceeding 400 flight cycles, lubricate the trailing arm of the NLG, including doing a general visual inspection of the NLG pivot pin mechanism for discrepancies (*i.e.,* bolt P/N NAS602–14D is missing or has damage (*e.g.,* stress corrosion or stress corrosion cracking)) and, as applicable, replacing the bolt before further flight, in accordance with paragraph 3.B. of the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 84–32–167, dated August 12, 2021.

(j) Retained Modification, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2022–11–11, with no changes. For any airplane having an NLG shock strut assembly, P/N 47100–XX (where XX represents any number), that has special bolt P/N 47205–1 or 47205–3: Within 1,600 flight cycles or 9 months after July 8, 2022 (the effective date of AD 2022–11–11), whichever occurs first, modify the NLG shock strut assembly, in accordance with paragraph 3.B., ''Procedure,'' of the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 84–32–161, Revision B, dated March 31, 2021, including UTC Aerospace Systems Service Bulletin 47100–32–145, Revision 3, dated March 26, 2021.

Note 1 to paragraph (j): After installing pivot pin retention bolt part number NAS6204–14D, paragraphs (g), (h), and (i) of this AD apply to pivot pin retention bolt part number NAS6204–14D.

(k) New Replacement

Within 8,000 flight hours or 48 months, whichever occurs first, after the effective date of this AD, remove pivot pin linkage components and replace pivot pin P/N 47127–1 or P/N 47127–3 and tow fitting assembly P/N 47160–1 with pivot pin P/N 47127–5 and tow fitting assembly P/N 47160–3, in accordance with Section 3.B. of the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 84–32–173, dated November 15, 2022, including Collins Aerospace Service Bulletin 47100–32–153, dated November 10, 2022. Accomplishing the replacement required by this paragraph terminates the requirements of paragraphs (g), (h), (i), and (j) of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before July 8, 2022 (the effective date of AD 2022–11–11), using De Havilland Aircraft of Canada Limited Service Bulletin 84–32–161, dated April 7, 2020, including UTC Aerospace Systems Service Bulletin 47100–32–145, dated April 3, 2020; or De Havilland Aircraft of Canada Limited Service Bulletin 84–32–161, Revision A, dated January 27, 2021, including UTC Aerospace Systems Service Bulletin 47100–32–145, Revision 2, dated January 4, 2021.

(m) Parts Installation Prohibition

As of the effective date of this AD, no person may install pivot pin P/N 47127–1 or P/N 47127–3 as a replacement part for pivot pin P/N 47127–5 on De Havilland Aircraft of Canada Limited Model DHC–8–401 and DHC–8–402 airplanes.

(n) Additional AD Provisions

(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 of the International Validation Branch, mail it to the address identified in paragraph (o)(2) of this AD. Information may be emailed to: *9-AVS-NYACO-COS@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 Transport Canada; or De Havilland Aircraft of Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(o) Additional Information

(1) For more information about this AD, contact Deep Gaurav, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 518–228–7300; email *9-avs-nyaco-cos@faa.gov.*

(2) Service information identified in this AD that is not incorporated by reference is available at the address specified in paragraph (p)(6) of this AD.

(p) Material Incorporated by Reference

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

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

(3) The following material was approved for IBR on August 21, 2024.

(i) De Havilland Aircraft of Canada Limited Service Bulletin 84–32–173, dated November 15, 2022, including Collins Aerospace Service Bulletin 47100–32–153, dated November 10, 2022.

Note 2 to paragraph (p)(3)(i): De Havilland issued De Havilland Aircraft of Canada Limited Service Bulletin 84–32–173, dated November 15, 2022, with Collins Aerospace Service Bulletin 47100–32–153, dated November 10, 2022, attached as one ''merged'' file for the convenience of affected operators.

(ii) [Reserved]

(4) The following material was approved for IBR on July 8, 2022 (87 FR 33627, June 3, 2022).

(i) De Havilland Aircraft of Canada Limited Service Bulletin 84–32–161, Revision B, dated March 31, 2021, including UTC Aerospace Systems Service Bulletin 47100–32–145, Revision 3, dated March 26, 2021.

Note 3 to paragraph (p)(4)(i): De Havilland issued De Havilland Service Bulletin 84–32–161, Revision B, dated March 31, 2021, with UTC Aerospace Systems Service Bulletin 47100–32–145, Revision 3, dated March 26, 2021, attached as one ''merged'' file for the convenience of affected operators.

(ii) [Reserved]

(5) The following material was approved for IBR on January 5, 2022 (86 FR 72174, December 21, 2021).

(i) De Havilland Aircraft of Canada Limited Service Bulletin 84–32–167, dated August 12, 2021.

(ii) De Havilland Aircraft of Canada Limited Temporary Revision ALI–0223, dated October 15, 2020.

(6) For De Havilland material identified in this AD, contact De Havilland Aircraft of Canada Limited, Dash 8 Series Customer Response Centre, 5800 Explorer Drive, Mississauga, Ontario, L4W 5K9, Canada; telephone North America (toll-free): 855–310–1013, Direct: 647–277–5820; email *thd@dehavilland.com;* website *dehavilland.com.*

(7) You may view this material 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 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 July 10, 2024.

James D. Foltz,

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

[FR Doc. 2024–15656 Filed 7–16–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1885; Project Identifier MCAI–2022–01484–T; Amendment 39–22770; AD 2024–12–06]

RIN 2120–AA64

Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.