

(5) For EASA AD 2022–0125 and AD 2021–0207, 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 these EASA ADs on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(6) 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.

(7) You may view this material 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 February 15, 2023.

**Christina Underwood,**

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

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2022–1580; Project Identifier MCAI–2022–00808–T; Amendment 39–22354; AD 2023–04–07]

**RIN 2120–AA64**

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A350–941 and –1041 airplanes. This AD was prompted by a determination that the surface protection is missing between certain aluminum brackets and the struts to which they are attached in the flight deck air distribution system. This AD requires applying surface protection to the affected aluminum brackets and struts, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. This AD also prohibits modifying an airplane using certain service information. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective April 10, 2023.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 10, 2023.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2022–1580; 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 material incorporated by reference in this AD, 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).

- 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 in the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2022–1580.

**FOR FURTHER INFORMATION CONTACT:** Dat Le, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7317; email [dat.v.le@faa.gov](mailto:dat.v.le@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus SAS Model A350–941 and –1041 airplanes. The NPRM published in the **Federal Register** on December 13, 2022 (87 FR 76160). The NPRM was prompted by AD 2022–0119, dated June 21, 2022, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2022–0119) (also referred to as the MCAI). The MCAI states that the surface protection was determined to be missing between certain aluminum brackets and the struts to which they are attached in the flight deck air distribution system. The affected parts were installed either in production through Airbus modification 109229 or 109230, or in-service through accomplishing the original issue of Airbus Service Bulletin A350–21–P031; or the original issue of Airbus Service Bulletin A350–21–P032. This condition,

if not corrected, could lead to rupture of the associated ducting, reducing the efficiency of the flight deck air distribution system, which, in combination with smoke in the flight deck, could result in impaired flightcrew capability to control the airplane.

In the NPRM, the FAA proposed to require applying surface protection to the affected aluminum brackets and struts, as specified in EASA AD 2022–0119. The NPRM also proposed to prohibit modifying an airplane using certain service information. 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](http://regulations.gov) under Docket No. FAA–2022–1580.

#### Discussion of Final Airworthiness Directive

##### Comments

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

##### Conclusion

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 comment 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, 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 14 CFR Part 51

EASA AD 2022–0119 specifies procedures for applying surface protection to aluminum brackets and struts at frame (FR) 22 and FR 24, as applicable, in zone C2–2 forward section. EASA AD 2020–0119 also prohibits modifying an airplane using certain service information. 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 affects 30 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
8 work-hours × \$85 per hour = \$680 .....	\$1,350	\$2,030	\$60,900

**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:

**2023–04–07 Airbus SAS:** Amendment 39–22354; Docket No. FAA–2022–1580; Project Identifier MCAI–2022–00808–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective April 10, 2023.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus SAS Model A350–941 and –1041 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2022–0119, dated June 21, 2022 (EASA AD 2022–0119).

**(d) Subject**

Air Transport Association (ATA) of America Code 21, Air conditioning.

**(e) Unsafe Condition**

This AD was prompted by a determination that the surface protection is missing between certain aluminum brackets and the struts to which they are attached in the flight deck air distribution system. The FAA is issuing this AD to address missing aluminum bracket surface protection. This condition, if not corrected, could lead to rupture of the associated ducting, reducing the efficiency of the flight deck air distribution system, which, in combination with smoke in the flight deck, could result in impaired flightcrew capability to control the airplane.

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2022–0119.

**(h) Exceptions to EASA AD 2022–0119**

- (1) Where EASA AD 2022–0119 refers to its effective date, this AD requires using the effective date of this AD.

- (2) This AD does not adopt the “Remarks” section of EASA AD 2022–0119.

**(i) 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 (j) of this AD. Information may be emailed to: 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 Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

**(j) Additional Information**

For more information about this AD, contact Dat Le, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7317; email [dat.v.le@faa.gov](mailto:dat.v.le@faa.gov).

**(k) Material Incorporated by Reference**

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2022–0119, dated June 21, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0119, 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).

(4) 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.

(5) You may view this material 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 February 16, 2023.

**Christina Underwood,**

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

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## DEPARTMENT OF COMMERCE

### Bureau of Industry and Security

#### 15 CFR Part 744

[Docket No. 230301–0058]

RIN 0694–AJ06

#### Additions and Revisions of Entities to the Entity List

**AGENCY:** Bureau of Industry and Security, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of Industry and Security is amending the Export Administration Regulations (EAR) by adding 37 entities under 38 entries to the Entity List. These entities are listed under the destinations of Belarus (1), Burma (3), the People’s Republic of China (China) (28), Pakistan (4), Russia (1), and Taiwan (1). Some entities are added under multiple entries, accounting for the difference in the totals. This final rule also modifies 10 existing entries on the Entity List under the destination of China.

**DATES:** This rule is effective March 2, 2023.

**FOR FURTHER INFORMATION CONTACT:** Chair, End-User Review Committee, Office of the Assistant Secretary for Export Administration, Bureau of Industry and Security, Department of

Commerce, Phone: (202) 482–5991, Email: [ERC@bis.doc.gov](mailto:ERC@bis.doc.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Entity List (supplement no. 4 to part 744 of the EAR (15 CFR parts 730–774)) identifies entities for which there is reasonable cause to believe, based on specific and articulable facts, that the entities have been involved, are involved, or pose a significant risk of being or becoming involved in activities contrary to the national security or foreign policy interests of the United States, pursuant to § 744.11(b). The EAR impose additional license requirements on, and limit the availability of, most license exceptions for exports, reexports, and transfers (in-country) where a listed entity is a party to the transaction. The license review policy for each listed entity is identified in the “License Review Policy” column on the Entity List, and the impact on the availability of license exceptions is described in the relevant **Federal Register** document that added the entity to the Entity List. The Bureau of Industry and Security (BIS) places entities on the Entity List pursuant to part 744 (Control Policy: End-User and End-Use Based) and part 746 (Embargoes and Other Special Controls) of the EAR.

The End-User Review Committee (ERC), composed of representatives of the Departments of Commerce (Chair), State, Defense, Energy and, where appropriate, the Treasury, makes all decisions regarding additions to, removals from, or other modifications to the Entity List. The ERC makes all decisions to add an entry to the Entity List by majority vote and makes all decisions to remove or modify an entry by unanimous vote.

##### Additions to the Entity List

In this final rule, the ERC determined to add AIF Global Logistics Co., Ltd., Aispeed Industry Ltd., Artronix International (HK) Ltd., Galaxy Electronics, Jotrin Electronics Ltd., Korchina Logistics (HK) Ltd., Suzhou Centec Communications Co., Ltd. and Suzhou Centec Technology Co., Ltd to the Entity List, all under the destination of China, for engaging in activities contrary to the national security and foreign policy interests of the United States under § 744.11 of the EAR. Specifically, AIF Global Logistics Co., Ltd., Aispeed Industry Ltd., Artronix International (HK) Ltd., Galaxy Electronics, Jotrin Electronics Ltd., and Korchina Logistics (HK) Ltd., are being added as these companies have supplied and/or attempted to supply

items subject to the EAR to Iran’s Paradazan System Namad Arman (PASNA), an entity listed by the U.S. Department of Treasury’s Office of Foreign Assets Control (OFAC) as a Specially Designated National (SDN). Suzhou Centec Communications Co., Ltd. and Suzhou Centec Technology Co., Ltd., are added for their support of China’s military modernization. These actions include acquiring or attempting to acquire U.S.-origin items in support of programs for the People’s Liberation Army and providing goods and services to customers on the BIS Entity List, leading to the possibility for diversion. Suzhou Centec Technology Co., Ltd. also participates in and hosts military and military-civil fusion exhibitions and summits, and specifically advertises military end uses for its products. These eight entities are added with a license requirement for all items subject to the EAR. License applications will be reviewed under a presumption of denial.

The ERC determined to add Baoding Giant Import and Export Co., Ltd., Baoding Shimaotong Enterprises Services Co., Ltd., Gaobeidian Kaituo Precise Instrument Co., Ltd., and Luo Dingwen, under the destination of China, to the Entity List. These additions are made due to their contributions to ballistic missile programs of concern. The ERC determined to add Rayscience Optoelectronics Innovation Company Ltd., under the destination of China, based on its contributions to Pakistan’s ballistic missile program. These five entities are added with a license requirement for all items subject to the EAR. License applications will be reviewed pursuant to § 744.3(d) of the EAR.

The ERC determined to add Beijing Zhengyuan Chuangshi Consulting Co., Ltd., Hongtai Electric Ltd., Nanjing Colpak Mechanical Equipment Co., Ltd., Liang Ping Huang and Sunton Tech Hong Kong Ltd. to the Entity List, all under the destination of China; Nanjing Jiuding Refrigeration & Air-conditioning Equipment Co., Ltd., under the destinations of China and Pakistan; and Abdul Razaq Asim, Add-On Technology, and Dynamic Engineers under the destination of Pakistan, to the Entity List. These additions are based on the entities’ involvement in unsafeguarded nuclear activities and missile-related activities. These eight entities require a license for all items subject to the EAR. License applications will be reviewed pursuant to §§ 744.2(d) and 744.3(d) of the EAR.

The ERC determined to add BGI Research; BGI Tech Solutions