(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;* website *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 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 November 29, 2023.

**Victor Wicklund,**

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

[FR Doc. 2023–28800 Filed 12–29–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2023–2243; Project Identifier MCAI–2023–00699–T; Amendment 39–22631; AD 2023–25–04]**

**RIN 2120–AA64**

## Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2022–08–04, which applied to all Airbus SAS Model A300 series airplanes. AD 2022–08–04 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2022–08–04, the FAA has determined new or more restrictive airworthiness limitations are necessary. This AD continues to require the actions of AD 2022–08–04, and requires new or more restrictive airworthiness limitations, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective January 17, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 17, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of June 16, 2022 (87 FR 29037, May 12, 2022).

The FAA must receive comments on this AD by February 16, 2024.

**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.* 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* under Docket No. FAA–2023–2243; 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 street address for Docket Operations is listed above.

*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;* website *easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*
- 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–2023–2243.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3225; email *dan.rodina@faa.gov.*

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2023–2243; Project Identifier MCAI–2023–00699–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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,* including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

### 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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Dan Rodina, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3225; email *dan.rodina@faa.gov.* Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

### Background

The FAA issued AD 2022–08–04, Amendment 39–22007 (87 FR 29037, May 12, 2022) (AD 2022–08–04), for all Airbus SAS Model A300 series airplanes. AD 2022–08–04 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2021–0134, dated June 1, 2021 (EASA AD 2021–0134), to correct an unsafe condition.

AD 2022–08–04 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations described in Airbus A300

Airworthiness Limitations Section (ALS) Part 2 Damage Tolerant Airworthiness Limitation Items (DT–ALI) Revision 03, Variation 3.2 (Variation 3.2). The FAA issued AD 2022–08–04 to address possible reduced structural integrity of the airplane.

**Actions Since AD 2022–08–04 Was Issued**

Since the FAA issued AD 2022–08–04, EASA superseded EASA AD 2021–0134 and issued EASA AD 2023–0104, dated May 24, 2023 (EASA AD 2023–0104) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model A300 series airplanes. The FAA has removed Airbus SAS Model A300 B2–1A, B2–1C, B2K–3C, and B2–203 airplanes from the FAA type certificate. Therefore, this AD does not include those airplanes in the applicability.

The MCAI states that since EASA AD 2021–0134 was issued, Airbus published Airbus A300 ALS Part 2 DT–ALI Revision 03, Variation 3.4 (Variation 3.4), which supersedes Variation 3.2. Variation 3.4, as defined in EASA AD 2023–0104, contains new and more restrictive tasks and introduces Maintenance Program Publication Triggers (MPPT), reflecting the limit of validity (LOV) of the engineering data that supports the structural maintenance program. Therefore, EASA AD 2023–0104 takes over the requirements of EASA AD 2021–0134 and requires accomplishment of the actions and compliance with the new MPPT specified in Variation 3.4.

The MCAI also stated it had previously issued AD 2017–0207, dated October 12, 2017 (EASA AD 2017–0207); AD 2020–0110R1, dated May 27, 2020 (EASA AD 2020–0110R1); AD 2021–0134; and AD 2021–0181, dated July 30, 2021 (EASA AD 2021–0181); requiring the actions described in Airbus A300 Airbus A300 ALS Part 2 DT–ALI Revision 03, Variation 3.1, Variation 3.2, and Variation 3.3, respectively. EASA AD 2017–0207 corresponds to FAA AD 2018–19–17, Amendment 39–19417 (83 FR 48207, September 24, 2018). EASA AD 2020–0110R1 corresponds to certain actions in FAA AD 2020–23–11, Amendment 39–21327 (85 FR 75838, November 27, 2020). EASA AD 2021–0181 corresponds to FAA AD 2022–05–06, Amendment 39–21957 (87 FR 10956, February 28, 2022). After those EASA ADs were issued, Airbus published Variation 3.4, as defined in EASA AD 2023–0104. The MCAI states that it does not supersede EASA ADs 2017–0207, 2020–0110R1, and 2021–0181. However, the MCAI does affect EASA AD 2017–0207 and specifies that where it requires a task (limitation) that is required by EASA AD 2017–0207 (which corresponds to FAA AD 2018–19–17), the instructions of Variation 3.4 invalidate (terminate) the instructions of Airbus A300 Airbus A300 ALS Part 2 DT–ALI Revision 03. Therefore, accomplishing the actions required by paragraph (j) of this AD terminates the corresponding requirements of AD 2018–19–17 for the tasks identified in the service information referenced in EASA AD 2023–0104 only. This AD also replaces the LOVs specified in paragraph 1.3 of Airbus A300 Airworthiness Limitations Section (ALS), Part 2—Damage Tolerant Airworthiness Limitation Items (DT–ALI), Revision 03, dated August 28, 2017, as required by FAA AD 2018–19–17.

The FAA is issuing this AD to address possible reduced structural integrity of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2023–2243.

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

EASA AD 2023–0104 specifies procedures for new or more restrictive airworthiness limitations, which includes updated airplane LOV language and MPPTs.

This AD also requires EASA AD 2021–0134, dated June 1, 2021, which the Director of the Federal Register approved for incorporation by reference as of June 16, 2022 (87 FR 29037, May 12, 2022).

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.

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

**Requirements of This AD**

This AD requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, which are specified in EASA AD 2023–0104 described previously, as incorporated by reference.

This AD requires 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 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 (n)(1) of this 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 incorporation by reference of EASA AD 2021–0134 is retained and EASA AD 2023–0104 is incorporated by reference in this AD. This AD requires compliance with EASA AD 2021–0134 and EASA AD 2023–0104 in their entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA AD 2021–0134 or EASA AD 2023–0104 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 2021–0134 or EASA AD 2023–0104. Service information required by EASA AD 2021–0134 and EASA AD 2023–0104 for compliance will be available at *regulations.gov* under Docket No. FAA–2023–2243 after this AD 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.

**FAA's Justification and Determination of the Effective Date**

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for ''good cause,'' finds that those procedures are ''impracticable, unnecessary, or contrary to the public interest.'' Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

There are currently no domestic operators of these products. Accordingly, notice and opportunity for prior public comment are unnecessary, pursuant to 5 U.S.C. 553(b)(3)(B). In addition, for the forgoing reason(s), the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

**Regulatory Flexibility Act (RFA)**

The requirements of the RFA do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

**Costs of Compliance**

Currently, there are no affected U.S.-registered airplanes. For any affected airplane that may be imported and placed on the U.S. Register in the future, the FAA provides the following cost estimates to comply with this AD:

The FAA estimates the total cost per operator for the retained actions from AD 2022–08–04 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 action 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, and

(2) Will not affect intrastate aviation in Alaska.

**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) 2022–08–04, Amendment 39–22007 (87 FR 29037, May 12, 2022); and
■ b. Adding the following new AD:

**2023–25–04 Airbus SAS:** Amendment 39–22631; Docket No. FAA–2023–2243; Project Identifier MCAI–2023–00699–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective January 17, 2024.

**(b) Affected ADs**

This AD replaces AD 2022–08–04, Amendment 39–22007 (87 FR 29037, May 12, 2022) (AD 2022–08–04). This AD affects AD 2018–19–17, Amendment 39–19417 (83 FR 48207, September 24, 2018) (AD 2018–19–17).

**(c) Applicability**

This AD applies to all Airbus SAS Model A300 B4–2C, B4–103, and B4–203 airplanes, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance.

**(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 possible 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 2022–08–04, with no changes. Except as specified in paragraph (h) of this AD: Comply with all required actions

and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021–0134, dated June 1, 2021 (EASA AD 2021–0134). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (j) of this AD terminates the requirements of this paragraph.

**(h) Retained Exceptions to EASA AD 2021–0134, With No Changes**

This paragraph restates the exceptions specified in paragraph (h) of AD 2022–08–04, with no changes.

(1) Where EASA AD 2021–0134 refers to its effective date, this AD requires using June 16, 2022 (the effective date of AD 2022–08–04).

(2) Where paragraph (1) of EASA AD 2021–0134 specifies ''This AD invalidates the LOV [limit of validity] as specified in Airbus A300 ALS Part 2 Revision 03 [EASA AD 2017–0207],'' this AD replaces the LOVs specified in paragraph 1.3 of Airbus A300 Airworthiness Limitations Section (ALS), Part 2—Damage Tolerant Airworthiness Limitation Items (DT–ALI), Revision 03, dated August 28, 2017, as required by FAA AD 2018–19–17.

(3) Paragraph (2) of EASA AD 2021–0134 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 June 16, 2022 (the effective date of AD 2022–08–04).

(4) The ''Remarks'' section of EASA AD 2021–0134 does not apply to this AD.

**(i) Retained Restrictions on Alternative Actions and Intervals With a New Exception**

This paragraph restates the requirements of paragraph (i) of AD 2022–08–04, with a new exception. Except as required by paragraph (j) of this AD, after the existing 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 2021–0134.

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

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2023–0104, dated May 24, 2023 (EASA AD 2023–0104). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

**(k) Exceptions to EASA AD 2023–0104**

(1) This AD does not adopt the requirements specified in paragraphs (1), (2), and (3) of EASA AD 2023–0104.

(2) Where paragraph (4) of EASA AD 2023–0104 specifies ''Within 12 months after the effective date of this AD, revise the AMP,'' this AD requires replacing those words with ''Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable.''

(3) The initial compliance time for doing the tasks specified in paragraph (4) of EASA AD 2023–0104 is at the associated thresholds as incorporated by the requirements of paragraph (4) of EASA AD 2023–0104, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraph (5) of EASA AD 2023–0104.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2023–0104.

**(l) Replacement of LOVs and Terminating Action for AD 2018–19–17**

(1) Accomplishing the actions required by paragraph (j) of this AD replaces the LOVs specified in paragraph 1.3 of Airbus A300 Airworthiness Limitations Section (ALS), Part 2-Damage Tolerant Airworthiness Limitation Items (DT–ALI), Revision 03, dated August 28, 2017, as required by AD 2018–19–17.

(2) Accomplishing the actions required by paragraph (j) of this AD terminates the corresponding requirements of AD 2018–19–17 for the tasks identified in the service information referenced in AD 2023–0104 only.

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

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2023–0104.

**(n) 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 manager of the International Validation Branch, mail it to the address identified in paragraph (o) 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 (n)(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.

**(o) Additional Information**

For more information about this AD, contact Dan Rodina, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3225; email *dan.rodina@faa.gov.*

**(p) 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 January 17, 2024.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0104, dated May 24, 2023.

(ii) [Reserved]

(4) The following service information was approved for IBR on June 16, 2022 (87 FR 29037, May 12, 2022).

(i) EASA AD 2021–0134, dated June 1, 2021.

(ii) [Reserved]

(5) EASA ADs 2023–0104 and 2021–0134, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this EASA AD on the EASA website at *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. This material may be found in the AD docket at *regulations.gov* under Docket No. FAA–2023–2243.

(7) 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. 2023–28802 Filed 12–29–23; 8:45 am]

**BILLING CODE 4910–13–P**