

TABLE 1 TO PARAGRAPH (g)(1)—MODEL AS907–1–1A ENGINES—Continued

Engine time since new (TSN)	Compliance time
Fewer than 3,000 hours TSN	Within 24 months or 800 FH after the effective date of this AD, whichever occurs first.

(2) For AS907–2–1G engines with serial numbers (S/N) P130101 through P130240 that have not incorporated Honeywell SB AS907–72–9063, and for AS907–2–1G engines with S/Ns P130241 through P130336, and S/Ns P130101 through P130240 that have incorporated Honeywell SB AS907–72–9063, before exceeding the applicable

compliance time in Table 2 to paragraph (g)(2) of this AD, replace any installed ECU having P/N 2119576–3001 or P/N 2119576–3002 with an ECU eligible for installation. All four ECUs installed in both airplane engines must be replaced at the same time.

Note 2 to paragraph (g)(2): Guidance for removing and replacing the ECU may be

found in Honeywell SB AS907–76–9014, Revision 6, dated October 10, 2022.

Note 3 to paragraph (g)(2): Guidance for converting a standard flow compressor to a high flow compressor for improving surge margin may be found in Honeywell SB AS907–72–9063, Revision 1, dated July 31, 2019.

TABLE 2 TO PARAGRAPH (g)(2)—MODEL AS907–2–1G ENGINES

Engine type	Compliance time
Standard Flow Compressor AS907–2–1G engines (engine S/Ns P130101 through P130240 that have not incorporated Honeywell SB AS907–72–9063).	Within 2 years or 800 FH after the effective date of this AD, whichever occurs first.
High Flow Compressor AS907–2–1G engines (engine S/Ns P130241 through P130336 and engines that have incorporated Honeywell SB AS907–72–9063).	Within 7 years or 2,800 FH after the effective date of this AD, whichever occurs first.

(h) Installation Prohibition

(1) After the effective date of this AD, do not install an ECU having P/N 2119576–1011 and software version AS907_1001 in any AS907–1–1A engine.

(2) Do not install an ECU having P/N 2119576–3001 or P/N 2119576–3002 in any AS907–2–1G engine if the ECU has exceeded the compliance time specified in Table 2 to paragraph (g)(2) of this AD.

(i) Definitions

(1) For the purpose of this AD, for the AS907–1–1A engine, a “software version eligible for installation” is a software version that is not software version AS907_1001.

(2) For the purpose of this AD, for the AS907–1–1A engine, an “ECU eligible for installation” is an ECU that does not have P/N 2119576–1011.

(3) For the purpose of this AD, for the AS907–2–1G engine, an “ECU eligible for installation” is an ECU that does not have P/N 2119576–3001 or P/N 2119576–3002.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West 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 West Certification Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: 9-ANM-LAACO-AMOC-Requests@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.

(k) Additional Information

For more information about this AD, contact Joseph Costa, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5246; email: joseph.costa@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on November 29, 2023.

Victor Wicklund,

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

[FR Doc. 2023–26636 Filed 12–5–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1719; Project Identifier 2008–NM–202–AD; Amendment 39–22621; AD 2010–26–05R1]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; removal.

SUMMARY: The FAA is removing Airworthiness Directive (AD) 2010–26–05, which applied to certain Dassault Aviation Model Falcon 10 airplanes; Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; Model MYSTERE–FALCON

20–C5, 20–D5, 20–E5, and 20–F5 airplanes; and all Model MYSTERE–FALCON 200 airplanes; Model FALCON 2000 and FALCON 2000EX airplanes; Model MYSTERE–FALCON 50 and MYSTERE–FALCON 900 airplanes; and Model FALCON 900EX airplanes. AD 2010–26–05 required repetitive inspections for overpressure tightness on the pressurization control regulating valves and, if necessary, replacing the affected valve with a serviceable unit. The FAA issued AD 2010–26–05 to address failure of the pressurization control regulating valve (overpressure capsule), which will affect the aircraft's overpressure protection. Since the FAA issued AD 2010–26–05, the FAA issued ADs 2021–04–20, 2020–02–13, 2020–03–24, 2020–03–19, 2020–01–13, 2023–05–15, 2023–04–10, 2023–02–13, 2023–04–18, and 2023–04–13 to address the unsafe condition. Therefore, the FAA has determined that AD 2010–26–05 is no longer necessary. Accordingly, AD 2010–26–05 is removed.

DATES: This AD becomes effective December 6, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–1719; 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.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3226; email: tom.rodriguez@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by removing AD 2010–26–05, Amendment 39–16544 (75 FR 79952, December 21, 2010) (AD 2010–26–05). The NPRM was published in the **Federal Register** on August 29, 2023 (88 FR 59471). AD 2010–26–05 applied to certain Dassault Aviation Model Falcon 10 airplanes; Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; Model MYSTERE–FALCON 20–C5, 20–D5, 20–E5, and 20–F5 airplanes; and all Model FALCON 2000 and FALCON 2000EX airplanes; Model MYSTERE–FALCON 200 airplanes; Model MYSTERE–FALCON 50 and MYSTERE–FALCON 900 airplanes, and Model FALCON 900EX airplanes. AD 2010–26–05 was prompted by AD 2008–0072, dated April 18, 2008, issued by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union (EASA AD 2008–0072) (also referred to as the MCAI). The NPRM was prompted by a determination that AD 2010–26–05 is no longer necessary, because the actions specified in the MCAI have been included in the airworthiness limitations section of the existing maintenance manual. EASA issued AD 2008–0072–CN, dated October 5, 2020, which cancels EASA AD 2008–0072. Additionally, the FAA has issued the following ADs to address the unsafe condition by revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance requirements and airworthiness limitations, including the actions specified in AD 2010–26–05.

- AD 2021–04–20, Amendment 39–21442 (86 FR 12802, March 5, 2021), which addresses the unsafe condition for Model Falcon 10 airplanes.

- AD 2020–02–13, Amendment 39–19827 (85 FR 6744, February 6, 2020), which addresses the unsafe condition for Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes on which the supplemental

structural inspection program (SSIP) has been incorporated into the airplane's maintenance program.

- AD 2020–03–24, Amendment 39–19848 (85 FR 11289, February 27, 2020), which addresses the unsafe condition for Model MYSTERE–FALCON 20–C5, 20–D5, 20–E5, and 20–F5 airplanes on which the SSIP (Dassault Service Bulletin 730) has been embodied into the airplane's existing maintenance or inspection program.

- AD 2020–03–19, Amendment 39–19843 (85 FR 11280, February 27, 2020), which address the unsafe condition for Model MYSTERE–FALCON 20–C5, 20–D5, 20–E5, and 20–F5 airplanes, except those on which the SSIP (Dassault Service Bulletin 730) has been embodied into the airplane's existing maintenance or inspection program.

- AD 2020–01–13, Amendment 39–19819 (85 FR 5313, January 30, 2020), which addresses the unsafe condition for Model MYSTERE–FALCON 200 airplanes.

- AD 2023–05–15, Amendment 39–22384 (88 FR 22374, April 13, 2023), which addresses the unsafe condition for Model MYSTERE–FALCON 50 airplanes.

- AD 2023–04–10, Amendment 39–22357 (88 FR 20743, April 7, 2023), which addresses the unsafe condition for Model MYSTERE–FALCON 900 airplanes.

- AD 2023–02–13, Amendment 39–22320 (88 FR 8740, February 10, 2023), which addresses the unsafe condition for Model FALCON 900EX airplanes.

- AD 2023–04–18, Amendment 39–22365 (88 FR 15607, March 14, 2023), which addresses the unsafe condition for Model FALCON 2000 airplanes.

- AD 2023–04–13, Amendment 39–22360 (88 FR 20741, April 7, 2023), which addresses the unsafe condition for Model FALCON 2000EX airplanes.

The NPRM proposed to remove AD 2010–26–05. The FAA is issuing this AD to remove AD 2010–26–05.

Discussion of Final Airworthiness Directive

Comments

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

Justification for Immediate Adoption 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 30 days, upon a finding of good cause. Since the FAA issued AD 2010–26–05, the actions specified in the MCAI have been included in the airworthiness limitations section of the existing maintenance manual, and the FAA has issued ADs to require the incorporation of those airworthiness limitations. Therefore, the FAA is issuing this AD to remove AD 2010–26–05, and the FAA did not receive any adverse comments or useful information about this AD from U.S. operators that necessitates waiting 30 days for relief from this requirement. Accordingly, 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.

Conclusion

The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. 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.

This AD removes all actions of AD 2010–26–05. Therefore, the requirements of AD 2010–26–05 are terminated.

Related Costs of Compliance

This AD adds no costs. This AD removes AD 2010–26–05 from 14 CFR part 39; therefore, operators are no longer required to show compliance with that AD.

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.

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) 2010–26–05, Amendment 39–16544 (75 FR 79952, December 21, 2010), and
 - b. Adding the following new AD:

2010–26–05R1 Dassault Aviation:
Amendment 39–22621; Docket No. FAA–2023–1719; Project Identifier AD–2008–NM–202–AD.

(a) Effective Date

This AD is effective December 6, 2023.

(b) Affected AD

This AD replaces AD 2010–26–05, Amendment 39–16544 (75 FR 79952, December 21, 2010) (AD 2010–26–05).

(c) Applicability

This action applies to the airplanes identified in paragraphs (c)(1) and (2) of this AD, certificated in any category.

(1) Dassault Aviation Model Falcon 10 airplanes; Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE–FALCON 20–C5, 20–D5, 20–E5, and 20–F5 airplanes; all serial numbers, equipped with Liebherr or ABG–Semca pressurization outflow valves.

(2) Dassault Aviation Model MYSTERE–FALCON 200 airplanes, Model MYSTERE–FALCON 50 and MYSTERE–FALCON 900 airplanes, and FALCON 900EX airplanes; and Model FALCON 2000 and FALCON 2000EX airplanes; all serial numbers.

(d) Subject

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

(e) Terminating Action

This AD terminates all requirements of AD 2010–26–05.

(f) Related Information

For more information about this AD, contact Tom Rodriguez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3226; email: tom.rodriguez@faa.gov.

(g) Material Incorporated by Reference

None.

Issued on November 29, 2023.

Victor Wicklund,

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

[FR Doc. 2023–26662 Filed 12–5–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2023–2220; Airspace Docket No. 23–AWP–59]

RIN 2120–AA66

Amendment of Restricted Area R–2512 Holtville, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on November 16, 2023, that amends restricted area R–2512 in the vicinity of Holtville, CA.

DATES: Effective date 0901 UTC, January 25, 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 7400.10 and publication of conforming amendments.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, the final rule, this final rule correction, and all background

material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2023–2220 (88 FR 78636; November 16, 2023), that amended restricted area R–2512 in the vicinity of Holtville, CA. The section of 14 CFR part 73 to be amended by the final rule was incorrectly stated as 73.22. The correct section of 14 CFR part 73 to be amended is 73.25. This rule corrects this typographical error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace amendment reflected in Docket No. FAA–2023–2220, as published in the **Federal Register** of November 16, 2023 (88 FR 78636), FR Doc. 2023–25347, is corrected as follows:

§ 73.25 [Amended]

- 2. Section 73.25 is amended as follows:

* * * * *

R–2512 Holtville, CA [Amended]

Boundaries. Beginning at lat. 33°05′00″ N, long. 115°17′33″ W; to lat. 33°00′00″ N, long. 115°13′33″ W; to lat. 32°51′00″ N, long. 115°05′33″ W; to lat. 32°51′00″ N, long. 115°17′03″ W; to lat. 32°58′00″ N, long. 115°17′33″ W; to lat. 33°05′00″ N, long. 115°20′03″ W; to the point of beginning.

Designated altitudes. Surface to 23,000 feet MSL.

Time of designation. 0600–2300 local time daily; other times by NOTAM 24 hours in advance.

Controlling agency. FAA, Los Angeles ARTCC.