The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Airbus SAS: Docket No. FAA–2025–0475; Project Identifier MCAI–2024–00600–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 12, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A350–941 and –1041 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Unsafe Condition

This AD was prompted by a determination that the applicable aircraft flight manual (AFM) was providing an incorrect value for maximum cumulative taxi time in freezing fog conditions. The FAA is issuing this AD to address the incorrect maximum cumulative taxi time in freezing fog conditions. The unsafe condition, if not addressed, could lead to multiple engine surges in a critical flight phase and possibly result in loss of control of 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, European Union Aviation Safety Agency (EASA) AD 2024–0190, dated October 10, 2024; corrected October 11, 2024 (EASA AD 2024–0190).

(h) Exceptions to EASA AD 2024–0190

(1) Where EASA AD 2024–0190 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2024–0190 specifies ''implement the AFM DU revision,'' this AD requires replacing that text with ''revise the applicable existing AFM by incorporating the applicable AFM DU revision.''

(3) Where paragraph (1) of EASA AD 2024–0190 specifies to ''inform all flight crews, and thereafter, operate the aeroplane accordingly,'' this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 14 CFR 91.505, and 14 CFR 121.137).

(4) This AD does not adopt the ''Remarks'' section of EASA AD 2024–0190.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, AIR–520, Continued Operational Safety 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 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: *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, AIR–520, Continued Operational Safety 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.

(j) Additional Information

For more information about this AD, contact James Clary, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone: 817–222–5138; email: *james.clary@faa.gov.*

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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.

(i) European Union Aviation Safety Agency (EASA) AD 2024–0190, dated October 10, 2024; corrected October 11, 2024.

(ii) [Reserved]

(3) For EASA material identified 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.*

(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 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 March 20, 2025.

Peter A. White,

Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2025–05119 Filed 3–25–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0477; Project Identifier MCAI–2024–00422–T]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. This proposed AD was prompted by a report that incorrect information was found in certain calculation tables in a section of the airplane flight manual (AFM) that addresses certain slat-flap conditions. This proposed AD would require revising the Non-Normal Procedures section of the existing AFM to provide the flightcrew with corrected procedures to use in certain slat-flap conditions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by May 12, 2025.

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–2025–0477; 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 NPRM, 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 Bombardier material identified in this proposed 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*.

• 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.

FOR FURTHER INFORMATION CONTACT: Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2025–0477; Project Identifier MCAI–2024–00422–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 the proposal 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 NPRM.

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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Gabriel Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email *9-avs-nyaco-cos@faa.gov*. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2024–27, dated July 24, 2024 (Transport Canada AD CF–2024–27) (also referred to as the MCAI), to correct an unsafe condition on certain Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. The MCAI states that incorrect approach speed adders and landing distance factors were discovered in the AFM tables for the SLAT–FLAP FAIL (Caution) Crew Alerting System (CAS) message and the jammed or inoperative slat/flap control lever (SFCL) non-normal procedures. The incorrect speed adders and landing distance factors present a potentially unsafe condition due to the shortfall between the actual performance and the approved performance.

The FAA is proposing this AD to address incorrect speed adders and landing distance factors in AFM tables. The unsafe condition, if not addressed, could lead to increased workload for the flightcrew, possible stick shaker activation (stall warning) due to a need to increase speed beyond the published AFM speed adder, and increased landing distance beyond published non-normal landing distance factors.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–0477.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following Bombardier material. This material describes procedures to address certain slat-flap conditions (*i.e.,* Slat-flap fail (Caution) CAS message, or a jammed or inoperative SFCL). These documents are distinct since they apply to different configurations and different airplane models.

• Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global Express AFM, Publication No. CSP 700–1, Revision 119, dated May 22, 2024. (For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1, use Document Identification No. GL 700 AFM–1.)

• Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet (which includes Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedures); Bombardier Global Express AFM, Publication No. CSP 700–1, Revision 119, dated May 22, 2024. (For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1, use Document Identification No. GL 700 AFM–1.)

• Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global Express AFM, Publication No. CSP 700–1A, Revision 119, dated May 22, 2024. (For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1A, use Document Identification No. GL 700 AFM–1A.)

• Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet (which includes Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedures), Bombardier Global Express AFM, Publication No. CSP 700–1A, Revision 119, dated May 22, 2024. (For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700–1A, use Document Identification No. GL 700 AFM–1A.)

• Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global 6000 AFM, Publication No. CSP 700–1V, Revision 49, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 6000 AFM, Publication No. CSP 700–1V, use Document Identification No. GL 6000 AFM.)

• Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—

Operations at Airport Elevations above 10,000 feet (which includes Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedures), Bombardier Global 6000 AFM, Publication No. CSP 700–1V, Revision 49, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 6000 AFM, Publication No. CSP 700–1V, use Document Identification No. GL 6000 AFM.)

- Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global 6500 AFM, Publication No. CSP 700–6500–1, Revision 21, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 6500 AFM, Publication No. CSP 700–6500–1, use Document Identification No. GL 6500 AFM.)
- Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure) Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1 AFM, Revision 80, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1, use Document Identification No. GL 5000 AFM.)
- Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet (which includes Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedures), Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1 AFM, Revision 80, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1, use Document Identification No. GL 5000 AFM.)
- Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, Revision 49, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 5000 GVFD AFM.)
- Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet (which includes Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedures), Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, Revision 49, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 5000 GVFD AFM.)
- Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures (which includes the Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail (Caution) procedure), Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, Revision 21, dated May 22, 2024. (For obtaining the procedures for Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, use Document Identification No. GL 5500 AFM.)

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 and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require revising the existing AFM to correct table information in procedures to address certain slat-flap conditions (Slat-flap fail (Caution) CAS message, or a jammed or inoperative SFCL).

Compliance With AFM Revisions

Transport Canada AD CF–2024–27 requires operators to ''advise all flight crews'' of revisions to the AFM, and thereafter to ''operate the aeroplane accordingly.'' However, this proposed AD would not specifically require those actions as those actions are already required by FAA regulations. FAA regulations require operators furnish to pilots any changes to the AFM (for example, 14 CFR 121.137), and to ensure the pilots are familiar with the AFM (for example, 14 CFR 91.505). As with any other flightcrew training requirement, training on the updated AFM content is tracked by the operators and recorded in each pilot's training record, which is available for the FAA to review. FAA regulations also require pilots to follow the procedures in the existing AFM including all updates. 14 CFR 91.9 requires that any person operating a civil aircraft must comply with the operating limitations specified in the AFM. Therefore, including a requirement in this proposed AD to operate the airplane according to the revised AFM would be redundant and unnecessary.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 476 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour × $85 per hour = $85	None	$85	$40,460

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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Bombardier, Inc.: Docket No. FAA–2025–0477; Project Identifier MCAI–2024–00422–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 12, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD–700–1A10, and BD–700–1A11 airplanes, certificated in any category, having serial number 9002 through 60086 inclusive, 60088 through 60091 inclusive, 60098, 60100, 60105, 60107, and 60111.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that incorrect information was found in certain calculation tables in a section of the airplane flight manual (AFM) that addresses certain slat-flap conditions. The FAA is issuing this AD to address incorrect speed adders and landing distance factors in AFM tables. The unsafe condition, if not addressed, could lead to increased workload for the flightcrew, possible stick shaker activation (stall warning) due to a need to increase speed beyond the published AFM speed adder, and increase landing distance beyond published non-normal landing distance factors.

(f) Compliance

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

(g) Revision of Existing AFM

Within 30 days after the effective date of this AD, revise the existing AFM to incorporate the information in the applicable sections of the applicable AFMs identified in table 1 to paragraph (g) of this AD.

Table 1 to Paragraph (g)—AFM References

BILLING CODE 4910–13–P

Bombardier Airplane Model (Marketing Designation)	AFM	AFM Section	AFM Supplement, If Applicable	AFM Revision and Issue Date
BD-700-1A10 (Global Express)	Bombardier Global Express AFM, Publication No. CSP 700-1[1]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedure, Landing Distance Factors subsection of Non-Normal Procedures section of Chapter 7 – Supplement 20 - Operations at Airport Elevations above 10,000 feet	Revision 119, dated May 22, 2024

Bombardier Airplane Model (Marketing Designation)	AFM	AFM Section	AFM Supplement, If Applicable	AFM Revision and Issue Date
BD-700-1A10 (Global Express XRS)	Bombardier Global Express AFM, Publication No. CSP 700-1A[2]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedure, Landing Distance Factors subsection of Non-Normal Procedures section of Chapter 7 – Supplement 20 - Operations at Airport Elevations above 10,000 feet	Revision 119, dated May 22, 2024
BD-700-1A10 (Global 6000)	Bombardier Global 6000 AFM, Publication No. CSP 700-1V[3]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedure, Landing Distance Factors subsection of Non-Normal Procedures section of Chapter 7 – Supplement 20 - Operations at Airport Elevations above 10,000 feet	Revision 49, dated May 22, 2024
BD-700-1A10 (Global 6500)	Bombardier Global 6500 AFM, Publication No. CSP-700-6500-1[4]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	None	Revision 21, dated May 22, 2024

Bombardier Airplane Model (Marketing Designation)	AFM	AFM Section	AFM Supplement, If Applicable	AFM Revision and Issue Date
BD-700-1A11 (Global 5000)	Bombardier Global 5000 AFM, Publication No. CSP 700-5000-1[5]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedure, Landing Distance Factors subsection of Non-Normal Procedures section of Chapter 7 – Supplement 20 - Operations at Airport Elevations above 10,000 feet	Revision 80, dated May 22, 2024
BD-700-1A11 (Global 5000 Featuring Global Vision Flight Deck)	Bombardier Global 5000 Featuring Global Vision Flight Deck AFM Publication No. CSP 700-5000-1V[6]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	Jammed or Inoperative Slat/Flap Control Lever procedure and Slat-Flap Fail procedure, Landing Distance Factors subsection of Non-Normal Procedures section of Chapter 7 – Supplement 20 - Operations at Airport Elevations above 10,000 feet	Revision 49, dated May 22, 2024
BD-700-1A11 (Global 5500)	Bombardier Global 5500 AFM Publication No. CSP 700-5500-1[7]	Jammed or Inoperative Slat/Flap Control Lever Procedure and Slat-Flap Fail (Caution) procedure, Slat and Flap Control Systems subsection, Section 05-10 Flight Controls, of Chapter 5 – Non-Normal Procedures	None	Revision 21, dated May 22, 2024

[1] For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700-1, use Document Identification No. GL 700 AFM-1.

Bombardier Airplane Model (Marketing Designation)	AFM	AFM Section	AFM Supplement, If Applicable	AFM Revision and Issue Date
[2] For obtaining the procedures for Bombardier Global Express AFM, Publication No. CSP 700-1A, use Document Identification No. GL 700 AFM-1A.				
[3] For obtaining the procedures for Bombardier Global 6000 (Global Vision Flight Deck) AFM, Publication No. CSP 700-1V, use Document Identification No. GL 6000 AFM.				
[4] For obtaining the procedures for Bombardier Global 6500 AFM, Publication No. CSP 700-6500-1, use Document Identification No. GL 6500 AFM.				
[5] For obtaining the procedures for Bombardier Global 5000 AFM, Publication No. CSP 700-5000-1, use Document Identification No. GL 5000 AFM.				
[6] For obtaining the procedures for Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700-5000-1V, use Document Identification No. GL 5000 GVFD AFM.				
[7] For obtaining the procedures for Bombardier Global 5500 AFM, Publication No. CSP 700-5500-1, use Document Identification No. GL 5500 AFM.				

BILLING CODE 4910–13–C

(h) 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, send it to the attention of the person identified in paragraph (i) of this AD and email to: *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 Transport Canada; or Bombardier's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) Additional Information

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

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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.

(i) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global Express AFM, Publication No. CSP 700–1, Revision 119, dated May 22, 2024.

Note 1 to paragraph (j)(2)(i): For obtaining the procedure specified in paragraph (j)(2)(i) and (viii) of this AD for Bombardier Global Express AFM, Publication No. CSP 700–1, use Document Identification No. GL 700 AFM–1.

(ii) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures Bombardier Global Express AFM, Publication No. CSP 700–1A, Revision 119, dated May 22, 2024.

Note 2 to paragraph (j)(2)(ii): For obtaining the procedures specified in paragraph (j)(2)(ii) and (vix) of this AD for Bombardier Global Express AFM, Publication No. CSP 700–1A, use Document Identification No. GL 700 AFM–1A.

(iii) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global 6000 AFM, Publication No. CSP 700–1V, Revision 49, dated May 22, 2024.

Note 3 to paragraph (j)(2)(iii): For obtaining the procedures specified in paragraphs (j)(2)(iii) and (x) of this AD for Bombardier Global 6000 AFM, Publication No. CSP 700–1V, use Document Identification No. GL 6000 AFM.

(iv) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global 6500 AFM, Publication No. CSP 700–6500–1, Revision 21, dated May 22, 2024.

Note 4 to paragraph (j)(2)(iv): For obtaining the procedures specified in paragraph (j)(2)(iv) of this AD for Bombardier Global 6500 AFM, Publication No. CSP 700–6500–1, use Document Identification No. GL 6500 AFM.

(v) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1 AFM, Revision 80, dated May 22, 2024.

Note 5 to paragraph (j)(2)(v): For obtaining the procedures specified in paragraphs (j)(2)(v) and (xi) of this AD for Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1, use Document Identification No. GL 5000 AFM.

(vi) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, Revision 49, dated May 22, 2024.

Note 6 to paragraph (j)(2)(vi): For obtaining the procedures specified in paragraphs (j)(2)(vi) and (xii) of this AD for Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, use Document Identification No. GL 5000 GVFD AFM.

(vii) Section 05–10 Flight Controls, Chapter 5—Non-Normal Procedures, Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, Revision 21, dated May 22, 2024.

Note 7 to paragraph (j)(2)(vii): For obtaining the procedures specified in paragraph (j)(2)(vii) of this AD for Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, use Document Identification No. GL 5500 AFM.

(viii) Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet, Bombardier Global Express AFM, Publication No. CSP 700–1, Revision 119, dated May 22, 2024.

(ix) Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet, Bombardier Global Express AFM, Publication No. CSP 700–1A, Revision 119, dated May 22, 2024.

(x) Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet, Bombardier Global 6000 AFM, Publication No. CSP 700–1V, Revision 49, dated May 22, 2024.

(xi) Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet, Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1 AFM, Revision 80, dated May 22, 2024.

(xii) Landing Distance Factors subsection, Non-Normal Procedure section, Chapter 7—Supplement 20—Operations at Airport Elevations above 10,000 feet, Bombardier Global 5000 Featuring Global Vision Flight Deck AFM, Publication No. CSP 700–5000–1V, Revision 49, dated May 22, 2024.

(3) For material 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 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 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 March 19, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–05026 Filed 3–25–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0476; Project Identifier MCAI–2024–00482–T]

RIN 2120–AA64

Airworthiness Directives; Embraer S.A. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Embraer S.A. Model EMB–545 and EMB–550 airplanes. This proposed AD was prompted by a jamming failure of the main door lock sensor. This proposed AD would require repetitive main door sensor operational tests, repetitive lubrication of the main door sensor mechanism, and on-condition actions, as specified in an Agência Nacional de Aviação Civil (ANAC) AD. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by May 12, 2025.

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–2025–0476; 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 NPRM, 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 identified in this proposed AD, contact National Civil Aviation Agency (ANAC), Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230—Centro Empresarial Aquarius—Torre B—Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246–190—São José dos Campos—SP, Brazil; telephone 55 (12) 3203–6600; email *pac@anac.gov.br;* website *anac.gov.br/en/.* You may find this material on the ANAC website at *sistemas.anac.gov.br/certificacao/DA/DAE.asp.* It is also available at *regulations.gov* under Docket No. FAA–2025–0476.
- 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.

FOR FURTHER INFORMATION CONTACT: Hassan Ibrahim, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3653; email: *hassan.m.ibrahim@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2025–0476; Project Identifier MCAI–2024–00482–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 proposal 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 NPRM.

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