

(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) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2023–0199.

(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 2025–0012, dated January 13, 2025 (EASA AD 2025–0012). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraphs (g) of this AD.

(k) Exceptions to EASA AD 2025–0012

(1) This AD does not adopt paragraphs (1), (2), (4), and (5) of EASA AD 2025–0012.

(2) Where paragraph (3) of EASA AD 2025–0012 specifies revising “the AMP” within 12 months after its effective date, this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0012 is at the applicable “associated thresholds” as incorporated by the requirements of paragraph (3) of EASA AD 2025–0012, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the “Remarks” section of EASA AD 2025–0012.

(5) Where the Compliance Time column of the table in the service information referenced in EASA AD 2025–0012 refers to “01 December 2025 (Corresponding to the 24 Months from the Effective Date of the EASA Airworthiness Directive No.: 2023–0199), without exceeding the current 29 000 FH,” this AD requires using within 24 months after July 19, 2024 (the effective date of AD 2024–08–05), without exceeding the current 29,000 flight hour interval.

(6) Where the Compliance Time column of the table in the material referenced in EASA AD 2025–0012 refers to “the Effective Date of the EASA Airworthiness Directive that is expected to be issued to mandate these changes,” this AD requires using the effective date of this AD.

(l) 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 “Ref. Publications” section of EASA AD 2025–0012.

(m) Terminating Action for AD 2022–17–08

For Model A330–330–201, –202, –203, –223, 223F, –243, –243F, –301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes: Accomplishing the actions required by paragraph (j) of this AD terminates the provisions in paragraphs (4)

through (7) of EASA AD 2021–0281, dated December 17, 2021, that are required by paragraph (g) of AD 2022–17–08.

(n) 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 AIR–520, Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (o) 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.

(o) Additional Information

For more information about this AD, contact Kin Suen Chan, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 312–203–5670; email: Kin.Suen.Chan@faa.gov.

(p) Material Incorporated by Reference

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

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

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2025–0012, dated January 13, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on July 19, 2024 (89 FR 50505, June 14, 2024).

(i) EASA AD 2023–0199, dated November 17, 2023.

(ii) [Reserved]

(5) 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.

(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 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 June 18, 2025.

Peter A. White,

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

[FR Doc. 2025–11460 Filed 6–20–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1113; Project Identifier MCAI–2024–00552–A]

RIN 2120–AA64

Airworthiness Directives; Polskie Zaklady Lotnicze Sp. z o.o. 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 Polskie Zaklady Lotnicze Sp. z o.o. Model PZL M28 05 airplanes. This proposed AD was prompted by incorrect flap settings and airspeed during approach for landing under one engine inoperative (OEI) conditions in the airplane flight manual (AFM) emergency procedures. This proposed AD would require revising the existing AFM for your airplane to provide the correct emergency procedures. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by August 7, 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–2025–1113; 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 Polskie Zakłady Lotnicze Sp. z o.o. material identified in this proposed AD, contact Polskie Zakłady Lotnicze Sp. z o.o., Wojska Polskiego 3, 39–300 Mielec, Poland; phone: +48 17 743 1901; email: pzl.lm@global.lmco.com; website: pzlmielec.pl.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT:

Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: doug.rudolph@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 **ADDRESSES**. Include “Docket No. FAA–2025–1113; Project Identifier MCAI–2024–00552–A” 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 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 Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. 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 European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2024–0183, dated September 20, 2024 (EASA AD 2024–0183) (also referred to as “the MCAI”), to correct an unsafe condition on Polskie Zakłady Lotnicze Sp. z o.o. Models PZL M28 02–W and PZL M28 05 airplanes, all manufacturer serial numbers. The MCAI states that occurrences have been reported by pilot instructors where, during type rating training with Model PZL M28 airplanes, students applied an incorrect flap setting and airspeed while practicing the emergency procedure for an approach and landing with OEI after a simulated engine failure. The investigation concluded that the root cause for these occurrences was typographical errors in the AFM. The MCAI requires incorporating an AFM update containing the correct flap setting and airspeed to be applied during approach with OEI. Applying an incorrect flap setting and airspeed during an approach for landing under (simulated) OEI conditions could result in loss of control of the airplane.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2025–1113.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed pages 3–4 ENGINE FAILURE AT DESCENT and ENGINE FAILURE DURING BALKED LANDING; 3–9 BALKED LANDING WITH ONE ENGINE INOPERATIVE; 3–17 ENGINE FAILURE AT DESCENT (LANDING APPROACH); 3–18 ENGINE FAILURE DURING BALKED LANDING; and 3–25 and 3–26 BALKED LANDING WITH ONE ENGINE INOPERATIVE from Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o.

Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024. This material provides the correct emergency procedures for the flightcrew when adjusting the flap settings and airspeed during approach for landing under simulated OEI conditions.

The FAA also reviewed Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, Revision 1, dated July 9, 2024. This material provides the flightcrew with the correct emergency procedures checklist that corresponds with the changes to Section 3, Emergency Procedures, of the AFM.

In addition, the FAA reviewed Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast icing conditions, Revision 1, dated July 9, 2024. This material provides the flightcrew with the correct emergency procedures checklist that corresponds with the changes to Section 3, Emergency Procedures, of the 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

These products have been approved by the aviation authority of another country and are 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 for your airplane to provide the correct emergency procedures and checklist for the flightcrew when adjusting the flap settings and airspeed during approach for landing under OEI conditions. See “Differences Between this Proposed AD and the MCAI” for a discussion of the general differences included in this AD.

The owner/operator (pilot) holding at least a private pilot certificate may revise the existing AFM and checklist for your airplane and must enter compliance with the applicable paragraph of this proposed AD into the airplane maintenance records in

accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The pilot may perform this action because it only involves revising the AFM. This action could be performed equally well by a pilot or a mechanic. This is an exception to the FAA's standard maintenance regulations.

Differences Between This Proposed AD and the MCAI

The MCAI applies to Polskie Zakłady Lotnicze Sp. z o.o. Model PZL M28 02–W airplanes, but this proposed AD would not because this model does not have an FAA type certificate.

The MCAI requires informing all pilots about the AFM update and thereafter operating the airplane

accordingly, and this proposed AD would not because those actions are already required by FAA regulations.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect nine airplanes of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Revise AFM and checklist	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$1,530

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:

Polskie Zakłady Lotnicze Sp. z o.o.: Docket No. FAA–2025–1113; Project Identifier MCAI–2024–00552–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by August 7, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Polskie Zakłady Lotnicze Sp. z o.o. Model PZL M28 05 airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 1100, Placards and Markings

(e) Unsafe Condition

This AD was prompted by incorrect flap settings and airspeed during approach for landing under one engine inoperative conditions in the airplane flight manual (AFM) emergency procedures. The FAA is issuing this AD to prevent pilots from applying incorrect flap settings and airspeed. The unsafe condition, if not addressed, could result in loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, revise Section 3, Emergency Procedures of the airplane flight manual (AFM) for your airplane by incorporating the sections identified in paragraphs (g)(1)(i) through (v) of this AD using Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024. Using a different document with information identical to the information in the sections listed in paragraph (g)(1)(i) through (v) of this AD is acceptable for compliance with the requirements of this paragraph.

(i) Page 3–4, sections “ENGINE FAILURE AT DESCENT” and “ENGINE FAILURE DURING BALKED LANDING.”

(ii) Page 3–9, section “BALKED LANDING WITH ONE ENGINE INOPERATIVE.”

(iii) Page 3–17, section “ENGINE FAILURE AT DESCENT (LANDING APPROACH).”

(iv) Page 3–18, section “ENGINE FAILURE DURING BALKED LANDING.”

(v) Pages 3–25 and 3–26, section “BALKED LANDING WITH ONE ENGINE INOPERATIVE.”

(2) Within 30 days after the effective date of this AD, revise the Emergency Procedures checklist of the AFM for your airplane by incorporating pages 5, 6, and 15 of Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, Revision 1, dated July 9, 2024; or Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast icing conditions, Revision 1, dated July 9, 2024, as applicable.

(3) The owner/operator (pilot) holding at least a private pilot certificate may revise the existing AFM and checklist and must enter compliance with the applicable paragraph of this AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) 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 local Flight Standards District 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 local flight standards district office/certificate holding district office.

(i) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Page 3–4 ENGINE FAILURE AT DESCENT and ENGINE FAILURE DURING BALKED LANDING, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Revision 55, Model PZL M28 05, dated July 9, 2024.

(ii) Page 3–9 BALKED LANDING WITH ONE ENGINE INOPERATIVE, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(iii) Page 3–17 ENGINE FAILURE AT DESCENT (LANDING APPROACH), Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(iv) Page 3–18 ENGINE FAILURE DURING BALKED LANDING, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(v) Pages 3–25 and 3–26 BALKED LANDING WITH ONE ENGINE INOPERATIVE, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, dated July 9, 2024.

(vi) Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, Revision 1, dated July 9, 2024.

(vii) Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A–65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast icing conditions, Revision 1, dated July 9, 2024.

(3) For Polskie Zakłady Lotnicze Sp. z o.o. material identified in this AD, contact

Wojska Polskiego 3, 39–300 Mielec, Poland; phone: +48 17 743 1901; email: pzl.lm@global.lmco.com; website: pzmielec.pl.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110.

(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 June 18, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–11488 Filed 6–20–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2025–0482; Project Identifier MCAI–2024–00152–T]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2019–16–09, which applies to certain De Havilland Aircraft of Canada Limited Model DHC–8–400 series airplanes. AD 2019–16–09 requires one-time inspections for cracks and damage of the elevator power control unit (PCU) brackets and surrounding area, horizontal stabilizer rear spar, and elevator front spar, and related investigative and corrective actions if necessary. Since the FAA issued AD 2019–16–09, new findings have been reported as a result of maintenance activities and/or inspections. This proposed AD would continue to require certain actions in AD 2019–16–09, and would also require repeating the inspections one time and performing applicable on-condition actions, remove an airplane from the applicability, and provide optional terminating action for the repetitive inspections. 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 August 7, 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–2025–0482; 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 Transport Canada material identified in this proposed AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation. It is also available at regulations.gov under Docket No. FAA–2025–0482.

- 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:

Yaser Osman, 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–2025–0482; Project Identifier MCAI–2024–00152–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,