

<sup>5</sup> For obtaining the procedures for Bombardier Global 5000 AFM, Publication No. CSP 700–5000–1, use Document Identification No. GL 5000 AFM.

<sup>6</sup> 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.

<sup>7</sup> For obtaining the procedures for Bombardier Global 5500 AFM, Publication No. CSP 700–5500–1, use Document Identification No. GL 5500 AFM.

#### (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](mailto: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](mailto: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 Airplane Flight Manual (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 (ix) 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) 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) 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) 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) 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) 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 Bombardier 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](mailto:ac.yul@aero.bombardier.com); website [bombardier.com](http://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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on June 4, 2025.

**Steven W. Thompson**,  
*Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2025–10683 Filed 6–11–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2025–0606; Airspace Docket No. 25–AEA–6]

RIN 2120–AA66

#### Amendment of Class E Airspace; Hagerstown, MD

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace extending upward from 700 feet above the surface designated for Hagerstown, MD, by updating the reference to the St. Thomas Very High Frequency Omnidirectional Range Station and Tactical Air Navigation System (VORTAC) to show it as the St. Thomas Tactical Air Navigation System (TACAN). This action supports the safety and management of instrument flight rule (IFR) operations in the area.

**DATES:** Effective 0901 UTC, October 2, 2025. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at [www.federalregister.gov](http://www.federalregister.gov).

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

#### **SUPPLEMENTARY INFORMATION:**

##### **Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority, as it amends Class E airspace in Hagerstown, MD.

##### **History**

The FAA published an NPRM for Docket No. FAA-2025-0606 in the **Federal Register** (90 FR 15533; April 14, 2025), proposing to amend Class E airspace extending upward from 700 feet above the surface at Hagerstown Regional-Richard A. Henson Field, Hagerstown, MD. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

##### **Incorporation by Reference**

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

##### **The Rule**

This action amends 14 CFR part 71 by amending the Class E airspace extending upward from 700 feet above the surface at Hagerstown, MD. The VOR portion of the St. Thomas VORTAC was decommissioned on November 30, 2023, and only the TACAN remains as a functional part of the NAVAID. This action changes the associated references in the airspace legal description from St. Thomas VORTAC to St. Thomas TACAN. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

##### **Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

##### **Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially

significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

##### **Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

##### **The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### **PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

##### **§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

##### **AEA MD E5 Hagerstown, MD [Amended]**

Hagerstown Regional Airport-Richard A. Henson Field, MD

(Lat. 39°42'31" N, long. 77°43'35" W)

Hagerstown VOR

(Lat. 39°41'52" N, long. 77°51'21" W)

St. Thomas TACAN

(Lat. 39°56'00" N, long. 77°57'03" W)

Hagerstown Regional Airport-Richard A.

Henson Field ILS Runway 27 Localizer

(Lat. 39°42'23" N, long. 77°44'31" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Hagerstown Regional Airport-Richard A. Henson Field, and within 3.1 miles each side of the Hagerstown VOR 237° radial and 057° radial extending from 9.6 miles southwest of the VOR to 2.7 miles northeast of the VOR, and within 4.4 miles each side of the Hagerstown Regional Airport-Richard A. Henson Field ILS Runway 27 localizer course extending from the localizer to 12.6 miles east of the localizer, and within 4.4 miles each side of the St. Thomas TACAN 141° radial extending from the 6.6-mile radius to the St. Thomas TACAN, excluding that portion within Prohibited Area P-40.

\* \* \* \* \*

Issued in College Park, Georgia, on June 5, 2025.

**Patrick Young,**

*Manager, Airspace & Procedures Team North,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. 2025–10673 Filed 6–11–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31609; Amdt. No. 4169]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 12, 2025. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 12, 2025.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops–M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC, 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Information Services, 6500 South

MacArthur Blvd., Oklahoma City, OK 73169 or,

4. 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

#### Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

#### FOR FURTHER INFORMATION CONTACT:

Romana B. Wolf, Manager, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., STB Annex, Bldg. 26, Room 217, Oklahoma City, OK 73099. Telephone (405) 954–1139.

**SUPPLEMENTARY INFORMATION:** This rule amends 14 CFR part 97 by establishing, amending, suspending, or removes SIAPs, Takeoff Minimums and/or ODPs. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. The applicable FAA Forms are 8260–3, 8260–4, 8260–5, 8260–15A, 8260–15B, when required by an entry on 8260–15A, and 8260–15C.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, pilots do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies

the airport and its location, the procedure, and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and/or ODPs as identified in the amendatory language for part 97 of this final rule.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flights safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this